

### 3. Revisions to the Draft EIR

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This chapter presents changes to the Draft Environmental Impact Report (EIR) that resulted from preparation of responses to comments, or from staff-directed changes, including corrections and clarifications. In each case, the page and location on the page in the Draft EIR is presented, followed by the text or graphic revision. Underlined text represents language that has been added to the EIR; text with ~~strike through~~ has been deleted from the EIR. The revisions in this chapter do not require recirculation of the Draft EIR because they do not constitute “significant new information” under Section 15088.5 of the California Environmental Quality Act (CEQA) Guidelines. All changes to Draft EIR Table 1-1, *Summary of Impacts and Mitigation Measures*, are included in Chapter 1, *Executive Summary*, of this Final EIR.

#### CHAPTER 4.1 AESTHETICS

The following General Plan policies and action referenced in impact discussion AES-1 on pages 4.1-12 to 4.1-14 of the Draft EIR are hereby amended as follows:

- **Policy CD 1.3: Scenic Corridors.** Require new development adjacent to designated scenic corridors within San Mateo County’s General Plan to protect and enhance the visual character of these corridors to the extent feasible.
- **Policy CD ~~6.107.6~~ 7.6: Nighttime Lighting.** Require nighttime lighting to be energy efficient, be and designed to minimize light pollution and light spillage ~~to~~ on adjacent properties, while protecting public safety.
- **Action CD 7.67: Objective Design Standards.** ~~Develop and adopt~~ Implement the City’s objective design standards to ensure that clearly outline the City’s design expectations for new single-family and multifamily and mixed-use projects with a residential component meet required standards and streamline the development review process.

The following General Plan policy and action referenced in impact discussion AES-3 on pages 4.1-15 to 4.1-16 of the Draft EIR are hereby amended as follows:

- **Policy CD 8.3: Respect Existing Scale and Rhythm.** ~~Encourage n~~New mixed-use and commercial development should have context sensitive design that incorporates architectural styles and elements that relate to respect the scale and design rhythm of surrounding buildings, including by providing breaks in the building face at spacings common to buildings in the area and by stepping back upper floors.
- **Action CD 8.6: Objective Design Standards.** Develop and adopt objective design standards for new mixed-use and commercial development to provide a clear understanding of the City’s expectation for new project design, including context appropriate architectural styles and pedestrian-friendly design.

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The following General Plan policy referenced in impact discussion AES-4 on pages 4.1-16 to 4.1-18 of the Draft EIR is hereby amended as follows:

- **Policy CD ~~6-107.6~~: Nighttime Lighting.** Require nighttime lighting to be energy efficient, be and designed to minimize light pollution and light spillage ~~to~~ on adjacent properties, while protecting public safety.

## CHAPTER 4.2 AIR QUALITY

The following General Plan goal and policies referenced in Section 4.2-3, Impact Discussion, under the “Methodology” subheading on pages 4.2-35 to 4.2-38 of the Draft EIR are hereby amended as follows:

- **Goal COS-4:** ~~Goals, policies, and actions focused on equity priority communities can be found throughout the General Plan. The Land Use Element also includes goals and policies on environmental justice under Goal LU-8.~~ All San Mateo residents should have the ability to breathe safe, clean air.
  - **Policy COS 4.3: BAAQMD Planning for Healthy Places.** Require new development to adhere to BAAQMD’s Planning for Healthy Places guidance when warranted by local conditions ~~warrant~~.
  - **Policy COS 4.9: Air Pollution Exposure.** For new development that is located within 1,000 feet from US Highway 101 and State Route 92, require installation of enhanced ventilation systems and other strategies to protect people from respiratory, heart, and other health effects associated with breathing polluted air in both indoor and outdoor spaces.

The following General Plan actions referenced in impact discussion AQ-1 on pages 4.2-38 to 4.2-53 of the Draft EIR are hereby amended as follows:

- **Action LU 8.3: Health Disparities.** Coordinate with the San Mateo County Public Health Department to promote healthier communities through education, prevention, intervention programs, and other activities that address the health disparities and inequities that exist in San Mateo.
- **Action LU 8.4: City Investment.** Use funds ~~collected by~~ from the park impact fee and other sources to invest in programs and public improvements that connect residents with opportunities to increase their physical activity and improve their physical and mental health, especially in equity priority communities with higher risk of negative public health outcomes. Identify new funding sources for programs and public improvements, if needed.
- **Action LU 8.8: Streetscape and Safety Improvements.** Work with residents in equity priority communities to identify sidewalk, lighting, landscaping, and roadway improvements needed to improve routes to parks, schools, recreation facilities, and other destinations within the community. Prioritize investments ~~to~~ that address health disparities in equity priority communities in the annual Capital Improvement Program.
- **Action LU 8.12: Neighborhood Beautification.** Support and promote neighborhood clean-up and beautification initiatives in equity priority communities, including street tree planting and maintenance, through ~~in~~ partnerships with neighborhood organizations.

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**Mitigation Measure AQ-2 on page 4.2-55, continuing onto page 4.2-56, of the Draft EIR is hereby amended as follows:**

**Mitigation Measure 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.
- 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.

**The following General Plan policy and actions referenced in impact discussion AQ-3 on pages 4.2-56 to 4.2-63 of the Draft EIR are hereby amended as follows:**

- **Policy C 1.1: Sustainable Transportation.** Reduce vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions from transportation by increasing mode share options for sustainable travel modes, such as walking, bicycling, and public transit.

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- **Action C 1.1415: Transit-Oriented Development Pedestrian Access Plan.** Coordinate with interagency partners and community stakeholders to seek funding opportunities to design, construct, and build the priority projects identified in the Transit-Oriented Development Pedestrian Access Plan to improve access to and from the Caltrain Stations.
- **Action C 2.7: New Development Shuttle Services.** Encourage new developments to provide shuttle services and shuttle partnerships as an option to fulfill TDM requirements. Shuttles should serve activity centers, such as the College of San Mateo, Caltrain stations, downtown, the Hillsdale Shopping Center, or other areas and should accommodate the needs and schedules of all riders, including service workers.

### Mitigation Measure AQ-3 on page 4.2-61 of the Draft EIR is hereby amended as follows:

**Mitigation Measure 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.
- 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.

### Mitigation Measure AQ-4 on page 4.2-67 of the Draft EIR is hereby amended as follows:

**Mitigation Measure 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



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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<sub>2.5</sub> 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 (T-BACTs) and appropriate enforcement mechanisms, and demonstrate that they are capable of reducing potential cancer, noncancer risks, and PM<sub>2.5</sub> 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.

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.

## CHAPTER 4.3 BIOLOGICAL RESOURCES

The following General Plan policies referenced in impact discussion BIO-1 on pages 4.3-20 to 4.3-23 of the Draft EIR are hereby amended as follows:

- **Policy COS 1.2: Interjurisdictional Coordination.** Coordinate with adjacent jurisdictions and regional, State, and federal agencies to protect critical wildlife habitat, including by participating in comprehensive habitat management programs.
- **Policy COS 1.4: Avoidance of Nesting Birds.** ~~Disturbance of active N~~ative bird nests in active use should shall be avoided ~~in compliance with~~ when required by State and federal regulations. For new development sites where nesting native birds may be present, vegetation clearing and construction ~~should~~ must be initiated outside the bird nesting season (March 1 through August 31) or preconstruction surveys ~~should~~ be conducted by a qualified biologist in advance of any disturbance. If active nests are encountered, appropriate buffer zones ~~should~~ shall be established based on recommendations by the qualified biologist and remain in place until any young birds have successfully left the nest.
- **Policy COS 1.5: Surveys for Sensitive Natural Communities.** Require that sites with suitable natural habitat, including creek corridors through urbanized areas, be surveyed for the presence or absence of sensitive natural communities prior to development approval. Such surveys ~~should~~ shall be conducted by a qualified biologist and occur prior to development-related vegetation removal or other habitat modifications.

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- Policy COS 1.6: Surveys for Regulated Waters.** Require that sites with suitable natural habitat, including creek corridors through urbanized areas, be surveyed for the presence or absence of regulated waters prior to development approval. Such surveys ~~should~~ shall be conducted by a qualified wetland specialist and occur prior to development-related vegetation removal or other habitat modifications.
- Policy COS 3.1: Aesthetic and Habitat Values – Public Creeks.** Preserve and enhance the aesthetic and habitat values of creeks, such as San Mateo, Laurel, and Beresford Creeks, and other City-owned channels in all activities affecting these creeks, including revegetation, rewilding, erosion control, and adequate setbacks for structures.

## CHAPTER 4.4 CULTURAL RESOURCES

The section under the “Historic Resources” subheading on pages 4.4-8 to 4.4-9 of the Draft EIR is hereby amended as follows:

The history of San Mateo is represented in the almost 200 recognized historic resources and two historic districts, as identified in the 1989 Historic Building Survey.<sup>13</sup> Approximately 37 of these structures are individually eligible for the National Register. They range from historic buildings in the downtown area to single-family homes from the late nineteenth century. Within the EIR Study Area, six historic resources are listed in the National Register and six historic resources are listed in the California Register, as shown in Table 4.4-1, *Federal- and State-Recognized Historic Resources*. In addition, the Yoshiko Yamanouchi House—which includes the main residence, two additional buildings, three structures, and three gardens—was listed as a historic property in the National Register in late 2023 and was subsequently also listed on the California Register.<sup>14</sup>

**TABLE 4.4-1 FEDERAL- AND STATE-RECOGNIZED HISTORIC RESOURCES**

Historic Resource	Location	National Register of Historic Places	California Register of Historic Resources
Baywood Elementary School (1939)	600 Alameda de las Pulgas		X
Ernest Coxhead House	37 East Santa Inez Avenue	X	X
Eugene De Sabla J. Jr. Teahouse and Tea Garden	70 De Sabla Road	X	X
Hotel St. Matthew	215-229 Second Avenue	X	X
National Bank of San Mateo	164 South B Street	X	X
US Post Main Office – San Mateo	210 South Ellsworth Street	X	X
Vollers House	353 North Claremont Street	X	
<u>Yoshiko Yamanouchi House</u>	<u>1007 East 5th Avenue</u>	<u>X</u>	X

Source: National Park Service, 2023, National Register of Historic Places, <https://www.nps.gov/subjects/nationalregister/database-research.htm>; California State Parks, Office of Historic Preservation, 2023, California Historical Resources, <https://ohp.parks.ca.gov/ListedResources/?view=county&criteria=41>.

The 1989 Historic Building Survey also identified two National Register-eligible historic districts, the Downtown Historic District and the Glazenwood Historic District.<sup>4415</sup> Contributing resources in the Downtown Historic District are primarily concentrated along B Street and Third Avenue and were largely

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constructed from the late nineteenth century to the late 1930s. The Glazenwood Historic District is a residential subdivision that includes a distinctive concentration of 1920s Spanish Colonial Revival homes.

The 1989 Historic Building Survey undertook preliminary documentation of several neighborhoods located on the east side of El Camino Real. These neighborhoods were subject to an intensive survey and include Central, East San Mateo, Hayward Park, San Mateo Heights, and North Central. Other than the Glazenwood Historic District, which is located within the Hayward Park neighborhood, the 1989 Historic Building Survey did not formally evaluate these neighborhoods as historic districts. The neighborhoods with high concentrations of older homes on the west side of El Camino Real, including Aragon, Baywood, Baywood Knolls, and San Mateo Park, were subject to a visual (windshield) survey. The 1989 Historic Building Survey recommended that future historic resources surveys be undertaken to comprehensively document and evaluate these neighborhoods as historic districts.

In October 2023, a privately prepared National Register nomination form for the Baywood Historic District was submitted to the California OHP. The draft nomination form states that the potential district includes 350 contributing buildings and six structures. The contributing buildings are single-family residences constructed from 1927 to 1949, primarily in revival styles of the 1920s and 1930s, including Spanish Colonial Revival, Tudor Revival, Colonial Revival, and Mediterranean Revival. The draft nomination form is currently under review by the California OHP.<sup>16</sup>

The remaining individual properties listed in the 1989 Historic Building Survey as eligible or potentially eligible for listing in the National Register or as locally significant are considered potential historic resources but are not formally listed or landmarked. In subsequent decades, many other properties in San Mateo have been determined to be eligible historic resources through the development of Historic Resource Evaluations as part of the environmental review process. Documentation on these properties is maintained by the city.

<sup>14</sup> Denise Bradley and Ward Hill, Yoshiko Yamanouchi House National Register of Historic Places Registration Form, 1007 East 5th Avenue, San Mateo, California, prepared by Denise Bradley Cultural Landscapes, November 2022, Revised June 2023; California Office of Historic Preservation, October 30, 2023, California State Historical Resources Commission to Consider 14 Properties for Action at November 3 Meeting, <https://www.parks.ca.gov/NewsRelease/1223>, accessed October 31, 2023; California Office of Historic Preservation, 2023 Actions Taken, [https://ohp.parks.ca.gov/?page\\_id=31364](https://ohp.parks.ca.gov/?page_id=31364). State of California Department of Parks and Recreation, Office of Historic Preservation, January 4, 2024, letter to Mayor Amourance Lee Re: Yoshiko Yamanouchi House Listing in the National Register of Historic Places.

<sup>1415</sup> San Mateo County Historical Association, September 1989, *City of San Mateo Historic Building Survey Final Report*.

<sup>16</sup> Page & Turnbull, 2023, Draft Baywood Historic District National Register of Historic Places Registration Form, San Mateo, California, October 16, 2023.

**The following General Plan policies and action referenced in impact discussion CULT-1 on pages 4.4-10 to 4.4-13 of the Draft EIR are hereby amended as follows:**

- **Policy CD 5.1: Comprehensive Approach to Historic Preservation.** Implement a comprehensive approach to historic preservation based on community input and best practices from State and federal agencies, to find an appropriate balance between preservation with other important priorities, such as affordable housing production and supporting local businesses.
- **Policy CD 5.12: Historic Preservation.** Actively identify and preserve historic resources and concentrations of historic resources which convey the flavor of local historical periods, are culturally significant, or provide an atmosphere of exceptional architectural interest or integrity,

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as feasible, when they meet national, State, or local criteria. Historic resources, including individual properties, districts, and sites to that maintain San Mateo’s sense of place and special identity, and to enrich our understanding of the city’s history and continuity with the past.

- ~~■ **Policy CD 5.2: Historic Resources Preservation.** Actively identify and preserve concentrations of historic resources, which convey the flavor of local historical periods, are culturally significant, or provide an atmosphere of exceptional architectural interest or integrity, when they meet national, State, or local criteria.~~
- **Action CD 5.108: Historic Preservation Ordinance.** Update the City’s Historic Preservation Ordinance to create a framework for the designation of historic resources and districts, establish review and permitting procedures for historic alterations, demolitions or relocations, be consistent with federal and State standards and guidelines, and align with the other goals and policies outlined in this Element.
- **Action CD 5.89: Historic Resources Context Statements.** Prepare a citywide historic context statement to guide future historic resource survey efforts to identify individually eligible resources and historic districts. If a neighborhood is identified as a historic district, prepare a more detailed historic context statement for that individual neighborhood.
- **Action CD 5.910: Historic Resources Survey.** Establish and maintain an inventory of architecturally, culturally, and historically significant buildings, structures, sites, and districts. Proactively maintain an up-to-date historic resources inventory by seeking funding opportunities to update the historic survey. Prepare neighborhood-specific historic context statements prior to updating the historic resources survey.
- **Action CD 5.12: Historic Resources Design Standards.** Create objective design standards for alterations to historic resources and contributors to a designated historic district, and new development adjacent to historic resources within historic districts. Use the Secretary of the Interior’s Standards as the basis for these objective design standards to ensure projects have a contextual relationship with land uses and patterns; spatial organization; visual relationships; cultural and historic values; and the height, massing, design, and materials of historic resources.

## CHAPTER 4.5 ENERGY

The following General Plan policies referenced in impact discussion ENE-1 on pages 4.5-19 to 4.4-27 of the Draft EIR are hereby amended as follows:

- **Policy C 1.1: Sustainable Transportation.** Reduce vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions from transportation by increasing mode share options for sustainable travel modes, such as walking, bicycling, and public transit.
- **Policy C 3.1: Pedestrian Network.** Create and maintain a safe, walkable environment in San Mateo to increase the number of pedestrians. Maintain an updated recommended pedestrian network for implementation. Encourage “superblock” or similar design in certain nodes of the city, such as the dDowntown, that allows vehicle access at the periphery and limits cut-through vehicles to create pedestrian-focused, car-light spaces.

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- **Policy C 4.87: Interjurisdiction Coordination.** Continue to coordinate with adjacent jurisdictions and regional partners in the development of connected bicycle and pedestrian facilities and regional trails, as identified in adopted City plans.
- **Policy C 5.1: Increase Transit Ridership.** Support SamTrans and Caltrain in their efforts to increase transit ridership and frequency of transit services.
- **Policy LU 3.78: Visitor Economy.** Collaborate with other Peninsula cities and the San Mateo County/Silicon Valley Convention and Visitors Bureau to support the continued development of the visitor economy of both the city and the region, including lodging, entertainment, cultural, recreation, retail, and local events; encourage uses that attract visitors. Incentivize through fee reduction and visitor perks, sustainable modes of travel to and from the city to reduce both the use of air travel and gas-powered vehicles.

## CHAPTER 4.6 GEOLOGY AND SOILS

The text under the “Liquefaction” subheading on page 4.6-10 of the Draft EIR is hereby amended as follows:

Liquefaction typically occurs in areas where moist, fine-grained, cohesionless sediment or fill materials are subjected to strong, seismically induced ground shaking. Under certain circumstances, the ground shaking can temporarily transform an otherwise solid material to a fluid state, which can result in the horizontal movement of soils on gentle slopes, called lateral spreading. Liquefaction is a serious hazard and may result in buildings that subside and suffer major structural damage. Liquefaction is most often triggered by seismic shaking, but it can also be caused by improper grading, landslides, or other factors. In dry soils, seismic shaking may cause soil to consolidate rather than flow, a process known as densification. Liquefaction in the EIR Study Area ranges from very low in the hillsides of the city to very high in the marshland and tidal marshes on the eastern side of the EIR Study Area, as shown on Figure 4.6-4, *Seismic Hazard Zones*. Additionally, as required by the Seismic Hazards Mapping Act, CGS provides maps of Earthquake Required Zones of Investigation. As depicted in Figure 4.6-5, *Earthquake Zones of Required Investigation*, San Mateo contains liquefaction zones and earthquake-induced landslide zones.

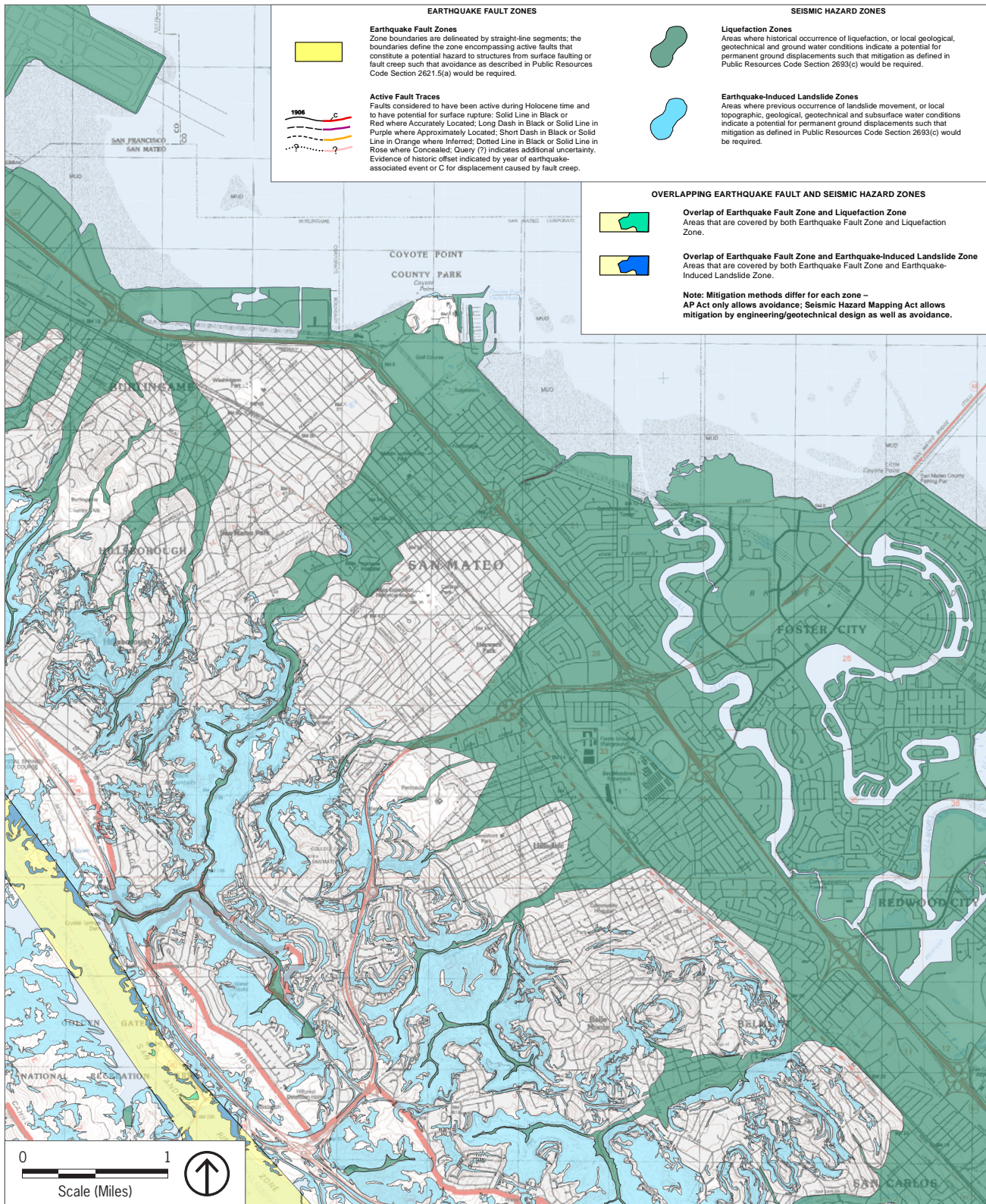
Figure 4.6-5, *Earthquake Zones of Required Investigation*, as shown on the following page, is hereby added after page 4.6-11 of the Draft EIR.

The text under the “Liquefaction” subheading on page 4.6-12 of the Draft EIR is hereby amended as follows:

The northeastern portion of the EIR Study Area located along the San Francisco Bay is predominantly unconsolidated soils, which consist of soft, unconsolidated, water-saturated, silty clay with shell fragments. These low-lying areas that front the Bay are particularly susceptible to liquefaction. In the western portions of the EIR Study Area, the soils consist of colluvium and bedrock, which have a low susceptibility to liquefaction. As shown on Figure 4.6-4 and Figure 4.6-5, the majority of the liquefaction susceptibility areas in the EIR Study Area are in urbanized, low-lying areas near creeks or the waterfront. Many of the open space areas and hillside neighborhoods are in low or very low liquefaction susceptibility areas.



# GEOLOGY AND SOILS



Source: California Geological Survey, [www.conservation.ca.gov/cgs](http://www.conservation.ca.gov/cgs). Shaded topographic relief derived from USGS 10 meter NED, 2013. Topographic base map from USGS 1956, photorevised, 1980. Street data from US Census Bureau TIGER/Line, 2017.

Figure 4.6-5  
Earthquake Zones of Required Investigation

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**The text under the “Liquefaction” subheading on page 4.6-12 of the Draft EIR is hereby amended as follows:**

As shown in Figure 4.6-4 and Figure 4.6-5, landslides have the potential to occur in the EIR Study Area, most notably on the steeper slopes that lie on the western edge of the EIR Study Area. In these areas, landslides are commonly associated with slopes underlain with Franciscan sheared rock (mélange) and pre-existing landslide deposits, which indicate unstable underlying materials.

**The text under the “Liquefaction” subheading of impact discussion GEO-1 on page 4.6-17 of the Draft EIR is hereby amended as follows:**

The EIR Study Area contains a range of geological and soil profiles. Within the EIR Study Area, liquefaction susceptibility ranges from low in steeply sloped areas to moderate and very high in the marshland and tidal marshes on the eastern side of the EIR Study Area, as shown on Figure 4.6-4 and Figure 4.6-5. As discussed in Chapter 3, *Project Description*, of this Draft EIR, future development under the proposed project is expected to occur in existing urban areas and would be largely concentrated on a limited number of vacant parcels and in the form of infill/intensification on sites either already developed and/or underutilized, and/or in close proximity to existing residential and residential-serving development. These urban areas are generally located in portions of the EIR Study Area that have low liquefaction susceptibility. However, some existing urban areas in the EIR Study Area are built atop soil materials which have a high liquefaction susceptibility.

**The text under the “Liquefaction” subheading of impact discussion GEO-1 on page 4.6-18 of the Draft EIR is hereby amended as follows:**

In the event that future development is proposed on areas with potential liquefaction susceptibility, the development would be required to comply with existing regulations ~~in~~ of the Seismic Hazards Mapping Act and the CBC and undergo a geotechnical review in accordance with SMMC regulations. Compliance with the Seismic Hazards Mapping Act, CBC, SMMC, and proposed General Plan goals, policies, and actions would minimize the risk of loss, injury, or death involving liquefaction after a seismic-related ground failure, and impacts would be *less than significant*.

**The text under the “Landslide” subheading of impact discussion GEO-1 on page 4.6-18 of the Draft EIR is hereby amended as follows:**

Furthermore, new development or redevelopment in any of the portions of the EIR Study Area deemed to be within landslide-susceptible areas would be required to comply with grading, erosion, and sediment control regulations in the CBC and the provisions ~~in~~ of the Seismic Hazards Mapping Act and the SMMC for geotechnical investigations. Compliance with the Seismic Hazards Mapping Act, CBC and SMMC, as well as the proposed General Plan goals, policies, and actions discussed above, would minimize the risk of loss, injury, or death involving landslide after a seismic-related ground failure and ensure that impacts would be *less than significant*.

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### CHAPTER 4.7 GREENHOUSE GAS EMISSIONS

The following General Plan policies and actions referenced in impact discussion GHG-1 on pages 4.7-25 to 4.7-29 of the Draft EIR are hereby amended as follows:

- **Policy C 1.1: Sustainable Transportation.** Reduce vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions from transportation by increasing mode share options for sustainable travel modes, such as walking, bicycling, and public transit.
- **Action C 1.1415: Transit-Oriented Development Pedestrian Access Plan.** Coordinate with interagency partners and community stakeholders to seek funding opportunities to design, construct, and build the priority projects identified in the Transit-Oriented Development Pedestrian Access Plan to improve access to and from the Caltrain Stations.
- **Action C 2.7: New Development Shuttle Services.** Encourage new developments to provide shuttle services and shuttle partnerships as an option to fulfill TDM requirements. Shuttles should serve activity centers, such as the College of San Mateo, Caltrain stations, ~~d~~Downtown, the Hillsdale Shopping Center, or other areas and should accommodate the needs and schedules of all riders, including service workers.
- **Policy C 3.1: Pedestrian Network.** Create and maintain a safe, walkable environment in San Mateo to increase the number of pedestrians. Maintain an updated recommended pedestrian network for implementation. Encourage “superblock” or similar design in certain nodes of the city, such as the ~~d~~Downtown, that allows vehicle access at the periphery and limits cut-through vehicles to create pedestrian-focused, car-light spaces.
- **Action C 3.7: Pedestrian Connectivity.** Incorporate design for pedestrian connectivity across intersections in transportation projects, including the El Camino Real corridor, to improve visibility at crosswalks for pedestrians and provide safe interaction with other modes. Design improvements should focus on increasing sight lines and removing conflicts at crosswalks.
- **Policy C 4.65: Bicycle Improvements.** Require new developments to construct or contribute to improvements that enhance the cyclist experience, including bicycle lanes and bicycle parking.
- **Policy LU 3.78: Visitor Economy.** Collaborate with other Peninsula cities and the San Mateo County/Silicon Valley Convention and Visitors Bureau to support the continued development of the visitor economy of both the city and the region, including lodging, entertainment, cultural, recreation, retail, and local events; encourage uses that attract visitors. Incentivize through fee reduction and visitor perks, sustainable modes of travel to and from the city to reduce both the use of air travel and gas-powered vehicles.

### CHAPTER 4.8 HAZARDS AND HAZARDOUS MATERIALS

The following General Plan goal, policies, and action referenced in impact discussion HAZ-1 on pages 4.8-17 to 4.8-19 of the Draft EIR are hereby amended as follows:

- **Policy S 1.2: Local Hazard Mitigation Plan.** Incorporate by reference the San Mateo County Multi-~~j~~Jurisdictional Local Hazard Mitigation Plan, approved by the Federal Emergency



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Management Agency (FEMA) in 2021, along with any future updates or amendments, into this Safety Element in accordance with Government Code Section 65302.6.

- **Goal S-65:** Protect the community’s health, safety, and welfare relating to the use, storage, transport, and disposal of hazardous materials.
  - **Policy S 65.1: County Cooperation.** Cooperate with the County of San Mateo and San Mateo Consolidated Fire Department in the regulation and transportation of hazardous materials in San Mateo. Share hazardous materials management enforcement with San Mateo County and San Mateo Consolidated Fire Department.
  - **Policy S 65.2: County Hazardous Waste Management Plan.** Adopt the San Mateo County Hazardous Waste Management Plan by reference into the Safety Element. Make amendments, as necessary, to suit local needs and issues.
  - **Policy S 65.3: Transportation Routes.** Restrict the transportation of hazardous materials and waste to designated truck routes and limit such transportation to non-commute hours.
  - **Policy S 65.4: Hazardous Waste Management Facilities Location.** Regulate the location and operation of new hazardous waste management facilities.
  - **Policy S 65.5: Design of Hazardous Waste Management Facilities.** Require the following features and mitigation measures in the design of proposed hazardous waste management facilities, including life sciences buildings, to minimize potential health, safety, and aesthetic impacts on surrounding properties and occupants:
    - For sites in areas subject to flooding or inundation as shown on Figures S-5 and S-6, require facilities to have a surface elevation at least 1.5 feet above the maximum flood water level for areas containing hazardous substances or to be flood-proofed in some other manner suitable to the City.
    - Require facilities to provide for full on-site containment of maximum permitted quantities of hazardous substances, including protection of storm drain or sanitary sewer inlets from accidental entry of hazardous materials.
    - Require facilities to provide separate storage and/or treatment of potentially reactive substances, including separate spill containment vessels. Require that storage of hazardous gases provides adequate filtration and neutralization devices to prohibit accidental release of toxic substances.
    - Require that all storage and treatment occur within an enclosed structure.
    - Require new facilities be sited as far away as possible within the project site from sensitive communities, such as homes, schools, playgrounds, sports fields, childcare centers, senior centers, and long-term healthcare facilities.
  - **Policy S 65.6: Risk Assessment.** Require applications for hazardous waste management facilities to prepare a risk assessment to determine site suitability. Establish risk criteria such as distance from public facilities, residential, or immobile population and recreation areas; impacts from natural hazards (seismic, geologic, flood, and fire hazards); impacts on wetlands, endangered species, air quality, and emergency response capabilities; and proximity to major transport routes.

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- **Policy S 65.7: Contaminated Sites.** Require the cleanup of contaminated sites, including those indicated on the Hazardous Waste and Substances Sites List (Cortese List) published by the Department of Toxic Substances Control and/or other agencies, such as the San Mateo County Health Department and the Regional Water Quality Control Board, in conjunction with substantial site development or redevelopment, where feasible.
- **Policy S 65.8: Cost Recovery.** Require San Mateo County businesses that generate hazardous waste or applicants for hazardous waste management facilities to pay necessary costs for implementation of Hazardous Waste Management Plans and for application costs, and to pay for costs associated with emergency response services in the event of a hazardous material release, to the extent permitted by law.
- **Action S 65.9: Shared Data.** Regularly coordinate with San Mateo County to collect data on businesses that store hazardous substances to share with local emergency service providers, including the Police Department and San Mateo Consolidated Fire Department, as well as the Public Works Department for the wastewater source-control program.

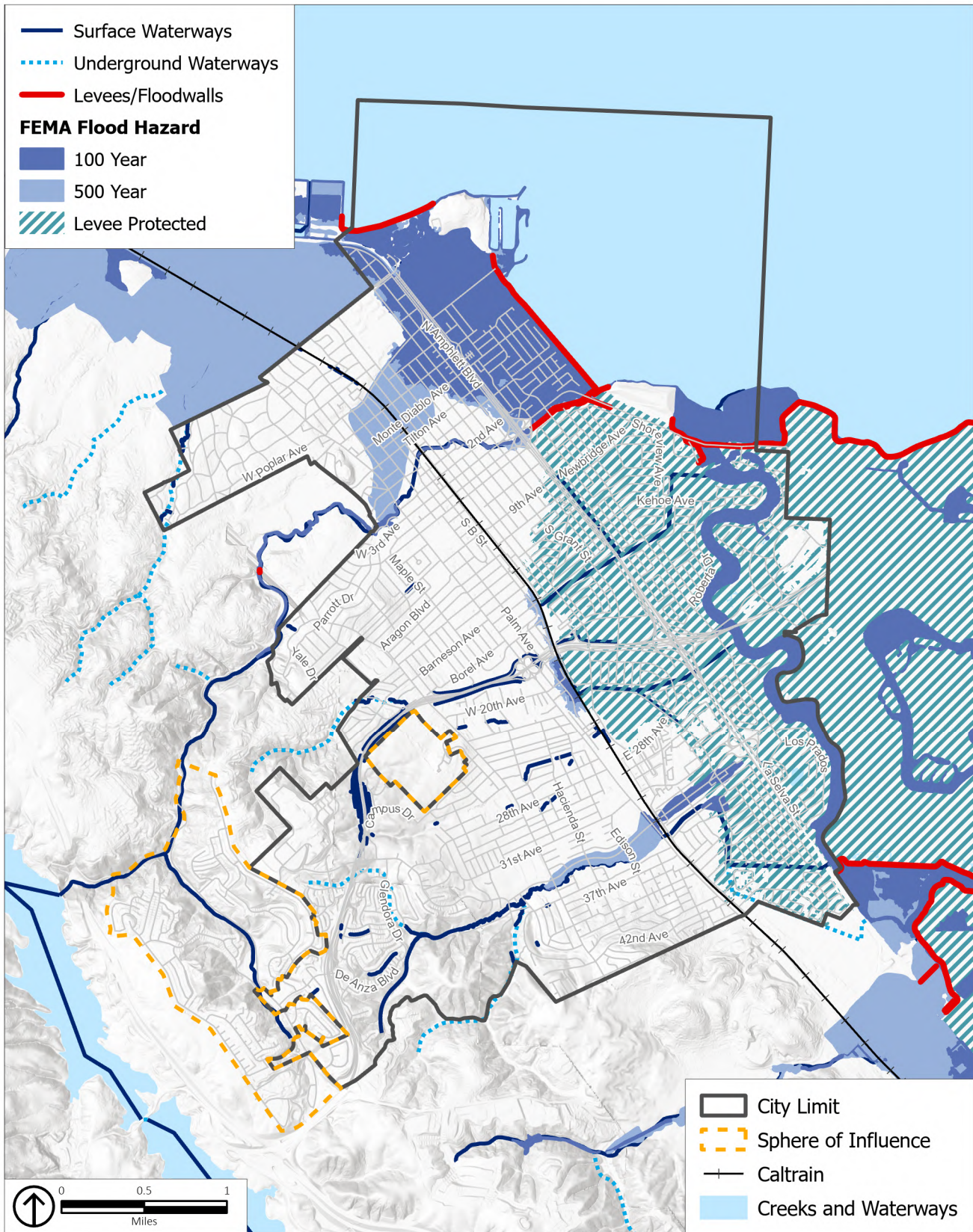
## CHAPTER 4.9 HYDROLOGY AND WATER QUALITY

Figure 4.9-2, *Potential Flood Hazards*, on page 4.9-20 of the Draft EIR is hereby replaced with the revised figure on the following page.

The following General Plan policies and actions referenced in impact discussion HYD-1 on pages 4.9-33 to 4.9-38 of the Draft EIR are hereby amended as follows:

- **Policy COS 3.1: Aesthetic and Habitat Values – Public Creeks.** Preserve and enhance the aesthetic and habitat values of creeks, such as San Mateo, Laurel, and Beresford Creeks, and other City-owned channels in all activities affecting these creeks, including revegetation, rewilding, erosion control, and adequate setbacks for structures.
- **Policy PSF 3.7: Water Quality Standards.** Manage City creeks, channels, and the Marina Lagoon to meet applicable State and federal water quality standards. Manage City creeks and channels for both flood protection and aquatic resources. ~~Protect and restore creeks to a level acceptable for healthy marine and bird habitat.~~
- **Policy PSF 3.9: ~~Low Impact Development~~ Green Infrastructure.** Minimize stormwater runoff and pollution by requiring new green infrastructure to treat and improve stormwater quality as part of public and private projects ~~encouraging low-impact design (LID) features, such as pervious parking surfaces, bioswales, and filter strips in new development.~~
- **Action PSF 3.1315: City Infrastructure Studies and Master Plans.** Develop and coordinate studies and master plans to assess infrastructure and to develop a Capital Improvement Program for necessary improvements. Incorporate climate change risks, such as the impacts of droughts, increasing storm events, sea level rise, and groundwater changes in the planning process.

**HYDROLOGY AND WATER QUALITY**



Source: FEMA, 2022; PlaceWorks, 2023.

Figure 4.9-2  
Potential Flood Hazards

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- **Action PSF 3.1416: Stormwater Treatment.** Continue to participate in the San Mateo Countywide Stormwater Pollution Prevention Program, “Flows to Bay,” to ensure compliance with the Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit, to prevent water pollution from point and non-point sources.
- **Action PSF 3.1617: Stormwater Pollution Prevention Education.** Partner with other agencies and organizations, such as Flows to Bay, to help inform residents and businesses of ways to protect water quality and prevent stormwater pollution.
- **Action PSF 3.1718: Stormwater Requirements for Development.** In accordance with State regulatory mandates, require applicable new and redevelopment projects to incorporate site design, source control, treatment, and hydromodification management measures to minimize stormwater runoff volumes and associated pollutants. ~~Stormwater management via green infrastructure systems shall be prioritized.~~
- ~~▪ **Action PSF 3.18: Incentives for Low Impact Development.** Develop and implement incentives to encourage applicants to include low-impact design features in new development.~~
- **Action PSF 3.1519: Green Infrastructure Plan.** Implement the City’s Green Infrastructure Plan to gradually shift from a traditional stormwater conveyance system (“gray”) to a more natural system that incorporates plants and soils to mimic watershed processes, capture and clean stormwater, reduce runoff, increase infiltration, and create healthier environments (“green”).
- **Action PSF 3.20: Stormwater Management Funding.** Establish a dedicated funding source for stormwater management.

The last sentence of the second to last paragraph under impact discussion HYD-2 on page 4.9-39 of the Draft EIR is hereby amended as follows:

Proposed Action PSF 3.135 would require the City to develop and coordinate studies and master plans to assess infrastructure and to develop a Capital Improvement Program for necessary improvements and incorporate groundwater changes in the planning process.

The following General Plan policies and actions referenced in impact discussion HYD-3 on pages 4.9-40 to 4.9-43 of the Draft EIR are hereby amended as follows:

- **Policy S 1.2: Local Hazard Mitigation Plan.** Incorporate by reference the San Mateo County Multi-jurisdictional Local Hazard Mitigation Plan, approved by the Federal Emergency Management Agency (FEMA) in 2021, along with any future updates or amendments, into this Safety Element in accordance with Government Code Section 65302.6.
- **Action S 1.1617: Evacuation Routes.** Maintain adequate evacuation routes as identified by arterial streets shown in the Circulation Element, Figure C-3. Evaluate each evacuation route’s feasibility using a range of hazard criteria. Update this map on a regular basis to reflect changing conditions and State requirements for evacuation routes.
- **Action S 1.1718: Regular Updates.** Update the Safety Element with each Housing Element update, or every eight years, as necessary, to meet State and local requirements.
- **Action S 1.1819: Automatic and Mutual-Aid Agreements.** Participate in mutual-aid agreements with other local jurisdictions to provide coordinated regional responses, as necessary, to fire,

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flood, earthquake, critical incidents, and other hazard events in San Mateo and the surrounding area. Work with local jurisdictions to share resources and develop regional plans to implement disaster mitigation and resilience strategies, such as government continuity, emergency operations centers, and communications redundancies.

- **Action S 1.2729: Emergency Notification System.** Develop an emergency notification system (e.g., SMC Alert and Nixle) for flood-prone neighborhoods and businesses before, during, and after a climate hazard event, to assist with evacuation and other support activities. This includes coordination with the San Mateo County Flood and Sea Level Rise Resiliency District (OneShoreline) on its early flood warning notification system.
- **Policy PSF 3.13: Marina Lagoon.** Continue to maintain the Marina Lagoon as flood control infrastructure that accounts for climate change risks and major flood events.

## CHAPTER 4.10 LAND USE AND PLANNING

The text under the “Measure Y” subheading on page 4.10-4 of the Draft EIR is hereby amended as follows:

Approved in November 2020, this measure extended the expiration date of General Plan policies that limited building heights, densities, and intensities to December 2030. These limits were originally established by Measure H, ~~passed~~ voter-approved in 1991, and continued by Measure P, ~~passed~~ voter-approved in 2004. Overall, the Measure Y height limit is set up to 55 feet, the density limit allows up to 50 units per acre, and the FAR limit allows a maximum of up to 3.0. The height limit allows for exceptions in certain locations and under certain circumstances, and State Density Bonus law allows projects to exceed both height and density limits when certain percentages of affordable units are provided. ~~On top of this date extension,~~ Measure Y also broadened the inclusionary housing ordinance to apply to rental housing projects. This law requires developers of rental projects to either provide off-site construction of units or other alternative means of compliance with the inclusionary housing requirement. This measure does not permit the payment of ~~in-~~<sup>6</sup>in-lieu fees as an alternative means of compliance with the inclusionary housing requirement.<sup>6</sup>

The following text is hereby added to impact discussion LU-2 on page 4.10-18 of the Draft EIR before the “Non-Land Use Plans, Policies, and Regulations” subheading:

### Measure Y

Measure Y is a ballot measure approved by voters in November 2020 that retained existing height and density limits on new development, originally adopted under earlier ballot measures (Measure P and Measure H). As discussed in the Land Use Element of the proposed General Plan 2040, some of the land use designations of the proposed project include building heights, densities and intensities that exceed the limits set by Measure Y. Any components in the proposed General Plan that are inconsistent with Measure Y would require voter approval before they can take effect. Proposed General Plan Policy LU 1-9, Voter-Approved Growth Limits, requires that for the duration that Measure Y is in effect, any inconsistency between the measure and other provisions of the General Plan’s Land Use Element shall



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default to the provisions specified in Measure Y. Accordingly, the proposed project would not conflict with or be inconsistent with Measure Y, and the impact would be *less than significant*.

The following General Plan policies and actions referenced in impact discussion LU-2 on pages 4.10-12 to 4.10-20 of the Draft EIR are hereby amended as follows:

- **Policy LU 1.2: General Plan 2040 Maximum Development.** Maintain the City's ability to rely on the General Plan EIR to approve future discretionary actions. When approved development within City Limits and unincorporated properties within the Sphere of Influence reaches the number of new residential units and net new nonresidential square feet below, require that environmental review conducted for any subsequent development project address growth impacts that would occur from further development:
  - 19,764 new dwelling units
  - 3,186,000 square feet of new nonresidential floor area

The General Plan Update Environmental Impact Report (EIR) assumes the following development projections for the year 2040:

- ~~Up to 21,410 new dwelling units.~~
- ~~Up to 4,325,000 square feet of new nonresidential floor area~~

When approved nonresidential development reaches half of the anticipated development, evaluate the citywide jobs-housing balance.<sup>[1]</sup>

Footnote 1: The General Plan Update Draft EIR (August 2023) analyzed a buildout potential of 21,410 new dwelling units and 4,325,000 square feet of new nonresidential floor area. During the public review period for the Draft General Plan 2040 and Draft EIR, changes were incorporated into the final adopted General Plan that reduced the residential and nonresidential development capacity. This policy reflects the reduced amounts, as acknowledged in the General Plan Update Final EIR (January 2024).

~~When approved development within City Limits and unincorporated properties within the Sphere of Influence reaches the maximum number of new residential units and net new nonresidential square feet projected in the General Plan EIR, require that environmental review conducted for any subsequent development project address growth impacts that would occur from development exceeding the General Plan EIR's projections.~~

- **Policy LU 3.78: Visitor Economy.** Collaborate with other Peninsula cities and the San Mateo County/Silicon Valley Convention and Visitors Bureau to support the continued development of the visitor economy of both the city and the region, including lodging, entertainment, cultural, recreation, retail, and local events; encourage uses that attract visitors. Incentivize through fee reduction and visitor perks, sustainable modes of travel to and from the city to reduce both the use of air travel and gas-powered vehicles.
- **Policy LU 4.1: Downtown Land Uses.** Allow and prioritize a wide range of residential, dining, cultural, entertainment, lodging, and other commercial uses downtown, at high intensities and densities, with strong multi-modal connectivity to the San Mateo Caltrain station and other transit.
- **Action LU 4.4: Downtown Area Plan.** Update the Downtown Area Plan to support and strengthen the Downtown as a vibrant and active commercial, cultural, entertainment, and community gathering district. The updated Downtown Area Plan shall align with the General

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Plan, integrate recommendations from other concurrent City efforts, focus growth and intensity in proximity to the Caltrain station, encourage superblock concepts or approaches and allow parklets, update parking standards and parking management strategies, allow for increased housing units and density, and support high-quality, pedestrian-oriented design and architecture.

- **Action LU 6.3: Hillsdale Station Area Plan.** Update the Hillsdale Station Area Plan to foster higher-density residential, office and mixed-use, transit-oriented development that connects to neighborhoods to the east and west, improves bicycle and pedestrian ~~circulation~~ connectivity ~~to west of~~ the station, and increases park and open space areas.
- **Action LU 7.3: Bel Mateo Area Plan.** Prepare a Specific Plan or Master Plan to guide redevelopment of the Bel Mateo area into a mixed-use neighborhood with a diverse range of neighborhood-serving commercial uses and amenities; new market-rate and affordable housing; ample facilities to support bicycling and walking; and publicly accessible park and open space areas.
- **Action LU 8.8: Streetscape and Safety Improvements.** Work with residents in equity priority communities to identify sidewalk, lighting, landscaping, and roadway improvements needed to improve routes to parks, schools, recreation facilities, and other destinations within the community. Prioritize investments ~~to~~ that address health disparities in equity priority communities in the annual Capital Improvement Program.
- **Policy LU 14.1: Inter-Agency Cooperation.** Promote and participate in cooperative planning with other public agencies and the jurisdictions within San Mateo County, such as the 21 Elements regional collaboration, regarding regional issues such as water supply, traffic congestion, rail transportation, wildfire hazards, air pollution, waste management, fire services, emergency medical services, and climate change.

## CHAPTER 4.11 NOISE

**Table 4.11-8, Proposed General Plan Noise-Sensitive Land Use Compatibility Guidelines, on page 4.11-30 of the Draft EIR is hereby replaced with the table on the following page.**

**The following General Plan policy referenced in impact discussion NOISE-1 on pages 4.11-29 to 4.11-46 of the Draft EIR is hereby amended as follows:**

- **Policy N 1.3: Exterior Noise Level Standard for Residential Uses.** Require an acoustical analysis for new multifamily common open space for residents that have an exterior noise level of 60 dBA (Ldn) or above, as shown on Figure N-2 [of the proposed General Plan]. Incorporate necessary mitigation measures into residential project design to minimize common open space noise levels. Maximum exterior noise should not exceed 65 dBA (Ldn) for residential uses ~~and should not exceed 65 dBA (Ldn) for public park uses.~~

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The impact statement in impact discussion NOISE-4 on page 4.11-51 of the Draft EIR is hereby amended as follows:

**Impact NOISE-64:** Buildout under the proposed project is anticipated to result in unacceptable cumulative traffic noise within the EIR Study Area.

TABLE 4.11-8 PROPOSED GENERAL PLAN NOISE-SENSITIVE LAND USE COMPATIBILITY GUIDELINES

Land Use Category of Proposed New Use	Day-Night Average Exterior Noise Level, $L_{dn}$ (dBA)				
	0 - 59	60 - 65	66 - 70	71 - 80	over 81
Noise-Sensitive Land Uses	Residential (all densities) *	Normally Acceptable		Normally Unacceptable	
	Multifamily Common Open Space for Residents	Normally Acceptable		Normally Unacceptable	
	Hotels, Motels, and Other Lodging	Normally Acceptable		Normally Unacceptable	
	Schools, Libraries, Hospitals, Churches, Long-Term Care Facilities	Normally Acceptable		Normally Unacceptable	
	Parks, Playgrounds, Privately Owned Publicly Accessible Open Space	Normally Acceptable		Conditionally Acceptable	
	Office and Commercial	Normally Acceptable		Conditionally Acceptable	Normally Unacceptable
Research and Development, Industrial	Normally Acceptable		Conditionally Acceptable		
	<p><b>Normally Acceptable.</b> Specified land use is satisfactory based on the assumption that any buildings involved are of normal, conventional construction, without any special noise mitigation requirements.</p> <p><b>Conditionally Acceptable.</b> New construction or development should be undertaken only after a detailed analysis of the noise-reduction requirements is made and needed noise mitigation features have been included in the design.</p> <p><b>Normally Unacceptable.</b> New construction or development should not be undertaken.</p>				

\* See residential land use designations in the Land Use Element of this General Plan.

Source: City of San Mateo, Proposed Strive General Plan 2040, Table N-1.



## CHAPTER 4.12 PARKS AND RECREATION

The following General Plan policies and actions referenced in impact discussion REC-1 on pages 4.12-8 to 4.12-14 of the Draft EIR are hereby amended as follows:

- **Policy COS 2.3: Equitable Conservation.** Prioritize preservation, restoration, re\_wilding, and enhancement of natural landscapes in or near underserved communities for their role in improving air quality and community health.
- **Action COS 6.67: Inclusion and Accessibility.** Create policies, programs, and facility designs that are age-integrated, inclusive, respectful, and supportive for all members of the community. Expand cultural awareness and appreciation through culturally relevant programs and special events.
- **Action COS 6.78: Privately Owned Public Spaces Inventory.** Develop and maintain a list of all publicly accessible private open space in the city.
- **Action COS 6.89: Resident Input.** Solicit a broad spectrum of resident input for major park improvements or park master plans. Conduct multilingual and culturally sensitive outreach to ensure all voices are included in park planning efforts and that San Mateo’s parks reflect the diversity of the community.
- **Action COS 6.910: Public Information.** Communicate through diverse channels and in multiple languages the benefits and value park and recreation services bring in making San Mateo a more livable, economically viable, and socially responsible community.
- **Action COS 6.101: Technology Innovation.** Identify and incorporate technology innovations as an ongoing strategy to better serve the public, e.g., virtual trail maps, digitalized park signage, virtual programming.
- **Policy COS 7.3: Walkable Parks and Amenities.** Provide accessible public parks or other recreational opportunities that are within approximately one-third of a mile (a 15-minute walk) of residents without travel over significant barriers. Ideally, one or more of the following amenities should be available: multipurpose turf area, children’s play area with preschool and youth apparatus, seating areas, picnic areas, a multiuse court, and an opportunity for passive enjoyment of an aesthetically landscaped space.
- **Policy COS 8.8: San Mateo City Parks and Recreation Foundation.** Continue to support the San Mateo City Parks and Recreation Foundation efforts to expand non-City resource opportunities, such as funding and volunteers, in support of park development, improvements, and maintenance.

## CHAPTER 4.13 POPULATION AND HOUSING

The following General Plan policy and action referenced in impact discussion POP-1 on pages 4.13-8 to 4.13-10 of the Draft EIR are hereby amended as follows:

- **Policy LU 1.2: General Plan 2040 Maximum Development.** Maintain the City’s ability to rely on the General Plan EIR to approve future discretionary actions. When approved development

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within City Limits and unincorporated properties within the Sphere of Influence reaches the number of new residential units and net new nonresidential square feet below, require that environmental review conducted for any subsequent development project address growth impacts that would occur from further development:

- 19,764 new dwelling units
- 3,186,000 square feet of new nonresidential floor area

The General Plan Update Environmental Impact Report (EIR) assumes the following development projections for the year 2040:

- ~~Up to 21,410 new dwelling units~~
- ~~Up to 4,325,000 square feet of new nonresidential floor area~~

When approved nonresidential development reaches half of the anticipated development, evaluate the citywide jobs-housing balance.<sup>[1]</sup>

Footnote 1: The General Plan Update Draft EIR (August 2023) analyzed a buildout potential of 21,410 new dwelling units and 4,325,000 square feet of new nonresidential floor area. During the public review period for the Draft General Plan 2040 and Draft EIR, changes were incorporated into the final adopted General Plan that reduced the residential and nonresidential development capacity. This policy reflects the reduced amounts, as acknowledged in the General Plan Update Final EIR (January 2024).

~~When approved development within City Limits and unincorporated properties within the Sphere of Influence reaches the maximum number of new residential units and net new nonresidential square feet projected in the General Plan EIR, require that environmental review conducted for any subsequent development project address growth impacts that would occur from development exceeding the General Plan EIR's projections.~~

- **Action LU 1.10: Review of New Development.** Track actual growth of both new housing units and net new nonresidential floor area annually, and review every two to three years. Use this information to monitor nonresidential floor area and housing units in San Mateo and to adjust this General Plan, infrastructure plans, and circulation plans, as necessary, if actual growth is exceeding projections. When approved nonresidential development reaches half of the anticipated development, evaluate the citywide jobs-housing balance.

**The following General Plan policy referenced in impact discussion POP-2 on pages 4.13-11 to 4.13-13 of the Draft EIR is hereby amended as follows:**

- **Policy LU 2.3: Community Benefits.** Develop a framework to allow density/intensity bonuses and concessions in exchange for the provision of community benefits, such as additional affordable housing, increased open space, public plazas or recreational facilities, subsidized retail space for small businesses, subsidized community space for nonprofits that provide community support services or childcare facilities, pedestrian and multimodal safety improvements, and/or off-site infrastructure improvements above minimum requirements.
  - The framework shall allow for nonresidential development (office and commercial) within ¼-mile of the Hayward Park and Hillsdale Caltrain stations to have heights up to eight-stories when commensurate community benefits are provided.

## CHAPTER 4.14 PUBLIC SERVICES

The following General Plan policy and actions referenced in impact discussion PS-1 on pages 4.14-5 to 4.14-8 of the Draft EIR are hereby amended as follows:

- **Policy LU 14.1: Inter-Agency Cooperation.** Promote and participate in cooperative planning with other public agencies and the jurisdictions within San Mateo County, such as the 21 Elements regional collaboration, regarding regional issues such as water supply, traffic congestion, rail transportation, wildfire hazards, air pollution, waste management, fire services, emergency medical services, and climate change.
- **Action PSF 1.8: Police and Fire Cover Assessments.** Complete standard of cover assessments or staffing studies periodically for Police and Fire Services to ensure that appropriate response times, staffing and levels of service are available to meet community needs as the City's population grows.
- **Action S 1.189: Automatic and Mutual-Aid Agreements.** Participate in mutual-aid agreements with other local jurisdictions to provide coordinated regional responses, as necessary, to fire, flood, earthquake, critical incidents, and other hazard events in San Mateo and the surrounding area. Work with local jurisdictions to share resources and develop regional plans to implement disaster mitigation and resilience strategies, such as government continuity, emergency operations centers, and communications redundancies.
- **Action S 1.234: Community Training.** Collaborate with SMC Fire to provide emergency preparedness trainings to maintain and expand existing Community Emergency Response Teams (CERTs).
- **Action S 1.245: Emergency Infrastructure and Equipment.** Establish systems to ensure that traffic lights at major intersections, communications and radio infrastructure, and other critical infrastructure continues to function in the event of a localized power outage. Repair any damaged sets of infrastructure or equipment as needed to continue City operations.

The following General Plan policy and action referenced in impact discussion PS-5 on pages 4.14-18 to 4.14-19 of the Draft EIR are hereby amended as follows:

- **Policy PSF 5.7: Incentives for Public Facilities.** Provide incentives to developers for projects that include needed to encourage space for public facilities in new development.
- **Action PSF 6.68: School District Coordination.** Maintain effective, collaborative relationships with all local school districts.

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### CHAPTER 4.15 TRANSPORTATION

**The text under “California Complete Streets Act of 2008 (Assembly Bill 1358)” subheading on pages 4.15-1 and 4.15-2 of the Draft EIR is hereby amended as follows:**

California Complete Streets Act of 2008 (Assembly Bill 1358)

Originally passed in 2008, California’s Complete Streets Act took effect in 2011 and requires local jurisdictions to plan for land use transportation policies that reflect a “complete streets” approach to mobility. “Complete streets” comprises a suite of policies and street design guidelines which provide for the needs of all road users, including pedestrians, bicyclists, transit operators and riders, children, the elderly, and the disabled. From 2011 onward, any local jurisdiction—county or city—that undertakes a substantive update of the circulation element of its general plan must consider “complete streets” and incorporate corresponding policies and programs.

In December 2021, Directors Policy 37 was adopted which establishes an implementation structure to streamline complete street projects. This policy also stipulates that all transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail unless an exception is documented and approved.<sup>1</sup> This policy supersedes Deputy Directive 64-R1, and carries forward its goals of creating a safe and reliable transportation network.

<sup>1</sup> California Department of Transportation, December 2021, Directors Policy Dp-37, <https://dot.ca.gov/-/media/dot-media/programs/esta/documents/dp-37-complete-streets-a11y.pdf> accessed on October 31, 2023.

**The following text is hereby added under the “State Regulations” subheading on page 4.15-4 of the Draft EIR before the “Local Regulations” subheading:**

#### Caltrans District 4 Bike Plan

The District 4 Bike Plan, adopted in 2018, identifies infrastructure improvements that can enhance bicycle safety and mobility while removing barriers to bicycling in the region.<sup>3</sup> To do this, community outreach was done, existing conditions were surveyed, and needs were prioritized. District 4 encompasses the nine Bay Area counties, including San Mateo County. Identified infrastructure improvements for the City of San Mateo include new separated crossings, interchange reconstruction, and corridor improvements.

<sup>3</sup> California Department of Transportation, 2018, Caltrans District 4 Bike Plan for the San Francisco Bay Area, [https://dot.ca.gov/-/media/dot-media/district-4/documents/d4-bike-plan/caltransd4bikeplan\\_report\\_lowres-r6.pdf](https://dot.ca.gov/-/media/dot-media/district-4/documents/d4-bike-plan/caltransd4bikeplan_report_lowres-r6.pdf), accessed on October 31, 2023.

#### Caltrans District 4 Pedestrian Plan for the Bay Area

Adopted in 2021, the Caltrans District 4 Pedestrian Plan for the Bay Area identifies pedestrian needs on Caltrans roadways in District 4. This plan analyzes the frequency and quality of crossing opportunities, as well as sidewalk coverage and conditions. Needs were then prioritized and areas for improvement were

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identified. The next steps in the plan include leveraging local partnerships and identifying and initiating projects.

**The text under the “Roadway System” subheading on pages 4.15-7 and 4.15-8 of the Draft EIR is hereby amended as follows:**

The roadway system in the City of San Mateo is made up of freeways and expressways, principal arterials, minor arterials, major collectors, and local streets and alleyways. Each is described in detail below. The ~~proposed existing~~ classification as ~~part of the proposed project~~ as designated by Caltrans is shown on Figure 4.15-1, *Proposed Existing Street Classification*.

### *Freeways and Expressways*

Freeways and expressways are roadways without intersections that allow users to reach destinations outside of the city, either by car or transit. There are two freeways in the City of San Mateo: US Highway 101 and State Route 92 (SR-92). Interstate 280 (I-280) also provides regional access to the community and is located just west of the City’s Sphere of Influence.

US Highway 101 is an 8- to 10-lane north-south freeway that traverses the easterly portion of the city. US Highway 101 extends northward through San Francisco and southward through San Jose and is a roadway of regional significance to the intercity circulation within the Bay Area. US Highway 101 provides access to the city via eight interchanges. One of the interchanges is a freeway-to-freeway interchange with SR-92. Two of the interchanges, at 3<sup>rd</sup> Avenue/4<sup>th</sup> Avenue and at Hillsdale Boulevard, are full-access interchanges. The remaining five interchanges are partial access interchanges. Within the City Limits, average daily traffic volumes on US Highway 101 range between 240,000 south of SR-92 and 270,000 north of SR-92. Managed toll lanes were recently added to Highway 101 connecting from Santa Clara County boundary to I-380 in San Mateo County.

SR-92 is a 4- to 6-lane east-west freeway extending from Half Moon Bay in west San Mateo County to Hayward in Alameda County. SR-92 traverses across the San Francisco Bay via a six-lane bridge (San Mateo Bridge), which is one of the seven bridges that cross the San Francisco Bay within the Bay Area. SR-92 provides access to the city via eight interchanges. One of the interchanges is a freeway-to-freeway interchange with US Highway 101. All remaining interchanges are full-access interchanges. Within City Limits, average daily traffic volumes on SR-92 range between 60,000 to 80,000 west of El Camino Real, approximately 100,000 between El Camino Real and US Highway 101, and over 150,000 east of US Highway 101.

### *Principal Arterials*

~~Arterial~~ Principal arterial streets connect the regional roadway network with minor arterials and collectors. Most intersections along principal arterials are signalized, often with a coordinated and interconnected signal system. Compared to ~~collectors~~ minor arterials, principal arterials have higher capacity to accommodate traffic volumes, and they provide for longer, continuous movement throughout the city. ~~Arterials typically serve between 10,000 to 50,000 vehicles per day. Access to most freeway interchanges within the city are provided by arterials. Unlike a freeway, travelers can access destinations directly from the primary arterial through driveways and at-grade intersections with other~~

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roadways. The annual average daily traffic volume for principal arterials is generally between 7,000 to 27,000 trips. El Camino Real is the only principal arterial in San Mateo.

El Camino Real (SR-82) is owned by Caltrans and is a four- to six-lane north-south arterial within the city that is of regional significance. El Camino Real extends from Santa Clara County through San Mateo County. Within the City Limits, El Camino Real provides access to the Hillsdale Shopping Center, Downtown San Mateo, the Hillsdale Caltrain Station, and nearby residential neighborhoods. El Camino Real provides direct access to SR-92 via a full interchange.

### Minor Arterials

Minor arterials are used for trips of moderate length, serve smaller geographic areas than principal arterials and offer connections between principal arterials and other roadways. The annual average daily traffic volume for minor arterials is 3,000 to 14,000 trips. Some of the minor arterials in the City include Hillsdale Boulevard, Alameda de las Pulgas, Poplar Avenue, and Delaware Street.

### Major Collectors

~~Collectors link neighborhoods together and allow travelers to reach places outside of their neighborhoods. They have higher speeds than local streets and can handle more traffic volume. Collectors typically serve between 1,000 and 10,000 vehicles per day. While access to freeway interchanges within the EIR Study Area is mostly provided by arterials, two collector roads (North Bayshore Boulevard, and Kehoe Avenue) provide access to two partial interchanges with US Highway 101. Major collectors gather traffic from local roads and funnel it to arterials. Compared to local roadways, major collectors are longer, have fewer driveways, and may have more than two travel lanes. The annual average daily traffic volume for major collectors is 1,100 to 6,300 trips. Some of the major collectors include Palm Avenue, B Street, Hacienda Street, and Grant Street.~~

### ~~Local Streets and Alleyways~~

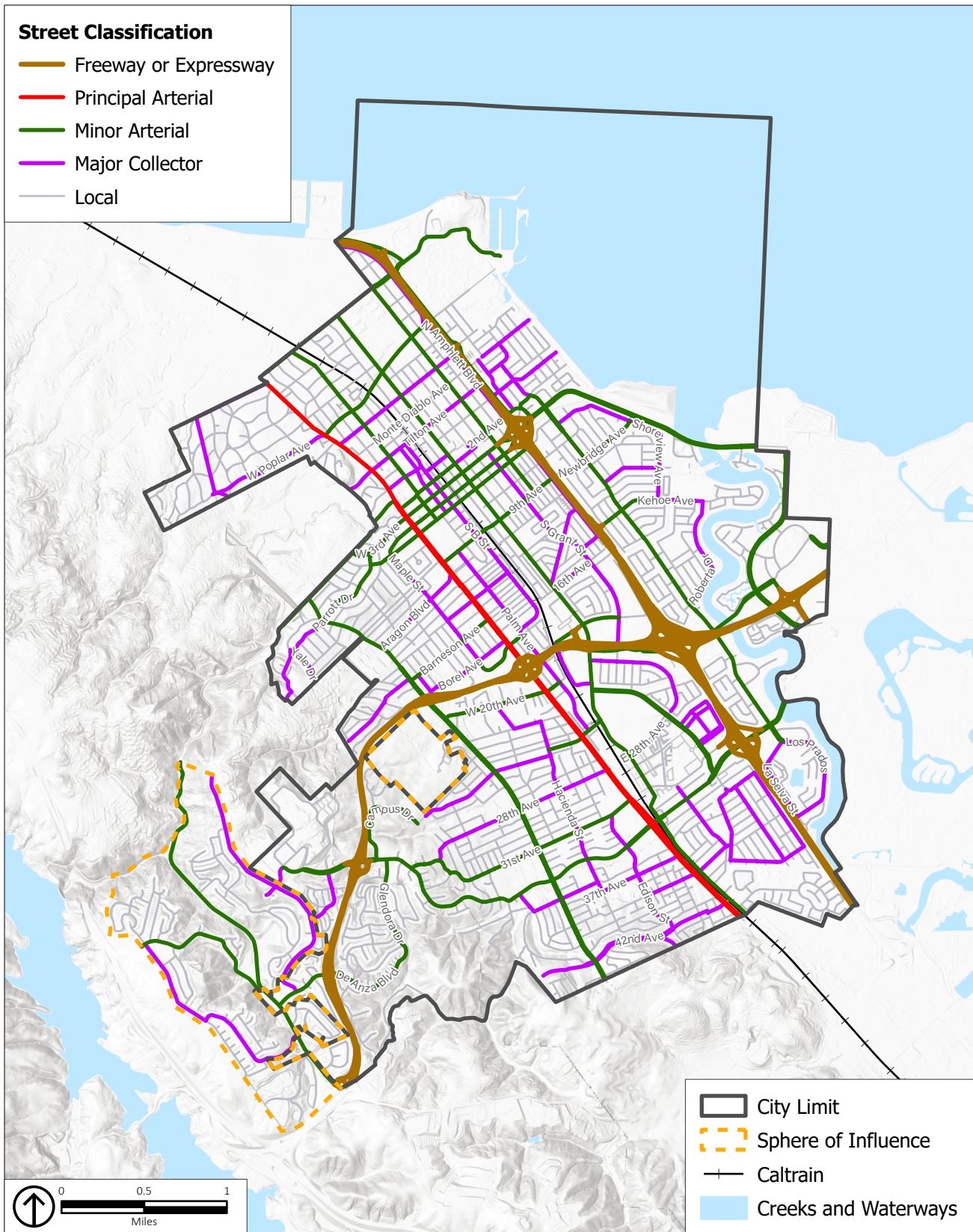
~~Local streets and alleyways make up the majority of the roadway system in San Mateo and typically have lower speeds and vehicular traffic volumes. These provide direct access to adjacent land uses. The annual average daily traffic volume for local roads is 80 to 700 trips.~~

**Figure 4.15-1, *Proposed Street Classification*, on page 4.15-9 of the Draft EIR is hereby replaced with the revised figure on the following page.**

**The following General Plan policies and actions referenced in impact discussion TRAN-1 on pages 4.15-13 to 4.15-22 of the Draft EIR are hereby amended as follows:**

- **Policy C 1.1: Sustainable Transportation.** Reduce vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions from transportation by increasing mode share options for sustainable travel modes, such as walking, bicycling, and public transit.
- **Action C 1.11: Complete Streets Plan.** Complete and implement the Complete Streets Plan, including pedestrian, bicycling, and transit infrastructure, to improve the City's circulation network to accommodate the needs of street users of all ages and abilities.

**TRANSPORTATION**



Source: Caltrans, 2022; PlaceWorks, 2023.

Figure 4.15-1  
Existing Street Classification

## REVISIONS TO THE DRAFT EIR

- **Action C 1.13: El Camino Real Improvements.** Collaborate with Caltrans, SamTrans, and other partners to support accommodating higher-capacity and higher-frequency travel along El Camino Real, Bus Rapid Transit, and other modes of alternative transportation.
- **Action C 1.145: Transit-Oriented Development Pedestrian Access Plan.** Coordinate with interagency partners and community stakeholders to seek funding opportunities to design, construct, and build the priority projects identified in the Transit-Oriented Development Pedestrian Access Plan to improve access to and from the Caltrain Stations.
- **Policy C 5.1: Increase Transit Ridership.** Support SamTrans and Caltrain in their efforts to increase transit ridership and frequency of transit services.
- **Policy C 5.2: Caltrain and SamTrans.** Support Caltrain and SamTrans as a critical transit service providers in the city and Peninsula.
- **Policy C 5.6: Transit Safety.** Prioritize improvements that enhance pedestrian connectivity to transit and ~~to~~ increase safety, access, and comfort at transit centers and bus stops in equity priority communities, along commercial corridors, and in dense, mixed-use neighborhoods.
- **Action C 5.1011: Transit Experience Improvements.** Prioritize installing new transit shelters and benches or other seating and an energy-efficient street lighting program at transit stops using SamTrans standards in equity priority communities and areas that improve transit access, safety, and experience.
- **Action C 5.112: Shuttle Programs.** Continue to support public shuttle programs connecting to Caltrain stations. Work to expand public awareness and access to shuttles and expand shuttle service. Support the implementation of publicly accessible private shuttles.
- **Policy LU 4.1: Downtown Land Uses.** Allow and prioritize a wide range of residential, dining, cultural, entertainment, lodging, and other commercial uses downtown, at high intensities and densities, with strong multi-modal connectivity to the San Mateo Caltrain station and other transit.
- **Action LU 6.3: Hillsdale Station Area Plan.** Update the Hillsdale Station Area Plan to foster higher-density residential, office and mixed-use, transit-oriented development that connects to neighborhoods to the east and west, improves bicycle and pedestrian ~~circulation~~ connectivity ~~to~~ west of the station, and increases park and open space areas.
- **Action C 2.7: New Development Shuttle Services.** Encourage new developments to provide shuttle services and shuttle partnerships as an option to fulfill TDM requirements. Shuttles should serve activity centers, such as the College of San Mateo, Caltrain stations, ~~d~~Downtown, the Hillsdale Shopping Center, or other areas and should accommodate the needs and schedules of all riders, including service workers.
- **Policy C 6.4: Operations Analysis for Development Projects.** Require new development to determine the need for new or modified circulation improvements, operations, or alignments where developments identify operational deficiencies that were not previously identified in a transportation impact fee study. Require development applicants to prepare an analysis to determine the need for modifications, such as signalization, turn restrictions, roundabouts, etc.



## REVISIONS TO THE DRAFT EIR

Require applicants to fund identified off-site improvements if warranted, as determined by the legally appropriate transportation analysis, and as approved by City staff.

- **Action C 6.910: Network Operations Standard.** Evaluate and adopt an operational metric for all roadway users that accounts for the safe, equitable, and efficient roadway access.
- **Action C 6.1011: Prioritization and Timing of Roadway Improvements.** Revise the Capital Improvement Program (CIP) prioritization system to include additional criteria, such as: potential to reduce vehicle miles traveled (VMT) per capita; proximity to high-injury locations identified in the Local Roads Safety Plan; eligibility and availability of grant or other funding source; benefit or harm to equity priority communities; and correlation with the distribution and pace of development, reflecting the degree of need for mitigation.
- **Action C 6.1112: Congestion Management.** Work with neighboring agencies and regional partners, such as the City/County Association of Governments of San Mateo County (C/CAG), to implement traffic management strategies and technologies, such as signal coordination, to manage local traffic congestion.
- **Policy C 1.5: El Camino Real.** Facilitate efficient travel and pedestrian safety along El Camino Real by supporting improvements that enhance pedestrian connectivity, such as improved pedestrian crossings.
- **Policy C 3.1: Pedestrian Network.** Create and maintain a safe, walkable environment in San Mateo to increase the number of pedestrians. Maintain an updated recommended pedestrian network for implementation. Encourage “superblock” or similar design in certain nodes of the city, such as the dDowntown, that allows vehicle access at the periphery and limits cut-through vehicles to create pedestrian-focused, car-light spaces.
- **Action C 3.7: Pedestrian Connectivity.** Incorporate design for pedestrian connectivity across intersections in transportation projects, including the El Camino Real corridor, to improve visibility at crosswalks for pedestrians and provide safe interaction with other modes. Design improvements should focus on increasing sight lines and removing conflicts at crosswalks.
- **Policy C 4.4: Bicycle and Shared Mobility-Related Technology.** Explore ways to use technology to improve bicycle and shared mobility safety and connectivity.
- **Policy C 4.65: Bicycle Improvements.** Require new developments to construct or contribute to improvements that enhance the cyclist experience, including bicycle lanes and bicycle parking.
- **Policy C 4.76: Coordination with Other City Projects.** Maximize opportunities to implement bicycle facilities through other City of San Mateo projects.
- **Policy C 4.87: Interjurisdiction Coordination.** Continue to coordinate with adjacent jurisdictions and regional partners in the development of connected bicycle and pedestrian facilities and regional trails, as identified in adopted City plans.
- **Policy LU 2.3: Community Benefits.** Develop a framework to allow density/intensity bonuses and concessions in exchange for the provision of community benefits, such as additional affordable housing, increased open space, public plazas or recreational facilities, subsidized retail space for small businesses, subsidized community space for nonprofits that provide community

## REVISIONS TO THE DRAFT EIR

support services or childcare facilities, pedestrian and multimodal safety improvements, and/or off-site infrastructure improvements above minimum requirements.

- The framework shall allow for nonresidential development (office and commercial) within ¼-mile of the Hayward Park and Hillsdale Caltrain stations to have heights up to eight-stories when commensurate community benefits are provided.
- **Action LU 4.4: Downtown Area Plan.** Update the Downtown Area Plan to support and strengthen the Downtown as a vibrant and active commercial, cultural, entertainment, and community gathering district. The updated Downtown Area Plan shall align with the General Plan, integrate recommendations from other concurrent City efforts, focus growth and intensity in proximity to the Caltrain station, encourage superblock concepts or approaches and allow parklets, update parking standards and parking management strategies, allow for increased housing units and density, and support high-quality, pedestrian-oriented design and architecture.

**The following General Plan action referenced in impact discussion TRAN-3 on pages 4.15-24 to 4.15-25 of the Draft EIR is hereby amended as follows:**

- **Action C 1.18: Safety Education.** Pursue Provide safety education to increase awareness of roadway safety practices for all street users.

**The following General Plan policy and actions referenced in impact discussion TRAN-4 on pages 4.15-25 to 4.15-27 of the Draft EIR are hereby amended as follows:**

- **Policy LU 14.1: Inter-Agency Cooperation.** Promote and participate in cooperative planning with other public agencies and the jurisdictions within San Mateo County, such as the 21 Elements regional collaboration, regarding regional issues such as water supply, traffic congestion, rail transportation, wildfire hazards, air pollution, waste management, fire services, emergency medical services, and climate change.
- **Action S 1.1617: Evacuation Routes.** Maintain adequate evacuation routes as identified by arterial streets shown in the Circulation Element, Figure C-3 [of the proposed General Plan]. Evaluate each evacuation route's feasibility using a range of hazard criteria. Update this map on a regular basis to reflect changing conditions and State requirements for evacuation routes.
- **Action S 1.2223: Public Safety Outreach.** Develop a public safety education program to increase public awareness of potential hazards, City's emergency readiness and response program, and evacuation routes. Target public education programs to segments of the community that are most vulnerable to hazards and safety risks.
- **Action S 1.2425: Emergency Infrastructure and Equipment.** Establish systems to ensure that traffic lights at major intersections, communications and radio infrastructure, and other critical infrastructure continues to function in the event of a localized power outage. Repair any damaged sets of infrastructure or equipment as needed to continue City operations.
- **Action S 1.2627: Response Time Study.** Conduct a Response Time Study to provide a data-driven understanding of how future roadway safety improvements could impact emergency response times and use this information to adjust proposed roadway improvements as needed.

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- **Action S 1.2729: Emergency Notification System.** Develop an emergency notification system (e.g., SMC Alert and Nixle) for flood-prone neighborhoods and businesses before, during, and after a climate hazard event, to assist with evacuation and other support activities. This includes coordination with the San Mateo County Flood and Sea Level Rise Resiliency District (OneShoreline) on its early flood warning notification system.

## CHAPTER 4.17 UTILITIES AND SERVICE SYSTEM

The second bullet point on page 4.17-20 of the Draft EIR is hereby amended as follows:

- EMID will coordinate with the City of San Mateo, SFPUC, and BAWSCA to assess options for using recycled water in the future to offset new potable water demands.
- EMID ~~is in the process of developing~~ has developed a water neutral growth policy for new development.
- EMID has completed a Recycled Water Facilities Plan (2017) with the City of San Mateo that discusses ways to provide recycled water to both service areas and/or use recycled water produced at the San Mateo Wastewater Treatment Plant (WWTP) for regional potable reuse opportunities (e.g., installing a pipeline from the WWTP to SFPUC's Lower Crisal Springs Reservoir).

The following General Plan actions referenced in impact discussion UTIL-1 on pages 4.17-20 to 4.17-28 of the Draft EIR are hereby amended as follows:

- **Action PSF 2.10: Water-Reduction Strategies.** Work with California Water Service, Estero Municipal Improvement District, Bay Area Water Supply & Conservation Agency, and other mid-peninsula cities to promote water-reduction strategies and to create an outreach program that will help inform residents and businesses of increased costs, the need for conservation efforts, and available incentives and rebates.
- ~~**Action PSF 2.11: Water Purification Facility.** Continue working with California Water Service, the San Francisco Public Utilities Commission, the Bay Area Water Supply & Conservation Agency, the City of Redwood City, and Silicon Valley Clean Water to develop an advanced water purification facility that treats wastewater from the San Mateo wastewater treatment plant to tertiary treatment standards.~~
- **Action PSF 2.1211: Water Usage.** Work with California Water Service to collect and track water use by land use type and make this information available to the community.

The following General Plan policies and action referenced in impact discussion UTIL-4 on pages 4.17-39 to 4.17-42 of the Draft EIR are hereby amended as follows:

- ~~**Policy PSF 3.5: Inter-Agency Coordination for Wastewater Planning.** Coordinate future planning of the sewer collection and wastewater treatment plant with the other users of the systems, including the Estero Municipal Improvement District (City of Foster City), the Crystal Springs County Sanitation District, Town of Hillsborough, and City of Belmont.~~
- **Policy PSF 3.14: City Utility Programs Funding.** Maintain adequate, sustained, and dedicated revenue sources for City utility programs to support the sanitary sewer system, stormwater system, and refuse collection.

## REVISIONS TO THE DRAFT EIR

- **Action PSF 3.1315: City Infrastructure Studies and Master Plans.** Develop and coordinate studies and master plans to assess infrastructure and to develop a Capital Improvement Program for necessary improvements. Incorporate climate change risks, such as the impacts of droughts, increasing storm events, sea level rise, and groundwater changes in the planning process.

The following General Plan goal, policies, and action referenced in impact discussion UTIL-7 on pages 4.17-50 to 4.17-51 of the Draft EIR are hereby amended as follows:

- **Goal PSF-89:** Reduce the generation of solid waste and increase the diversion of waste from landfills.
  - **Policy PSF 89.1: Solid Waste Disposal.** Support waste reduction and diversion programs to reduce solid waste materials in landfill areas in accordance with State requirements.
  - **Policy PSF 89.2: Recycling.** Support programs to recycle solid waste and require provisions for on-site recycling in new development, in compliance with State requirements.
  - **Policy PSF 89.3: Composting.** Maintain the curbside composting program and expand composting of organics in accordance with State requirements.
  - **Action PSF 89.4: Waste Reduction.** Reduce waste sent to landfills by San Mateo's residents, businesses, and visitors, as required by State law and San Mateo Municipal Code, by mandating recycling and compost programs, setting aggressive waste-reduction goals for all development, and implementing appropriate solid waste rates to recover cost of services provided. Supportive actions for waste reduction are detailed in the Climate Action Plan.

The following General Plan policies and actions referenced in impact discussion UTIL-10 on pages 4.17-58 to 4.17-59 of the Draft EIR are hereby amended as follows:

- **Policy PSF 3.9: ~~Low Impact Development~~ Green Infrastructure.** Minimize stormwater runoff and pollution by requiring new green infrastructure to treat and improve stormwater quality as part of public and private projects encouraging low-impact design (LID) features, such as pervious parking surfaces, bioswales, and filter strips in new development.
- **Policy PSF 3.14: City Utility Programs Funding.** Maintain adequate, sustained, and dedicated revenue sources for City utility programs to support the sanitary sewer system, stormwater system, and refuse collection.
- **Action PSF 3.1315: City Infrastructure Studies and Master Plans.** Develop and coordinate studies and master plans to assess infrastructure and to develop a Capital Improvement Program for necessary improvements. Incorporate climate change risks, such as the impacts of droughts, increasing storm events, sea level rise, and groundwater changes in the planning process.
- **Action PSF 3.1718: Stormwater Requirements for Development.** In accordance with State regulatory mandates, require applicable new and redevelopment projects to incorporate site design, source control, treatment, and hydromodification management measures to minimize stormwater runoff volumes and associated pollutants. ~~Stormwater management via green infrastructure systems shall be prioritized.~~
- ~~**Action PSF 3.18: Incentives for Low Impact Development.** Develop and implement incentives to encourage applicants to include low-impact design features in new development.~~

## REVISIONS TO THE DRAFT EIR

- **Action PSF 3.1519: Green Infrastructure Plan.** Implement the City’s Green Infrastructure Plan to gradually shift from a traditional stormwater conveyance system (“gray”) to a more natural system that incorporates plants and soils to mimic watershed processes, capture and clean stormwater, reduce runoff and increase infiltration, and create healthier environments (“green”).
- **Action PSF 3.20: Stormwater Management Funding.** Establish a dedicated funding source for stormwater management.

The following General Plan goal and policies referenced in impact discussion UTIL-12 on pages 4.17-68 to 4.17-71 of the Draft EIR are hereby amended as follows:

- **Goal PSF-4:** Promote the development of a clean energy supply, energy-efficient technology, and telecommunications facilities that benefit all members of the community.
  - **Policy PSF 4.1: Clean Energy.** Support the advancement of a carbon-neutral energy supply.
  - **Policy PSF 4.2: Energy Conservation.** Support efforts to reduce per-capita energy use.
  - **Policy PSF 4.6: Renewable Energy Neighborhood Microgrids.** Encourage the establishment of renewable energy neighborhood microgrids to support resilience, especially within equity priority communities.
  - **Policy PSF 4.7: Service Improvement and Expansion.** Seek to ensure adequate energy and communication systems to serve existing and future needs while minimizing impacts on existing and future residents by requiring new development to underground power lines and provide underground connections, when feasible, and prioritizing cellular coverage for all areas of the city while appropriately minimizing visual impacts of cellular facilities, antennas, and equipment shelters.

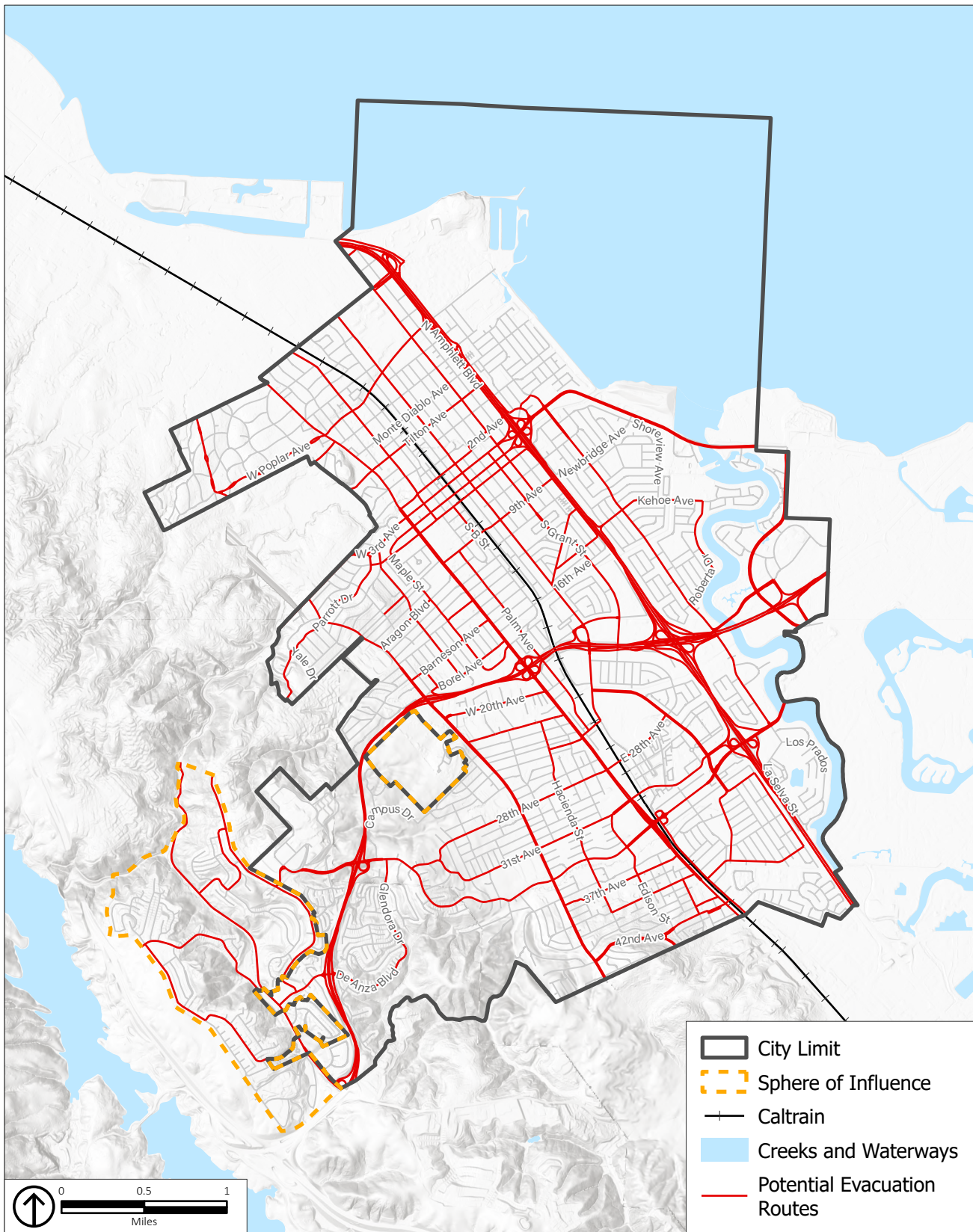
## CHAPTER 4.18 WILDFIRE

Figure 4.18-5, *Potential Evacuation Routes*, on page 4.18-23 of the Draft EIR is hereby replaced with the revised figure on the following page.

The following General Plan goal, policies, and actions referenced in impact discussion WILD-1 on pages 4.18-25 to 4.18-28 of the Draft EIR are hereby amended as follows:

- **Policy S 1.15: Emergency Preparedness.** Coordinate with San Mateo County, neighboring cities, and non-governmental partners to effectively prepare for and respond to hazards and natural disasters.
- **Policy S 1.16: Evacuation Planning.** Cooperate with neighboring jurisdictions and public protection agencies to delineate evacuation routes and locations, identifying their capacity, safety, and viability under different hazard scenarios, as well as emergency vehicle routes for disaster response, and where possible, alternate routes where congestion or road failure could occur. Update as new information and technologies become available.

**WILDFIRE**



Source: PlaceWorks, 2023.

Figure 4.18-5  
Potential Evacuation Routes

## REVISIONS TO THE DRAFT EIR

- **Action S 1.1617: Evacuation Routes.** Maintain adequate evacuation routes as identified by arterial streets shown in the Circulation Element, Figure C-3. Evaluate each evacuation route's feasibility using a range of hazard criteria. Update this map on a regular basis to reflect changing conditions and State requirements for evacuation routes.
- **Action S 1.1819: Automatic and Mutual-Aid Agreements.** Participate in mutual-aid agreements with other local jurisdictions to provide coordinated regional responses, as necessary, to fire, flood, earthquake, critical incidents and other hazard events in San Mateo and the surrounding area. Work with local jurisdictions to share resources and develop regional plans to implement disaster mitigation and resilience strategies such as government continuity, emergency operations centers, communications redundancies.
- **Action S 1.20: Community Centers and Recreation Spaces.** Create an inventory of existing community center facilities and recreation spaces and assess their readiness to serve as a community shelter during a disaster. Following the inventory, create a facilities improvement plan that addresses deficiencies found in each facility or recreation space to improve resilience and disaster preparedness in the city.
- **Action S 1.2021: Rebuilding Priorities.** Establish rebuilding priorities and procedures in the event of a major disaster to expedite reconstruction and enhance access to funding opportunities with special emphasis on equity priority communities that are more vulnerable to climate hazards.
- **Action S 1.22: Resilient Power Systems.** Explore the feasibility of on-site power generation and storage at City facilities to reduce reliance on regional power infrastructure in case of a hazard-caused power outage.
- **Action S 1.2223: Public Safety Outreach.** Develop a public safety education program to increase public awareness of potential hazards, City's emergency readiness and response program, and evacuation routes. Target public education programs to segments of the community that are most vulnerable to hazards and safety risks.
- **Action S 1. 2324: Community Training.** Collaborate with SMC Fire to provide emergency preparedness trainings to maintain and expand existing Community Emergency Response Teams (CERTs).
- **Action S 1.2425: Emergency Infrastructure and Equipment.** Establish systems in place to ensure that traffic lights at major intersections, communications and radio infrastructure, and other critical infrastructure continues to function in the event of a localized power outage. Repair any damaged sets of infrastructure or equipment as needed to continue City operations.
- **Action S 1.2627: Response Time Study.** Conduct a Response Time Study to provide a data-driven understanding of how future roadway safety improvements could impact emergency response times and use this information to adjust proposed roadway improvements as needed.
- **Action S 1.28: Future Emergency Needs.** Assess future emergency service needs during each update to the Safety Element.
- **Action S 1.2729: Emergency Notification System.** Develop an emergency notification system (e.g. SMC Alert and Nixle) for flood-prone neighborhoods and businesses before, during, and after a climate hazard event and assist in their evacuation and other support activities. This

## REVISIONS TO THE DRAFT EIR

includes coordination with the San Mateo County Flood and Sea Level Rise Resiliency District (OneShoreline) on its early flood warning notification system.

- **Goal S-54:** Maintain adequate fire and life safety protection from wildland fires.
  - **Policy S 54.12: Secondary Access.** Explore secondary means of ingress and egress in areas with evacuation constraints, as shown in Figure S-2, Evacuation-Constrained Areas, for existing subdivisions or developments of 30 units or more within a Very High Fire Hazard Severity Zone.
  - **Policy S 54.13: Emergency Access.** Require that roads, driveways, and other clearances around structures are located and designed to ensure emergency access.
  - **Policy S 54.14: Emergency Services.** Work with SMC Fire to provide fire prevention, protection, and emergency preparedness services that adequately protect residents, employees, visitors, and structures from fire and fire-related emergencies.

The following General Plan goal, policies, and actions referenced in impact discussion WILD-2 on pages 4.18-28 to 4.18-31 of the Draft EIR are hereby amended as follows:

- **Policy S 1.2: Local Hazard Mitigation Plan.** Incorporate by reference the San Mateo County Multi-jurisdictional Local Hazard Mitigation Plan, approved by the Federal Emergency Management Agency (FEMA) in 2021, along with any future updates or amendments, into this Safety Element in accordance with Government Code section 65302.6.
- **Goal S-54:** Maintain adequate fire and life safety protection from wildland fires.
  - **Policy 54.1: Very High Fire Hazard Severity Zones.** Avoid new residential development in Very High Fire Hazard Severity Zones, as shown on Figure S-14, or the most current data available from CAL FIRE. Redevelopment or reconstruction of existing structures is allowed. Coordinate with San Mateo Consolidated Fire Department (SMC Fire) to ensure new construction of buildings or infrastructure within a Fire Hazard Severity Zone or Wildland-Urban Interface (WUI), as shown on Figures S-12 and S-13 or the most current data available from CAL FIRE, ~~are in full compliance with~~ meet or exceed applicable State and local regulations and meet the ~~Very High Fire Hazard Severity Zone Fire Safe Regulations~~ for road ingress and egress, fire equipment access, and adequate water supply.
  - **Policy S 54.2: Reconstruction of Development.** Require reconstruction projects or significant retrofits in a Fire Hazard Severity Zone and the Wildland-Urban Interface, as shown on Figures S-12 and S-13 or the most current data available from CAL FIRE, to be consistent with the California Building Standards Code, California Fire Code, and ~~Very High Fire Hazard Severity Zone Fire Safe Regulations~~.
  - **Policy S 54.3: Wildland Fire Protection.** Require all development in and adjacent to designated Fire Hazard Severity Zone and Wildland-Urban Interface to prepare a fire protection plan for review and approval by SMC Fire prior to issuance of building permits and to provide access and defensible space in accordance with California codes and local ordinances.
  - **Policy S 54.9: Land Use Management for Fire Risks.** Maintain all City-owned public lands and work with private landowners and FIRE SAFE San Mateo County to reduce fuel loads, establish appropriately placed fire breaks/defensible space, require long-term maintenance of fire hazard



## REVISIONS TO THE DRAFT EIR

reduction projects, and educate all property owners in the city on proper landscape maintenance and firescaping standards to reduce the risk of fire hazards.

- **Policy S 54.11: Fire Safe Roads.** Coordinate with SMC Fire to evaluate new development or significant retrofits that have access on roadways that do not meet fire-safe road and vegetation standards within the Wildfire-Urban Interface and/or Very High Fire Hazard Severity Zone and ensure that road standards and vegetation management occurs and is maintained.
- **Action S 54.15: Tree Maintenance.** Collaborate with SMC Fire to maintain City-owned trees in a manner that does not contribute to fire danger, in accordance with current Best Management Practices (BMPs).
- **Action S 54.16: Fire-Safe Education.** Work with SMC Fire and seek funding to develop a fire-safe education program that provides information and awareness to community members about defensive space, fire-resistant landscaping and construction, evacuation preparation, and other wildfire education topics.
- **Action S 54.18: Vegetation Management on City-Owned Land.** Coordinate with SMC Fire to continue conducting and providing long-term maintenance of vegetation management projects in City-owned parks and open spaces to prevent wildfire ignition and spread.
- **Action S 54.19: Reevaluation of Development Standards.** Reevaluate development standards for wildfire risk areas following major wildfire events and apply updated standards as needed to maintain high levels of wildfire protection.
- **Action S 54.20: Vegetation Management.** Coordinate with the SMC Fire and the FIRE SAFE San Mateo County to obtain funding for and conduct vegetation and fuel modification or management.

**The following General Plan goal and policy referenced in impact discussion WILD-3 on pages 4.18-32 to 4.18-33 of the Draft EIR are hereby amended as follows:**

- **Goal S-54:** Maintain adequate fire and life safety protection from wildland fires.
  - **Policy S 54.7: Peakload Water Supply.** Ensure that the California Water Service Company and the Estero Municipal Improvement District provide and maintain a water supply and distribution system that provides an adequate static pressure to deliver the minimum fire hydrant flow to all areas of the city, except where a lesser flow is acceptable, as determined by SMC Fire.

**The following General Plan goals, policies, and actions referenced in impact discussion WILD-4 on pages 4.18-33 to 4.18-35 of the Draft EIR are hereby amended as follows:**

- **Policy LU 2.1: Development Intensity/Density.** Regulate development density/intensity to recognize natural environmental constraints, such as floodplains, earthquake faults, debris flow areas and other hazards, availability of urban services, and transportation and circulation constraints.
- **Goal S-3:** Protect the community from unreasonable risk to life and property caused by flood hazards and sea level rise.

## REVISIONS TO THE DRAFT EIR

- **Policy S 3.1: Development within Floodplains.** Protect new development and substantial retrofits within a floodplain by requiring the lowest finish floor elevation to be ~~three feet~~ above the applicable floodwater elevation or by incorporating other flood-proofing measures consistent with Federal Emergency Management Agency (FEMA) regulations, OneShoreline guidance, the City’s Floodplain Management Ordinance, and other City policy documents.
- **Action S 3.317: Flood Risk Mapping Data.** Regularly update mapping data pertaining to the 100-year and 500-year floodplains, dams, and levee failure as information becomes available.
- **Action S 3.49: Community Rating System.** ~~Undertake efforts that increase the~~ Explore establishment of a City’s rating under FEMA’s Community Rating System, such as expanding and improving Geographic Information System (GIS) mapping capacity, developing a flood early warning system, and creating a Flood Emergency Action Plan.
- **Action S 3.510: Early Flood Warning.** ~~As feasible, Collaborate with OneShoreline to~~ provide early flood warning for flood-prone areas of the city through collaboration with regional partners such as OneShoreline’s stream monitoring station and notification system.
- **Goal S-54:** Maintain adequate fire and life safety protection from wildland fires.
  - **Policy S 54.4: Hillside Vegetation Stability.** Stabilize, and as feasible re-vegetate, burned slopes following a wildfire event to reduce landslide and debris flows risk.

The second bullet point in impact discussion WILD-3 on page 4.18-32 of the Draft EIR is hereby amended as follows:

- **Fuel Breaks.** As discussed in impact discussion WILD-2, the Safety (S) Element of the proposed General Plan includes Policies S 54.1 and S 54.9 which require development in and adjacent to designated wildland fire areas to provide defensible space and the City to establish appropriately placed fire breaks and defensible space on City-owned public lands.

## CHAPTER 5 ALTERNATIVES

The second bullet point under the “Noise” subheading on page 5-3 of the Draft EIR is hereby amended as follows:

- **Impact NOISE-64:** Buildout under the proposed project is anticipated to result in unacceptable cumulative traffic noise within the EIR Study Area.

Section 5.4, *Overview of Project Alternatives*, beginning on page 5-3 of the Draft EIR is hereby amended as follows:

### 5.4 OVERVIEW OF PROJECT ALTERNATIVES

#### 5.4.1 ALTERNATIVES CONSIDERED BUT REJECTED

Section 15126.6(c) of the State CEQA Guidelines requires EIRs to identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process, and briefly

## REVISIONS TO THE DRAFT EIR

explain the reasons underlying the lead agency’s determination. CEQA Guidelines Section 15126.6(c) states that among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts. The following is a discussion of alternatives that were considered and rejected, along with the reasons they were not included in the analysis.

- **Lower Growth Alternative.** Chapter 3, *Project Description*, of the Draft EIR describes the planning process that led to the development of General Plan 2040, and explains that from 2019 to 2022, community members and the City Council developed and evaluated three scenarios for the General Plan. As stated on pages 3-7 to 3-8 of the Draft EIR, the Alternatives Evaluation Report published in January 2022 began the community engagement process to choose a preferred scenario for land use and circulation based on the relative benefits, trade-offs, potential impacts, and desired mix of growth and development of each alternative. This process led to the selection of the preferred scenario, which was created by mixing and matching different combinations of housing and commercial development in each Study Area for General Plan 2040. The resulting preferred scenario that was selected by the City is the proposed project evaluated in this EIR and its buildout projections and project objectives are described in Chapter 3, *Project Description*, of the Draft EIR.

Two lower growth scenarios (referred to as Alternatives A and B in the Alternatives Evaluation Report) were considered and evaluated as part of this planning process. Due to the lower residential densities considered in these lower growth alternatives, they would be less likely to meet the project objective of identifying sufficient residential land to accommodate both current and future housing needs for people at all income levels. In addition, the lower densities would result in less concentrated growth and fewer residents within close proximity to transit, which would increase the City’s per-capita VMT (for both residents and workers) when compared to the proposed project.

These lower growth scenarios would reduce overall VMT, which could decrease the significant and unavoidable traffic noise impact identified for the proposed project; however, because these scenarios would increase VMT per capita, they would increase the project’s transportation impact. In addition, the lower growth scenarios could prevent the City’s ability to comply with future housing mandates, which would render these alternatives infeasible. Lastly, these scenarios were considered for their ability to reduce the proposed project’s significant and unavoidable air quality impacts. The proposed project’s air quality impacts are a result of the programmatic nature of the analysis in the EIR; the application of significance thresholds used by the Bay Area Air Quality Management District; and the magnitude of development due to the proposed project being a long-term, citywide plan. These impacts could not be avoided by a lower growth alternative that still allows enough development for the City to increase the amount and variety of housing to meet current and future needs. Therefore, lower growth alternatives were considered but rejected.

- **Wildfire Zone Development Prohibition Alternative.** The City considered an alternative that would prohibit development within the very high fire hazard severity zone (VHFHSZ), wildland-urban interface (WUI), and State Responsibility Area (SRA). As described on pages 4.18-31 and 4.18-36 of the Draft EIR, such a prohibition would be the only way to fully avoid Impact WILD-2 and Impact WILD-5, identified as significant and unavoidable for the proposed project. Page 4.8-31 of the Draft EIR states, “The majority of western San Mateo is in a VHFHSZ and/or the WUI. Prohibiting new development in this portion of San Mateo is not feasible or practical because the City has a responsibility to meet

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other, conflicting obligations, including increasing the number and type of housing available and allowing reconstruction of homes burned by wildfires.” Such a prohibition would disallow new development but would also disallow redevelopment and improvement projects on sites already developed in the VHFHSZ, WUI, and SRA. Such a prohibition would likely require the use of eminent domain. As described in the Draft EIR, such an alternative is infeasible and impractical; therefore, this alternative was rejected.

### 5.4.2 ALTERNATIVES ANALYZED

The heading for Section 5.4.1 on page 5-4 of the Draft EIR is hereby amended as follows:

#### 5.4.13 ASSUMPTIONS AND METHODOLOGY

Footnote b in Table 5-1 on page 5-4 of the Draft EIR is hereby amended as follows:

b. Includes housing development required to achieve the City’s 2023-2031 Regional Housing Needs Allocation, plus a buffer. See Table 5-3, *2030 Development Projections Under the No Project Alternative*. 2040 buildout under the No Project Alternative ~~have~~ has not been calculated, as the City’s existing General Plan has a horizon year of 2030 that would have to be updated to extend the buildout horizon past 2030. Overall, development under the current General Plan, as considered in the No Project Alternative, would be expected to be lower than the buildout analyzed for the proposed General Plan 2040.

The heading for Section 5.4.2 on page 5-4 of the Draft EIR is hereby amended as follows:

#### 5.4.24 SUMMARY OF ALTERNATIVES EVALUATION

The second paragraph under Section 5.6.1 on page 5-18 of the Draft EIR is hereby amended as follows:

As described in Chapter 4.11, *Noise*, buildout under the proposed project based on modeling conducted for this EIR shows an increase above acceptable levels over existing conditions along one roadway segment. The Reduced Traffic Noise Alternative would involve enhanced transportation demand management (TDM) measures to reduce vehicle travel to a greater extent than under the proposed project. Specifically, it is assumed that this alternative would involve a new TDM program applicable to new development as well as existing residences, employees, and businesses, and may require individual developers to participate in a City-established TDM program focused on reducing vehicle trips. ~~New TDM requirements may include a combination of the following, or similar, measures for employees and residents:~~

- ~~▪ Transit passes and subsidies~~
- ~~▪ E-bike subsidies~~
- ~~▪ Ride-sharing subsidies~~
- Free bicycles

## **CHAPTER 6 CEQA-REQUIRED ASSESSMENT CONCLUSIONS**

The second bullet point under the “Noise” subheading on page 6-2 of the Draft EIR is hereby amended as follows:

- **Impact NOISE-64:** Buildout under the proposed project is anticipated to result in unacceptable cumulative traffic noise within the EIR Study Area.

## **APPENDICES**

Appendix B, *Projects Included in Buildout Projections*, of the Draft EIR is hereby replaced with the version appended to this Final EIR titled Appendix B, *REVISED Projects Included in Buildout Projections*.

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