San Mateo County Animal Shelter Project

(County File No. P23G6)

MITIGATED NEGATIVE DECLARATION (MND)

Pursuant to the California Environmental Quality Act (CEQA)
Division 13, Public Resources Code
State Clearinghouse Number: 2015072036

San Mateo County
Public Works Department
555 County Center, 5th floor
Redwood City, CA 94063

Project Description

The County of San Mateo is proposing to redevelop the project site by constructing a new facility, up to 30,000 square feet[1] in size. The new facility would provide approximately 21,338 square feet less in indoor service space area than the existing facility. The existing set of buildings would eventually be demolished once the new County animal control and shelter facility is fully operational. The new facility will offer similar services to the existing facility, and would generally include: public receiving, administration/support areas, domestic animal holding, animal support spaces, family support services, clinic (spay/neuter and shelter medicine), and outdoor programmatic spaces. A detailed description of each of these services is provided below:

Public Receiving Area

The purpose of the public receiving area would be to accommodate interactions between the general public and the shelter. The new facility would be appropriately sized to allow simultaneous safe occupancy of dogs, cats, and other animals.

Administration/Support Areas

The administration support building would consist of offices and meeting space for the PHS animal care and animal control staff. The new multi-purpose administration/support areas would primarily be used for public dog training classes, large meetings, vaccinations and regular public spay/neuter events.

[1] The new facility would also include approximately 12,000 square feet of outdoor space.

Domestic Animal Holding

Domestic animals would be housed at the domestic animal holding area and would include dogs, cats, small mammals, exotics (reptiles, etc.), avian, equine, and small farm animals. All canine housing would be provided in a standardized kennel with a floor drain for cleaning requirements. All standard kennels would be configured with indoor and outdoor areas.

Animal Support Services

Animal support spaces would primarily include utility spaces for food preparation, centralized laundry facilities, behavior evaluation, euthanasia, and short-term cadaver storage.

Facility Support Services

Facility support services would include areas for general staff support and dedicated facility infrastructure areas. Specialized and separate storage for medical gas (oxygen), cleaning chemicals, general facility maintenance, and primary animal care storage would be included. Medical gas storage would be sized to accommodate storage of 10 high-pressure oxygen cylinders, and cleaning chemical storage room would accommodate up to (12) 55 gallon drums of cleaning chemicals and associated pumps. Both medical gas storage and chemical storage would have direct access to the exterior for ease of delivery and ventilation requirements. Staff areas would include a staff break area with seating for approximately 20 to 24 staff/volunteers, and separate locker rooms and shower rooms for men and women.

Clinic (Spay/Neuter and Shelter Medicine)

The veterinary clinic facility would include separate facilities for public animal spay/neuter and shelter animal medical areas. Public access to the clinic would be provided via a separate public entrance into the shelter. The spay/neuter area would include surgical preparation and recovery areas. A public reception and waiting area and a single pre-operatory/admission exam room would serve the general public. Shelter medical areas would include a medical treatment area for general treatment and dentistry, radiology scan room (X-ray), and additional medical isolation and treatment rooms. Veterinary staff and administrative support offices would be included within the clinic area.

Outdoor Programmatic Spaces

The outdoor programmatic spaces would include designated areas for other animals. A small, fenced, and covered yard for rabbits would be located in the outdoor area. The outdoor area would also include an exterior enclosed farm animal area for housing barnyard animals (goats, pigs, horses, chickens, etc.). Farm animal housing would have access to exterior barnyard areas. This area would include a shallow concrete duck pond with drainage and water circulation. This duck pond would be completely enclosed in a covered exterior aviary. The existing buildings onsite would be demolished once the new County animal control and shelter facility is completed and fully operational. Once demolished, the area that currently houses the existing facility would be re-vegetated to be compatible with and complimentary to the surrounding natural environment. Construction is anticipated to begin in early 2016. Construction, including demolition of the existing facility would occur over approximately 15 months (485 days). Demolition of the existing facility would be phased such that the new facility would be constructed first to allow existing services to continue throughout construction.

Determination

An Initial Study/Mitigated Negative Declaration (MND) and supporting documents have been prepared to determine if the project would result in potentially significant or significant impacts to the environment (**Exhibit A, Initial Study**). On the basis of this Initial Study/MND, it has been determined that the proposed action, with the incorporation of the mitigation measures described below, will not have a significant effect on the environment. The 23 mitigation measures identified in the Initial Study are listed in **Table 1a** below. No comments were received during the public review period, which occurred from July 17th, 2015 to August 17th, 2015. Therefore, on the basis of the whole record, there is no substantial evidence that the project will have a significant effect on the environment and this MND reflects the lead agency's independent judgment and analysis. The supporting technical reports that constitute the record of proceedings upon which this determination is made are available for public review at the County of San Mateo Public Works Department office at 555 County Center – Fifth Floor, Redwood City, CA 94063, between 7:00 am and 5:00 pm, Monday through Friday.

Table 1a
Summary of Project Impacts

Environmental Factor	***Mitigation Measures***	***Level of Environmental Impact***
Air Quality	**Mitigation Measure AQ-1:** Include measures to control dust emissions The contractor shall implement the following Best Management Practices: 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. 2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered. 3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. 4. All vehicle speeds on unpaved roads shall be limited to 15 mile per hour (mph). 5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. 6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.	Less Than Significant With Mitigation Incorporated

Table 1a Summary of Project Impacts		
Environmental Factor	***Mitigation Measures***	***Level of Environmental Impact***
	7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. 8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.	
Biological Resources	**Mitigation Measure BIO-1:** If any work is proposed near the wetland habitats on the project site, pre-construction surveys for special-status rare plant species that have the potential to occur on the project site (Point Reyes bird's beak and saline clover) would be conducted during their bloom periods (May-June).	Less Than Significant With Mitigation Incorporated
Biological Resources	**Mitigation Measure BIO-2:** To the extent feasible, project activities should be scheduled to avoid the nesting season. If such activities are scheduled to take place outside the nesting season, all impacts on nesting birds protected under the MBTA and California Fish and Game Code should be avoided. The nesting season in San Mateo County extends from 1 January through 31 August for most raptors and 1 February through 31 August for most non-raptors.	Less Than Significant With Mitigation Incorporated
Biological Resources	**Mitigation Measure BIO-3:** If Project activities will not be initiated until after the start of the nesting season, potential nesting substrate (e.g., bushes, trees, grasses, and other vegetation) that is scheduled to be removed by the project may be removed prior to the start of the nesting season (e.g., prior to January 1st) to reduce the potential for initiation of nests. If it is not feasible to schedule vegetation removal during the nonbreeding season, or where vegetation cannot be removed (e.g., in areas immediately adjacent to the property), then pre-construction surveys for nesting birds can be conducted as described below.	Less Than Significant With Mitigation Incorporated
Biological Resources	**Mitigation Measure BIO-4:** If it is not possible to schedule project activities between 1 September and 31 December, then pre-construction surveys for nesting birds should be conducted by a qualified ornithologist to ensure that no nests will be disturbed during project implementation. An initial pre-construction survey to determine the likelihood of constraints due to the presence of an active nest should be conducted 14 days prior to the onset of construction activities with a final pre-construction survey conducted no more than 48 hours prior to the initiation of project activities. During this survey, a qualified ornithologist shall inspect all potential nesting habitats (e.g.,	Less Than Significant With Mitigation Incorporated

Table 1a Summary of Project Impacts		
Environmental Factor	***Mitigation Measures***	***Level of Environmental Impact***
	trees, shrubs, grasslands, and buildings) within 300 feet of impact areas for raptor nests and within 100 feet of impact areas for nests of non-raptors. If an active nest (i.e., a nest with eggs or young, or any completed raptor nest attended by adults) is found sufficiently close to work areas to be disturbed by these activities, the ornithologist, in consultation with the CDFW, will determine the extent of a disturbance-free buffer zone to be established around the nest (typically 300 feet for raptors and 100 feet for other species) to ensure that no nests of species protected by the MBTA and California Fish and Game Code will be disturbed during project implementation.	
Cultural Resources	**Mitigation Measure CUL-1:** If archaeological and/or cultural resources are encountered during grading or construction activities, work shall be temporarily halted within 30 feet of the discovered materials and workers shall avoid altering the materials and their context until a qualified professional archaeologist has evaluated the situation and provided appropriate recommendations. The project applicant or archaeologist shall immediately notify the Current Planning Section of any discoveries made and shall provide the Current Planning Section with a copy of the archaeologist's report and recommendations prior to any further grading or construction activity in the vicinity.	Less Than Significant With Mitigation Incorporated
Cultural Resources	**Mitigation Measure CUL-2:** A discovery of a paleontological specimen during any phase of the project shall result in a work stoppage in the vicinity of the find until it can be evaluated by a professional paleontologist. Monitoring of all excavation and earthmoving in sensitive areas by a professional paleontologist may be required.	Less Than Significant With Mitigation Incorporated
Cultural Resources	**Mitigation Measure CUL-3:** Periodic monitoring of known significant paleontological resources in the vicinity of the development (including areas where new road access has been provided) may be required to reduce the potential for looting and vandalism. Should loss or damage be detected, additional protective measures or further action (e.g., resource removal), as determined by a professional paleontologist, shall be implemented to mitigate the impact.	Less Than Significant With Mitigation Incorporated
Cultural Resources	**Mitigation Measure CUL-4:** Use existing roads to the maximum extent feasible to avoid additional surface disturbance.	Less Than Significant With Mitigation Incorporated
Cultural Resources	**Mitigation Measure CUL-5:** During all phases of the project, keep equipment and vehicles within the limits of the previously disturbed areas of the project site.	Less Than Significant With Mitigation Incorporated
Cultural Resources	**Mitigation Measure CUL-6:** All workers shall be educated on the consequences of unauthorized collection or sale of fossils.	Less Than Significant With Mitigation Incorporated

Table 1a Summary of Project Impacts		
Environmental Factor	***Mitigation Measures***	***Level of Environmental Impact***
Cultural Resources	**Mitigation Measure CUL-7:** The project sponsor must be prepared to carry out the requirements of California State law with regard to the discovery of human remains during construction, whether historic or prehistoric. In the event that any human remains are encountered during site disturbance, all ground-disturbing work shall cease immediately and the County coroner shall be notified immediately. If the coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within 24 hours. A qualified archaeologist, in consultation with the Native American Heritage Commission, shall recommend subsequent measures for disposition of the remains.	Less Than Significant With Mitigation Incorporated
Geology and Soils	**Mitigation Measure GEO-1:** The new facility shall be designed following the 2010 California Administrative Code Essential Services standards, per Title 24, Part 1, Chapter 4 of the California Code of Regulations. Such buildings exceed the 2013 California Building Code (CBC) and would resist the lateral forces generated by earthquake shaking.	Less Than Significant With Mitigation Incorporated
Geology and Soils	**Mitigation Measure GEO-2:** Specific performance measures and ground improvements techniques shall be incorporated into the project design to reduce this hazard as appropriate. These techniques shall be chosen during the final design phase, and may include: jet grouting, cement deep soil mixing, and/or compaction grouting. Specific field investigation to obtain specific soil and liquefaction data may be required to develop performance measures.	Less Than Significant With Mitigation Incorporated
Geology and Soils	**Mitigation Measure GEO-3:** Foundations and slabs shall be designed and constructed to resist the effects of the expansive soil. These effects can be mitigated by: • moisture conditioning the expansive soil, providing a sufficient thickness of select, non-expansive fill below interior; or • lime treating the subgrade soil to reduce expansion potential.	Less Than Significant With Mitigation Incorporated

Table 1a Summary of Project Impacts		
Environmental Factor	***Mitigation Measures***	***Level of Environmental Impact***
Hazards and Hazardous Materials	**Mitigation Measure HAZ-1:** Prior to the issuance of a grading permit and before any substantial ground disturbances, a Phase II ESA shall be conducted by a licensed professional to determine the potential presence of metals, and organic compounds in soil and groundwater underlying the project site. If contaminants are identified in subsurface soils and/or groundwater, the Phase II ESA shall screen the identified contaminant concentrations relative to applicable environmental screening levels developed by the Regional Water Quality Control Board and Department of Toxic Substances Control. If the Phase II ESA recommends remedial action (which may include but not be limited to soil and/or groundwater removal or treatment, site-specific soil and groundwater management plan, site-specific health and safety plan, and a risk management plan shall be completed. The County shall consult with appropriate regulatory agencies to ensure sufficient minimization of risk to human health and the environment is completed.	Less Than Significant With Mitigation Incorporated
Hazards and Hazardous Materials	**Mitigation Measure HAZ-2:** If there is a change in land use or removal of soil and groundwater below approximately 5 feet below grade at the, notification to the San Mateo County Division of Environmental Health is required.	Less Than Significant With Mitigation Incorporated
Hazards and Hazardous Materials	**Mitigation Measure HAZ-3:** Suspect materials (including at a minimum but not limited to, roofing tars and mastics; flooring and associated mastics; joint compounds, muds and skim coats associated with drywall; vapor membranes underlying concrete slabs; plasters; Thermal Systems Insulation; tiles, grouts and mortars; building concrete; asphalt in paved areas used for parking, etc.) shall be tested prior to demolition or renovation activities to evaluate if previously unsampled materials contain asbestos. If identified, all asbestos-containing materials should be abated by a licensed asbestos abatement contractor.	Less Than Significant With Mitigation Incorporated
Hazards and Hazardous Materials	**Mitigation Measure HAZ-4:** Limited sampling shall be performed to verify lead content in representative coatings and materials at the project site. If lead is identified, all future renovation and/or demolition work shall follow local, State, and federal regulations regarding lead and the Division of Occupational Safety and Health (Cal/OSHA) requirements. o Prior to renovation or demolition work, incorporate lead stabilization and/or abatement planning into the project o Waste shall be characterized prior to disposal	Less Than Significant With Mitigation Incorporated
Hazards and Hazardous Materials	**Mitigation Measure HAZ-5:** Prior to the removal of PCB-containing light ballasts, PCB-presence/content shall be determined by consulting with the ballast suppliers. If information regarding the PCB content is unavailable, the ballasts should be treated as PCB-containing during removal and disposed of in accordance with federal, State, and local regulations.	Less Than Significant With Mitigation Incorporated

Table 1a Summary of Project Impacts		
Environmental Factor	***Mitigation Measures***	***Level of Environmental Impact***
Hazards and Hazardous Materials	**Mitigation Measure HAZ-6:** Workers handling demolition and renovation activities at the project site shall be trained in the safe handling and disposal of PCB lighting ballasts, residual chemicals, solvents, heavy metals, etc. associated with the former X-ray equipment, and to safely and legally handle and dispose of fluorescent lamps and thermostats.	Less Than Significant With Mitigation Incorporated
Hazards and Hazardous Materials	**Mitigation Measure HAZ-7:** In the event that stockpiled soil will be disturbed during future renovation, demolition, or other activities, sampling of these soils should be performed concurrent with the Phase II investigation recommended in **Mitigation Measure HAZ-1** to evaluate content for waste disposal and construction worker safety.	Less Than Significant With Mitigation Incorporated
Hydrology and Water Quality	**Mitigation Measure HYD-1:** In the event groundwater is encountered during construction activities, onsite dewatering would be required. The discharge of any dewatered groundwater would comply with BMPs as described in the SWPPP.	Less Than Significant With Mitigation Incorporated

Theresa Yee
Capital Projects Manager

August 25, 2015
Date

EXHIBIT A

San Mateo County

Animal Shelter Project

Initial Study

(County File No. P23G6)

(SCH No. 2015072036)

Prepared By:

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1814 Franklin Street, Suite 1000
Oakland, CA 94612

Prepared For:

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Redwood City, CA 94063
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August 2015
County of San Mateo
San Mateo Public Works Department

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County of San Mateo
San Mateo Public Works Department

INITIAL STUDY
ENVIRONMENTAL EVALUATION CHECKLIST

1. **Project Title:** San Mateo County Animal Shelter Project

2. **County File Number:** P23G6

3. **Lead Agency Name and Address:** County of San Mateo Public Works Department, 555 County Center - Fifth Floor, Redwood City, CA 94063

4. **Contact Person and Phone Number:** Theresa Yee, Capital Projects Manager, Department of Public Works, County of San Mateo at (650) 363-4100.

5. **Project Location:** The 11.5-acre project site is located at 12 Airport Boulevard in the City of San Mateo (San Mateo or City), in San Mateo County (County), California; approximately 10 miles south of the City of San Francisco and 26 miles north of the City of San Jose. The project site is situated between US Highway 101 (US 101) and the San Francisco Bay (Bay), and is surrounded by Coyote Point Recreation Area and the San Francisco Bay Trail (Bay Trail) along its northern border and Poplar Creek Golf Course to the east. Industrial properties are located to the west of the project site across Airport Boulevard (see **Figure 1**).

6. **Assessor's Parcel Numbers and Size of Parcels:** Assessor's Parcel Number (APN) 029-321-060. 11.5 acres total.

7. **Project Sponsor's Name and Address:** County of San Mateo Department of Public Works Department, 555 County Center - Fifth Floor, Redwood City, CA 94063.

8. **General Plan Designation:** Parks/Open Space

9. **Zoning:** Shoreline (S)

Description of the Project:

Existing Conditions

The existing project site is currently occupied with an approximately 51,338 square-foot animal control and shelter facility. Peninsula Humane Society (PHS) is a private, independent, non-profit organization that contracted with the County in 1950 to administer enforcement of animal control laws, shelter homeless animals, rescue injured animals, and provide a variety of other services. The animal control and shelter facility (or facility) opened on November 15, 1952.

The buildings consist of one- and two-story structures in an irregularly shaped configuration organized into various functional zones connected by a series of indoor and outdoor corridors. The main landscaping near the building is a strip of lawn with a row of medium sized trees adjacent to the south façade. Trimmed hedges and shrubs frame the main entrance to the south. Trimmed hedges are also along the base of the west façade.

A pump station owned by the City of San Mateo is located to the west of the existing facility (see **Figure 2**). The pump station consists of a single rectangular building that houses the pumping machinery. The building is approximately 550 square feet in size and approximately 10 feet in height at the eaves. A transformer and concrete pad are located east of the pump station building. A drainage channel perpendicular to Airport Boulevard conveys stormwater runoff to the pump station.[1]

The existing physical features that characterize the project site are depicted in **Figure 2**. As shown, the project site has paved areas for parking at the west, north, and south perimeters of the existing buildings. The northeastern portion of the site is undeveloped and is covered with low grass. The southeastern portion contains a dense strand of mature trees. Three Pacific, Gas & Electric (PG&E) transmission towers and associated utility easements are located in the southwest portion of the project site, just south of the existing facility. The northern property boundary is bounded by the San Francisco Bay, of which the first 100 feet inland is under the jurisdiction of the San Francisco Bay Conservation and Development Commission (BCDC). As shown on **Figure 2,** the Bay Trail runs along the eastern and northern edges of the project site. The project site is relatively flat terrain with elevations ranging between approximately 3 to 8 feet above mean sea level. The project site also contains wetlands and a culvert on the western portion of the site as shown in **Figure 2.**

Project Description

The County of San Mateo is proposing to redevelop the project site by constructing a new facility, up to 30,000 square feet[2] in size (see **Table 1**). As shown in **Table 1**, the new facility would provide approximately 21,338 square feet less in indoor service space area than the existing facility.

Table 1. Square Footage of Existing and New Facility

Area	Square Feet
Existing Facility	
Indoor	51,338
Proposed Facility	
Indoor	30,000
Total Net Difference	**-21,338**

Source: County of San Mateo, Square Footage Take-Off PHF, March 2015

The existing set of buildings would eventually be demolished once the new County animal control and shelter facility is fully operational. The new facility will offer similar services to the existing facility, and would generally include: public receiving, administration/support areas, domestic animal holding, animal support spaces, family support services, clinic (spay/neuter and shelter medicine), and outdoor programmatic spaces. A detailed description of each of these services is provided below:

1 There is an existing 15" drainage easement to the City of San Mateo.

2 The new facility would also include approximately 12,000 square feet of outdoor space.

Public Receiving Area

The purpose of the public receiving area would be to accommodate interactions between the general public and the shelter. The new facility would be appropriately sized to allow simultaneous safe occupancy of dogs, cats, and other animals.

Administration/Support Areas

The administration support building would consist of offices and meeting space for the PHS animal care and animal control staff. The new multi-purpose administration/support areas would primarily be used for public dog training classes, large meetings, vaccinations and regular public spay/neuter events.

Domestic Animal Holding

Domestic animals would be housed at the domestic animal holding area and would include dogs, cats, small mammals, exotics (reptiles, etc.), avian, equine, and small farm animals. All canine housing would be provided in a standardized kennel with a floor drain for cleaning requirements. All standard kennels would be configured with indoor and outdoor areas.

Animal Support Services

Animal support spaces would primarily include utility spaces for food preparation, centralized laundry facilities, behavior evaluation, euthanasia, and short-term cadaver storage.

Facility Support Services

Facility support services would include areas for general staff support and dedicated facility infrastructure areas. Specialized and separate storage for medical gas (oxygen), cleaning chemicals, general facility maintenance, and primary animal care storage would be included. Medical gas storage would be sized to accommodate storage of 10 high-pressure oxygen cylinders, and cleaning chemical storage room would accommodate up to (12) 55 gallon drums of cleaning chemicals and associated pumps. Both medical gas storage and chemical storage would have direct access to the exterior for ease of delivery and ventilation requirements. Staff areas would include a staff break area with seating for approximately 20 to 24 staff/volunteers, and separate locker rooms and shower rooms for men and women.

Clinic (Spay/Neuter and Shelter Medicine)

The veterinary clinic facility would include separate facilities for public animal spay/neuter and shelter animal medical areas. Public access to the clinic would be provided via a separate public entrance into the shelter. The spay/neuter area would include surgical preparation and recovery areas. A public reception and waiting area and a single pre-operatory/admission exam room would serve the general public. Shelter medical areas would include a medical treatment area for general treatment and dentistry, radiology scan room (X-ray), and additional medical isolation and treatment rooms. Veterinary staff and administrative support offices would be included within the clinic area.

Outdoor Programmatic Spaces

The outdoor programmatic spaces would include designated areas for other animals. A small, fenced, and covered yard for rabbits would be located in the outdoor area. The outdoor area would also include an exterior enclosed farm animal area for housing barnyard animals (goats, pigs, horses, chickens, etc.). Farm animal housing would have access to exterior barnyard areas. This area would include a shallow concrete duck pond with drainage and water circulation. This duck pond would be completely enclosed in a covered exterior aviary.

The services to the general public described above would be provided during normal operating hours, 11:00 am to 7:00 pm on weekdays and 11:00 am to 6:00 pm on weekends. During these times, when services are offered to the general public, PHS employees and volunteers would be onsite. No permanent employee housing would be located onsite.

Site improvements include the construction of a one- or two-story animal control and shelter facility, up to 30 feet tall. The new facility would total approximately 30,000 square feet of indoor area and approximately 12,000 square feet of outdoor area, and would include at-grade, striped parking areas for employees, volunteers, and the general public. New ornamental vegetation and landscaping may be incorporated along the perimeter of the new facility. Vehicular access to the project site would continue from Airport Boulevard, and no new curb cuts are proposed.

The County's Board of Supervisors adopted a Sustainable Building Policy on December 11, 2001 that requires all new buildings over 5,000 square feet to be built to the highest practicable Leadership in Energy and Environmental Design (LEED) rating and certified through the US Green Building Council (USGBC). This project would incorporate green building practices, such as recycling or reusing construction and demolition debris, to the extent practicable and feasible. The new facility would be built to achieve some level of LEED certification which will be determined as specific project design is further refined.

Currently the Federal Emergency Management Agency (FEMA) and the City of San Mateo policy require that either new structures within a Special Flood Hazard Area (SFHA) must be elevated at or above the base flood elevation or flood proofing must be incorporated into new building design. A portion of the east end of the project site where the new facility is proposed is within a SFHA (see Figure 2). FEMA has released draft updated flood maps for public comment. The revised maps show that a larger portion of the site falls within a SFHA. The new flood maps will likely be adopted before the project is approved. As such, the new facility will be elevated a minimum of 1.58 feet above the existing building elevation to meet the current FEMA and City policy requiring finished floor above base flood elevation. If the new FEMA policy is adopted and requires new structures in SFHAs to be constructed 1foot or more above the base flood elevation, the new facility would adhere to the new policy and may be elevated up to 3.58 feet above the existing building elevation. With the incorporation of these design measures, the new facility would comply with FEMA and City policy and avoid impacts related to potential flooding onsite.

The existing buildings onsite would be demolished once the new County animal control and shelter facility is completed and fully operational. Once demolished, the area that currently houses the existing facility would be re-vegetated to be compatible with and complimentary to the surrounding natural environment. More detailed information related to construction phasing and methods are described below.

Construction and Phasing

Construction is anticipated to begin in early 2016. Construction, including demolition of the existing facility would occur over approximately 15 months (485 days). Demolition of the existing facility would be phased such that the new facility would be constructed first to allow existing services to continue throughout construction. The new facility is expected to be constructed adjacent and to the east and to the north of the existing facility. Once the services are transferred to the new facility, the existing facility would be demolished. Ultimately, the demolished area would be revegetated to blend with the surrounding natural environment onsite, or parking would be relocated to be closer to the new facility.

Construction staging would occur within the existing paved areas and/or within the anticipated project footprint on the onsite and would allow for continued parking during construction. Existing buildings and ancillary structures would be demolished and the debris would be removed from the site. Portions of the debris would be recycled in accordance with County Building Code regulations and to help achieve LEED certification. Asphalt may be pulverized and reused as base rock onsite in accordance with green building practices and LEED requirements. Remaining debris would be off-hauled and disposed of at Ox-Mountain Sanitary landfill in Half Moon Bay. Demolition and construction activities are anticipated to occur within the hours of 8:00 am to 5:00 pm Monday through Friday, although some construction activity may extend beyond this typical time frame.

Grading would be designed to conform to the natural ground as closely as possible and would extend up to 2 feet in depth. The amount of grading planned is the minimum required to allow for the construction of a level building pad to accommodate the new facility. Trenching up to 5 feet in depth would be required for the installation of underground utilities, such as connections to existing water and wastewater facilities. Three new stormwater treatment facilities (bioretention) are proposed onsite within close proximity to the new facility. The quantity of impervious surface as a result of the project would be the same or less than what is currently onsite and thus no net increase in stormwater would occur. No significant import or export of natural material is expected as the majority of material is anticipated to be balanced onsite.

Construction may require the removal of up to 20 trees on the project site. A permit through the County's Planning Department is required to trim or cut down a tree if the tree is classified as a live Significant Tree or a Heritage Tree. The County defines a Significant Tree as a tree with a trunk circumference of 38 inches or more measured at 4-1/2 feet above the ground. Heritage trees include all Santa Cruz Cypress and Oregon White Oak, plus certain other trees depending upon their size and location. Several large willow trees are present at the project site that may qualify as Significant and/or Heritage trees. The County will comply with all requirements set forth in the tree removal permit if such trees are identified on the project site.

The City has also adopted a Heritage tree Ordinance to help preserve living trees and to encourage planting of more trees. The City defines Heritage trees as any bay (Umbellularia sp.), buckeye (Aesculus sp.), oak (Quercus sp.), cedar (Cedrus sp.), or redwood (Sequoia sp.) with a diameter-at-breast height (DBH) of 10 inches or more (measured at 48 inches above natural grade), or any tree with a DBH of 16 in or more. Several large willow trees are present at the project site that may have a DBH greater than 16 inches. Removal of Heritage trees as part of the project would require a tree removal or pruning permit issued by the City of San Mateo Parks and Recreation Department. The permit requires tree replacement or payment into the City of San Mateo Tree Planting Fund in an amount equal to the value of a replacement tree, as determined by the Director of Parks & Recreation, in accordance with San Mateo Municipal Code Chapter 13.52. Although the County is exempt from the City's requirements, the County would voluntarily comply with City's requirements associated with the removal of any Heritage tree.

Utilities

The project site is partially developed with the existing facility and receives potable water and wastewater services from the City of San Mateo Wastewater Treatment Plant (WWTP) and the City of Burlingame. New drainage infrastructure is proposed with the intention of maintaining the existing flows and direction of stormwater runoff. Three new bioretention basins are proposed to treat stormwater onsite within close proximity to the new facility. The existing

storm drainage, water services, and sewer services onsite would remain; however, some modification and new connections would be needed to accommodate construction activity and new design. While precise estimates of new utility infrastructure lengths are unknown, trenching is likely to be required for 400-1000 feet of storm drain, 100 feet for sewer, and 200 feet of new water pipes.[3] The project would also include new outdoor light fixtures to accommodate the new facility.

11. **Surrounding Land Uses and Setting:** The project site is located toward the northern boundary of the City of San Mateo within the County of San Mateo lands designated Parks/Open Space. The project site is bordered to the northeast by the San Francisco Bay and to the southwest by land uses designated Service Commercial and Medium Density Multi-Family.[4] Industrial properties are located to the west of the project site across Airport Boulevard, and US 101 runs along the southern boundary of the property. Coyote Point Recreation Area and associated Magic Mountain Playground are located directly east of the project site, and the Poplar Creek Golf Course is approximately 0.25 mile southeast of the project site. The Bay Trail runs along the east and north perimeters of the site. The San Francisco International Airport is located approximately 4 miles northwest of the project site.

12. **Other Public Agencies who's Approval may be required:**

- Regional Water Quality Control Board
- State Water Resources Control Board
- San Francisco Bay Conservation and Development Commission (BCDC)
- County of San Mateo
- City of San Mateo
- Bay Area Air Quality Management District (BAAQMD)

3 These numbers do not include potential irrigation distribution pipelines that may be needed.
4 City of San Mateo. 2010. *Land Use Plan Figure LU-3*.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Significant Unless Mitigated" as indicated by the checklist on the following pages.

	Aesthetics		Climate Change		Population/Housing
	Agricultural and Forest Resources	X	Hazards and Hazardous Materials		Public Services
X	Air Quality	X	Hydrology/Water Quality		Recreation
X	Biological Resources		Land Use/Planning		Transportation/Traffic
X	Cultural Resources		Mineral Resources		Utilities/Service Systems
X	Geology/Soils		Noise		Mandatory Findings of Significance

EVALUATION OF ENVIRONMENTAL IMPACTS

Methodology/Approach

The project is located in the City of San Mateo; however, the City Attorney's office has opined that the animal shelter is exempt from the City's zoning and building regulations since the facility is performing a County function for which the City of San Mateo is contracting with the County of San Mateo. Therefore, San Mateo County would be exempt from San Mateo's regulatory thresholds and land use regulation and policies. For information purposes only, this initial study describes compatibility with applicable regulations as appropriate. Additionally, give the project site is located in San Mateo sources such as the County of San Mateo General Plan (County General Plan), the City of San Mateo General Plan (City's General Plan), and the City of San Mateo General Plan Draft EIR (City's General Plan EIR) are used to help describe existing conditions and cumulative effects. These documents are hereby incorporated by reference.

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in 5. below, may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other California Environmental Quality Act (CEQA) process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063(c)(3)(D)). In this case, a brief discussion should identify the following:

   a. Earlier Analysis Used. Identify and state where they are available for review.

   b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c. Mitigation Measures. For effects that are "Less Than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources. Sources used or individuals contacted should be cited in the discussion.

1. AESTHETICS.

Environmental Setting: The project site is partially developed with the existing facility and associated paved parking areas. Several trees are located along the north and east boundaries of the existing facility, as well as throughout the parking areas. The remainder of the project site is undeveloped and covered with ruderal grassland, limited shrubs and other vegetation (see **Figure 2**). The existing vegetation onsite, along with the San Francisco Bay Shoreline (Bay Shoreline) north of the project site, increase the visual quality of the site for visitors, Bay Trail users, and people driving along US 101 or other nearby roadways.

One- and two-story industrial buildings and associated ornamental vegetation are located approximately 1,000 feet west of the project site across Airport Boulevard. Several trees and the multi-level Magic Mountain Playground are visible within Coyote Point Recreation Area, located east of the project site beyond the Bay Trail. A transportation dominated landscape is located to the south with Airport Boulevard and US 101 both at the southern border of the project site. The San Francisco Bay is located north of the project site and provides open views of the water and distant hillsides.

The County General Plan contains policies related to visual quality that aim to protect and enhance the visual quality of and from shorelines and bodies of water, and to minimize the removal of visually significant trees and vegetation. Visual resources are defined as attractive visible elements of the natural and developed landscape, such as landforms,

vegetative forms, water bodies, structures, and communities. Additionally, the City considers Heritage Trees, as defined by their Heritage Tree Ordinance (described above in the project description), to be an urban visual resource. The Heritage Tree Ordinance helps to preserve the City's scenic beauty by these preservation and reforestation efforts.

According to the City's General Plan EIR, significant natural resource areas (also referred to as significant features) in San Mateo include the Bay Shoreline, Marina Lagoon, Sugarloaf Mountain, Beresford, and Laurel creeks, and certain undeveloped private lands that provide open space and wildlife habitat. The approximately 185 acre Marina Lagoon primarily serves a flood control purpose; it also has recreational, aesthetic, and wildlife value. It is located approximately 4 miles southeast of the project site. Sugarloaf mountain is located approximately 5 miles south of the project site and is a 225-acre general open space area used primarily for public recreation. San Mateo has also designated the Bay Shoreline as a significant visual feature, which borders the north boundary of the project site.[5] Of these significant natural resource areas, only the Bay Shoreline is visible from the project site.

From the project site, US 101 and its associated soundwall dominate the viewshed to the south; several trees are located along the northern edge of the project site and limit the view of the Bay Shoreline. PG&E transmission towers and associated transmission lines dominate the viewshed looking west, with views of the industrial buildings and associated ornamental vegetation and hillsides/private lands in the distance. The trees and other vegetation located throughout the project site enhance the visual quality of the immediate area.

Views of the project site as well as of the Bay Shoreline are available from the surrounding portions of the Bay Trail, as well as by passing motorists from US 101 and Airport Boulevard. Very distant views of the project site and the Bay Shoreline are also available from the top of Sugarloaf Mountain.

Would the project:

		Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
1.a.	Have a significant adverse effect on a scenic vista, views from existing residential areas, public lands, water bodies, or roads?			X	

Discussion: The City's General Plan EIR does not define scenic vistas within the City. Scenic resources in the City include the San Francisco Bay Shoreline, Sugarloaf Mountain, creeks and channels, Marina Lagoon, and the western hills as described above in Environmental Setting. The closest existing residential area is located south of the project site and across the US 101. Potential views of the project site and the Bay Shoreline are not available due to the US 101 and associated soundwall bordering the north end of the neighborhood. Views of the Bay Shoreline and project site are available to motorists traveling along US 101 and Airport Boulevard, as well as to Bay Trail users and visitors of Coyote Point Recreation area.

The project proposes to demolish and rebuild the animal control and shelter facility slightly east of

[5] City of San Mateo, 2009. General Plan Update DEIR. Visual Resource's and Aesthetics section, page 4.12-1.

where the existing facility is located. The new facility would be approximately 21,000 square feet smaller than the existing facility; however, it may be constructed as a two-story building, which would be up to 30 feet tall, whereas the existing structure is contained within a one-story facility. Subsequently, views of the Bay Shoreline for Bay Trail users traveling in the northwest direction may be partially obstructed over a small section of the Bay trail. Given the relatively smaller size of the overall new facility, views of the Bay Shoreline would still be available to Bay Trail users, and the partial obstruction for Bay Trail users along one small portion of the Bay Trail would not be considered a significant impact. Views of the Bay Shoreline for motorists traveling along Airport Boulevard and US 101 would not be affected by the new facility because the area where the new facility is proposed is covered by trees which completely obstruct the potential view of the Bay Shoreline in this location. Although some trees would be removed with the implementation of the new facility, the current view of the Bay Shoreline is already obstructed for motorists and the project would not exacerbate this condition.

Views of scenic resources within the City are also available from the project site. The Bay Shoreline is partially visible directly north of the project site; although several trees located along the northern boundary of the project site obstruct this view. Distant mountain ranges are visible when looking south from the project site, including the western hills/private lands. The proposed redevelopment of the facility would not substantially change offsite views from the project site.

Conclusion: The project would not have a significant adverse effect on any scenic views; therefore, the impact would be less than significant and no mitigation would be required.

Source: Google Maps, 2015 and Circlepoint, 2015

1.b.	Significantly damage or destroy scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X

Discussion: The City does not contain any officially designated or eligible State scenic highways. The City does not contain officially designated State of California scenic highways. The County General Plan states that Alameda de las Pulgas, Crystal Springs Road, Polhemus Road, and SR-92 are County-designated scenic roads. These notable roadways, and J. Hart Clinton Drive within and adjacent to the City, offer views of creeks, hillsides, the Bay, and San Francisco and East Bay skylines, among other sights. The closest of these roadways to the project site is Crystal Springs Road and J. Hart Clinton Drive, which both are located approximately 1.5 miles south and southeast of the project site, respectively. Additionally, the project site is not located within a historic district and does not contain a known historic property within its limits. No rock outcroppings exist on the project site.

Conclusion: No impact would occur with project implementation.

Source: City of San Mateo. 2009. Draft General Plan Environmental Impact Report, 4.12, Visual and Aesthetics and Circlepoint, 2015

1.c.	Significantly degrade the existing visual character or quality of the site and its surroundings, including significant change in topography or ground surface relief features, and/or development on a ridgeline?			X	

Discussion: The project site is currently developed with the existing, operational facility and associated parking areas. The new project proposes to demolish and rebuild the facility to operate in a smaller building footprint, approximately 21,338 square feet less than existing conditions. Implementation of the project would require demolition, earthmoving operations, limited grading activities, and some vegetation removal at the project site. As a result, construction equipment, construction vehicles, fencing, staging areas, and associated construction debris would be present and visible during construction. Therefore, construction would temporarily change the visual character of the existing area. The long-term visual character would be established once construction is completed, including landscaping and architectural design. Project conditions would be similar to existing conditions, in that a facility, with associated parking and landscaping would be present on the site. Although the facility would be east of the current building, the overall visual appearance (i.e., facility) would be similar to the existing visual character. Additionally, the project would not significantly alter the topography, ground surface relief features, nor affect any ridgelines.

Conclusion: The new facility would not significantly degrade the quality of the project site; therefore, the impact would be less than significant and no mitigation would be required.

Source: Circlepoint, 2015

1.d.	Create a new source of significant light or glare that would adversely affect day or nighttime views in the area?			X	

Discussion: The project site is currently developed with the existing operational facility and associated parking areas. The new project proposes to demolish and rebuild the facility to operate in a smaller building footprint, approximately 21,338 square feet less than existing conditions. All new lighting would be consistent with the California Energy Commission's 2013 Standards to improve the quality of outdoor lighting and help reduce the impacts of light pollution, light trespass, and glare to the surrounding area. The project would not significantly alter the existing site or introduce a new source of significant light or glare, thus no significant impacts would result from project implementation.

Conclusion: The project would not create a new source of significant light or glare; therefore, the impact is less than significant and no mitigation is required.

Source: Circlepoint, 2015

1.e.	Be adjacent to a designated Scenic Highway or within a State or County Scenic Corridor?				X

Discussion: The City does not contain officially designated State of California scenic highways. The County General Plan states that Alameda de las Pulgas, Crystal Springs Road, Polhemus Road, and SR-92 are County-designated scenic roads. These notable roadways, and J. Hart Clinton Drive within and adjacent to the City, offer views of creeks, hillsides, the Bay, and San Francisco and East Bay skylines, among other sights.

The closest of these roadways to the project site is Crystal Springs Road and J. Hart Clinton Drive, which both are located approximately 1.5 miles south and southeast of the project site, respectively.

Conclusion: No impact would occur with project implementation.

Source: City of San Mateo, 2009. Draft General Plan Environmental Impact Report, 4.12, Visual and Aesthetics; Google Maps, 2015; Circlepoint, 2015

1.f.	If within a Design Review District, conflict with applicable General Plan or Zoning Ordinance provisions?				X

Discussion: There are several design review districts in the County. Design review districts near the Bay include Emerald Lake Hills, Palomar Park, Devonshire, and the commercial area along Middlefield Road in North Fair Oaks. The project site is not located within any of these design review districts. Implementation of the project would not conflict with zoning ordinance provisions.

Conclusion: No impact would occur with project implementation.

Source: County of San Mateo, 2014. How to Apply for Design Review on the Bayside of San Mateo County, Google Maps, 2015, and Circlepoint, 2015

1.g.	Visually intrude into an area having natural scenic qualities?			X	

Discussion: The project site is partially developed with the existing facility. Natural scenic qualities onsite include trees and vegetation and views of the Bay Shoreline. The new facility would occupy a smaller footprint than the existing facility and would not significantly alter the visual character onsite. The removal of up to 20 trees could be required to accommodate the location of the new facility. The removal of these trees represent a small portion of the overall visual quality of the site, as the dense patch of heritage trees, located on the southeastern portion of the site, and along the northern perimeter would remain. These trees are the most visible to off-site users and would not be greatly altered with implementation of the project. Additionally, the required City and/or County tree removal permits would be obtained and the County would comply with all requirements, including tree replacement. In the short-term, tree replacement would not restore the existing visual character offered by the trees; however, once replacement trees reach maturity, the natural scenic qualities these trees currently offer would be restored.

Conclusion: The impact would be less than significant and no mitigation would be required.

Source: City of San Mateo, 2009. Draft General Plan Environmental Impact Report, Section 4.12, and Circlepoint, 2015

2. AGRICULTURAL AND FOREST RESOURCES In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forestland, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Environmental Setting:

According to the California Department of Conservation - San Mateo County Important Farmland Map (2006) no areas of Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance are located within or adjacent to the project site.

Would the project:

		Potentially Significant Impacts	*Significant Unless Mitigated*	*Less Than Significant Impact*	*No Impact*
2.a.	For lands outside the Coastal Zone, convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
Discussion: No areas of Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance are located within San Mateo, including the project site. **Conclusion:** No impact would occur with project implementation. **Source:** California Department of Conservation, 2008. Farmland Mapping and Monitoring Program					
2.b.	Conflict with existing zoning for agricultural use, an existing Open Space Easement, or a Williamson Act contract?				X
Discussion: The project site is not located within a Williamson Act contract area or an existing zone that is set aside for agricultural use. **Conclusion:** No impact would occur with project implementation. **Source:** California Department of Conservation, 2007. San Mateo County Williamson Act Map					
2.c.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forestland to non-forest use?				X
Discussion: A portion of the project site is developed with the existing facility and no farmland or agricultural resources are present onsite. As a result, implementation of the project would not convert farmland forestland to non-agricultural uses. **Conclusion:** No impact would occur with project implementation. **Source:** California Department of Conservation, 2008. Farmland Mapping and Monitoring Program					
2.d.	For lands within the Coastal Zone, convert or divide lands identified as Class I or Class II Agriculture Soils and Class III Soils rated good or very good for artichokes or Brussels sprouts?				X
Discussion: The project site is designated Shoreline on the City's zoning map, and is not located within the Coastal Zone in San Mateo County. **Conclusion:** No impact would occur with project implementation. **Source:** County of San Mateo Planning and Building, San Mateo County Zoning map and Circlepoint, 2015					

2.e.	Result in damage to soil capability or loss of agricultural land?				X
Discussion: See response to question **2.c** above. **Conclusion:** No impact would occur with project implementation. **Source:** California Department of Conservation, 2008. Farmland Mapping and Monitoring Program					
2.f.	Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? *Note to reader: This question seeks to address the economic impact of converting forestland to a non-timber harvesting use.*				X
Discussion: See response to questions **2.a**/**2.b**/**2.c** above. **Conclusion:** No impact would occur with project implementation. **Source:** California Department of Conservation, 2008. Farmland Mapping and Monitoring Program and California Department of Conservation, 2007. San Mateo County Williamson Act Map					

3. AIR QUALITY

Environmental Setting:

An Air Quality and Greenhouse Gas Emissions Assessment was prepared by Illingworth & Rodkin in January 2015 to identify and evaluate the potential air quality effects related to the project (see **Appendix A** of this initial study).

The project site is located in the northern portion of San Mateo County, within the San Francisco Area Air Basin. Ambient air quality standards have been established at both the State and federal level. The San Francisco Area Air Basin meets all such ambient air quality standards requirements, with the exception of ground-level ozone, respirable particulate matter (PM_{10}) and fine particulate matter ($PM_{2.5}$).

High ozone levels are caused by the cumulative emissions of reactive organic gases (ROG) and nitrogen oxides (NO_x). These precursor pollutants react under certain meteorological conditions to form high ozone levels. Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to reduce ozone levels.

Particulate matter is another problematic air pollutant of the Bay Area and is assessed and measured in terms of particle size. Particles with a diameter of 10 micrometers or less (PM_{10}) and fine particulate matter with a diameter of 2.5 micrometers ($PM_{2.5}$) are the result of both region-wide (or cumulative) emissions and localized emissions. High particulate matter levels aggravate respiratory and cardiovascular diseases, reduce lung function, increase mortality, etc.

Toxic air contaminants (TAC) are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer). TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, State, and federal level.

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs (based on the Bay Area average). According to the California Air Resources Board (CARB), diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue.

The Bay Area Air Quality Management District (BAAQMD) is the regional agency tasked with managing air quality in the region. At the State level, the California Air Resources Board (a part of the California Environmental Protection Agency) oversees regional air district activities and regulates air quality at the State level. The BAAQMD has recently published CEQA Air Quality Guidelines that are used in this assessment to evaluate air quality impacts of projects.

Locations that may contain a high concentration of sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, elementary schools, and parks. The closest off-site sensitive receptors are residences located over 600 feet to the southwest of the project site on North Idaho Street. The project would not introduce any new sensitive receptors to the area.

In June 2010, BAAQMD adopted thresholds of significance to assist in the review of projects under CEQA. These thresholds were designed to establish the level at which BAAQMD believed air pollution emissions would cause significant environmental impacts under CEQA and were posted on BAAQMD's website and included in the Air District's updated CEQA Guidelines (updated May 2011). The significance thresholds identified by BAAQMD and used in this analysis are summarized in **Table 2**.

Table 2. Air Quality Significance Thresholds

Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (pounds/day)	Average Daily Emissions (pounds/day)	Annual Average Emissions (tons/year)
Criteria Air Pollutants			
ROG	54	54	10
NO_x	54	54	10
PM_{10}	82	82	15
$PM_{2.5}$	54	54	10
CO	Not Applicable	9.0 ppm (8-hour average) or 20.0 ppm (1-hour average)	
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	
Health Risks and Hazards for New Sources			
Excess Cancer Risk	10 per one million		
Chronic or Acute Hazard Index	1.0		
Incremental annual average $PM_{2.5}$	0.3 µg/m^3		
Health Risks and Hazards for Sensitive Receptors (Cumulative from all sources within 1,000 foot zone of influence) and Cumulative Thresholds for New Sources			
Excess Cancer Risk	100 per one million		
Chronic Hazard Index	10.0		
Annual Average $PM_{2.5}$	0.8 µg/m^3		
Greenhouse Gas Emissions			
GHG Annual Emissions	Not Applicable	1,100 metric tons or 4.6 metric tons/ capita	

Notes: ROG = reactive organic gases, NOx = nitrogen oxides, PM_{10} = course particulate matter or particulates with an aerodynamic diameter of 10 micrometers (µm) or less, $PM_{2.5}$ = fine particulate matter or particulates with an aerodynamic diameter of 2.5µm or less; and GHG = greenhouse gas; ppm = parts per million; ug/m^3 = micrograms per cubic meter of air.

Source: Illingworth & Rodkin, 2015. San Mateo County Animal Shelter Air Quality and GHG Emissions Assessment.

	Would the project:				
		Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
3.a.	Conflict with or obstruct implementation of the applicable air quality plan?			X	

Discussion: The most recent clean air plan is the *Bay Area 2010 Clean Air Plan* that was adopted by BAAQMD in September 2010. In their 2011 update to the CEQA Air Quality Guidelines, BAAQMD identified the size of land use projects that could result in significant air pollutant emissions. The thresholds for medical office buildings were used for the project given that it operates similar to an animal hospital and contains offices for associated administrative purposes. The size thresholds for such a facility are identified at 277,000 square feet for construction exhaust impacts. For operational impacts, the size threshold is identified at 117,000 square feet. Since the project would be approximately 30,000 square feet emissions would be below the BAAQMD significance thresholds for both construction exhaust and operational emissions. Therefore, the project would not conflict with the most recent clean air planning efforts since the project would have emissions well below the BAAQMD thresholds.

Conclusions: The impact would be less than significant, and no mitigation would be required.

Source: Illingworth and Rodkin, 2015

3.b.	Violate any air quality standard or contribute significantly to an existing or projected air quality violation?		X		

Discussion: The San Francisco Bay Area Air Basin (Air Basin) is considered a non-attainment area for ground-level ozone and $PM_{2.5}$ under both the Federal Clean Air Act and the California Clean Air Act. The Air Basin is also considered non-attainment for PM_{10} under the California Clean Air Act, but not the Federal Clean Air Act. The Air Basin has attained both State and Federal ambient air quality standards for carbon monoxide. As part of an effort to attain and maintain ambient air quality standards for ozone and PM_{10}, BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for ozone precursor pollutants (ROG and NOx), PM_{10} and $PM_{2.5}$, and apply to both construction period and operational period impacts.

As previously discussed in **3.a**, due to the project size, operational period emissions would be less than significant. However, because the project proposes to demolish the existing facilities onsite, modeling of construction emissions was conducted to quantify project impacts (see **Table 3**). Construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM_{10} and $PM_{2.5}$. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of debris. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could generate an additional source of airborne dust after it dries. Fugitive dust emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. Fugitive dust emissions would also depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site. The BAAQMD CEQA Air Quality Guidelines consider these impacts to be less than significant if best management practices (BMPs) are employed to reduce these emissions. Implementation of **Mitigation Measure AQ-1** would reduce this impact to a less-than-significant level.

Table 3. Construction Period Emissions

Scenario	ROG	NO_x	PM_{10} Exhaust	$PM_{2.5}$ Exhaust
2016 Construction emissions (tons)	0.19 tons	1.81 tons	0.15 tons	0.12 tons
2017 Construction emissions (tons)	0.28 tons	1.18 tons	0.08 tons	0.07 tons
Average daily emissions (pounds)[1]	2.0 lbs.	13.0 lbs.	1.0 lbs.	0.8 lbs.
BAAQMD Thresholds (pounds per day)	*54* lbs.	*54* lbs.	*82* lbs.	*54* lbs.
Exceed Threshold?	**No**	**No**	**No**	**No**
Note: The air quality assessment prepared for this project assumed a total of 460 days of construction. Subsequent to the analysis, it was determined that construction may last up to 485 days. The additional 25 days of work would not cause construction emissions to exceed BAAQMD thresholds nor result in a significant impact.				

Source: Illingworth & Rodkin, 2015. San Mateo County Animal Shelter Air Quality and GHG Emissions Assessment.

Mitigation Measure AQ-1: Implementation of the measures recommended by BAAQMD and listed below would reduce the air quality and fugitive dust-related impacts associated with grading and new construction to less than significant. The contractor shall implement the following BMPs that are required of all projects:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Conclusion: Incorporation of **Mitigation Measure AQ-1** would reduce the potentially significant impact to less than significant.

Source: Illingworth and Rodkin, 2015

3.c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		X		

Discussion: As discussed above in **3.b**, the Bay Area is considered a non-attainment area for ground-level ozone and $PM_{2.5}$ under both the Federal Clean Air Act and the California Clean Air Act. The area is also considered non-attainment for PM_{10} under the California Clean Air Act, but not the Federal Clean Air Act. As indicated in **Table 3**, predicted project emissions would not exceed the BAAQMD significance thresholds.

However, during construction, fugitive dust in the form of PM_{10} and $PM_{2.5}$ would be generated from the disturbance of soils at the construction site and trucks carrying uncovered loads of debris. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could generate an additional source of airborne dust after it dries. As shown above in **Table 3**, PM emissions, although not individually significant, could result in a cumulatively considerable net increase in PM, for which the Bay Area is currently in non-attainment. This is a potentially significant impact. However, implementation of **Mitigation Measures AQ-1** would ensure no significant construction-period emissions would occur.

Conclusion: Incorporation of **Mitigation Measure AQ-1** would reduce the potentially significant impact to less than significant.

Source: Illingworth and Rodkin, 2015

3.d.	Expose sensitive receptors to significant pollutant concentrations, as defined by BAAQMD?			X	

Discussion: Operation of the project is not expected to cause any localized emissions that could expose sensitive receptors to unhealthy air pollutant levels. No stationary sources of TACs (typically factories, refineries, power plants, etc.), are proposed as part of the project. Construction activity would generate dust and equipment exhausts on a short-term temporary basis. The project would not introduce any new sensitive receptors to the area. Construction equipment and associated heavy-duty truck traffic could generate diesel exhaust, which is a known TAC. Diesel exhaust and $PM_{2.5}$ can pose both potential health and nuisance impacts to nearby receptors. However, the nearest sensitive receptors are residences located over 600 feet to the southwest of the project site on North Idaho Street. At this distance, cancer risk and non-cancer impacts to residences are not expected to exceed BAAQMD significance thresholds. Additionally, the implementation of **Mitigation Measure AQ-1** would further reduce impacts from fugitive dust.

Conclusion: The impact would be less than significant, and implementation of **Mitigation Measure AQ-1** would further reduce this less than significant impact.

Source: Illingworth and Rodkin, 2015

3.e.	Create objectionable odors affecting a significant number of people?			X	

Discussion: The project would generate localized emissions of diesel exhaust during construction equipment operation and construction truck activity. These emissions may be noticeable from time to time by adjacent receptors. However, they would be localized and are not likely to adversely

affect people off site, including residences and Bay Trail users. The project would not include any sources of significant odors that would cause complaints from surrounding uses.

Conclusion: The impact would be less than significant and no mitigation would be required.

Source: Illingworth and Rodkin, 2015

3.f.	Generate pollutants (hydrocarbon, thermal odor, dust or smoke particulates, radiation, etc.) that will violate existing standards of air quality on-site or in the surrounding area?			X	

Discussion: See response to **3.b.** As previously discussed, pollutants would primarily be generated during construction activities. However, as shown in **Table 3**, construction-period emissions would not exceed the BAAQMD thresholds. Thus existing standards of air quality on-site or in the surrounding area would not be violated.

Conclusion: The impact would be less than significant, and implementation of **Mitigation Measure AQ-1** would further reduce this less than significant impact.

Source: Illingworth and Rodkin, 2015

4. BIOLOGICAL RESOURCES.

Environmental Setting:

A Biological Resources Technical Memorandum was prepared by H.T. Harvey & Associates in January 2015 to identify and evaluate the potential biological resources on and adjacent to the project site (see **Appendix B** of this initial study). Protected biological resources typically take the form of sensitive and/or regulated habitats such as wetlands, special-status species (e.g., federally or State threatened or endangered species, California species of special concern, and State fully protected species); and particularly large trees. H.T. Harvey & Associates reviewed all relevant background information concerning biological resources on the project site, including aerial photos and topographic maps; US Fish and Wildlife Service (USFWS) National Wetland Inventory Maps (USFWS 2014), the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB 2014) data for the San Mateo, San Francisco South, Hunters Point, San Leandro, Half Moon Bay, Redwood Point, Palo Alto, Woodside, and Montara Mountain US Geological Survey 7.5-minute quadrangles; and other relevant scientific literature, technical databases, and resource agency reports in order to assess the current distribution of special-status plants and wildlife in the project vicinity.

A reconnaissance-level field survey of the project area was conducted by H. T. Harvey & Associates on December 9, 2014. The area investigated for biotic resources included the facility site and adjacent habitats that could potentially be affected by project activities. The purpose of these surveys was to provide a project-specific impact assessment for development of the new facility. Specifically, the surveys were conducted to assess the existing biotic habitats at the project site, to 1) determine the potential for special-status plant, fish, or wildlife species to occur onsite; 2) identify and map wetland, aquatic, and riparian habitats that are likely to fall under the jurisdiction of the US Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), and/or the CDFW; and to 3) determine if the existing conditions of the project site could pose any additional constraints on the project, such as the presence of large trees or areas within close proximity to the Bay that fall under the jurisdiction of the BCDC.

	Would the project:				
		Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
4.a.	Have a significant adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		X		

Discussion: Special-status plants identified near the project site occur in the wetland habitats located in the western quadrant of the project site. Pre-construction surveys for special-status plants species that have the potential to occur on the project site (i.e., Point Reyes bird's beak and saline clover) would need to be conducted only if any work is proposed near the wetland habitats onsite during their bloom periods (see conditional **Mitigation Measure BIO-1** below). Direct impacts to these special-status plants would be avoided since construction activities would fall outside of this area and avoid the wetland areas identified.

The project site lacks suitable habitat and/or is outside the range of many of the special-status species that are known to occur in the region (i.e., San Francisco Peninsula). Some special-status species may occur on the project site only as rare visitors and are not expected to reside or breed onsite and would not be affected by construction or development of the project site. These include species such as the brown pelican (*Pelecanus occidentalis californicus*), western snowy plover (*Charadrius alexandrinus nivosus*), short-eared owl (*Asio flammeus*), tricolored blackbird (*Agelaius tricolor*), white-tailed kite (*Elanus leucurus*), northern harrier (*Circus cyaneus*) and the San Francisco common yellowthroat (*Geothlypis trichas sinuosa*).

Project implementation may potentially impact non-special-status nesting birds, which may nest in shrubs, trees, or on man-made structures at the project site. If these are encountered it is considered a potentially significant impact. Although impacts to these common species would not be considered significant under CEQA, nesting birds are protected by the federal Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code. Thus, implementation of the following avoidance and minimization measures would ensure compliance with these regulations and minimize potentially significant impacts to any nesting birds at the project site.

Mitigation Measure BIO 1: If any work is proposed near the wetland habitats on the project site, pre-construction surveys for special-status rare plant species that have the potential to occur on the project site (Point Reyes bird's beak and saline clover) would be conducted during their bloom periods (May-June).

Mitigation Measure BIO 2: To the extent feasible, project activities should be scheduled to avoid the nesting season. If such activities are scheduled to take place outside the nesting season, all impacts on nesting birds protected under the MBTA and California Fish and Game Code should be avoided. The nesting season in San Mateo County extends from 1 January through 31 August for most raptors and 1 February through 31 August for most non-raptors.

Mitigation Measure BIO 3: If project activities will not be initiated until after the start of the nesting season, potential nesting substrate (e.g., bushes, trees, grasses, and other vegetation) that is scheduled to be removed for the new facility may be removed prior to the start of the nesting season (e.g., prior to 1 January) to reduce the potential for initiation of nests. If it is not

feasible to schedule vegetation removal during the nonbreeding season, or where vegetation cannot be removed (e.g., in areas immediately adjacent to the property), then pre-construction surveys for nesting birds can be conducted as described below.

Mitigation Measure BIO 4: If it is not possible to schedule project activities between 1 September and 31 December, then pre-construction surveys for nesting birds should be conducted by a qualified ornithologist to ensure that no nests will be disturbed during project implementation. An initial pre-construction survey to determine the likelihood of constraints due to the presence of an active nest should be conducted 14 days prior to the onset of construction activities with a final pre-construction survey conducted no more than 48 hours prior to the initiation of project activities. During this survey, a qualified ornithologist shall inspect all potential nesting habitats (e.g., trees, shrubs, grasslands, and buildings) within 300 feet of impact areas for raptor nests and within 100 feet of impact areas for nests of non-raptors. If an active nest (i.e., a nest with eggs or young, or any completed raptor nest attended by adults) is found sufficiently close to work areas to be disturbed by these activities, the ornithologist, in consultation with the CDFW, will determine the extent of a disturbance-free buffer zone to be established around the nest (typically 300 feet for raptors and 100 feet for other species) to ensure that no nests of species protected by the MBTA and California Fish and Game Code will be disturbed during project implementation.

Conclusion: Incorporation of the above mitigation measures would reduce the potentially significant impact to less than significant.

Source: HT Harvey & Associates, 2015. Biological Resources Technical Memorandum and Project Plans, 2015

4.b.	Have a significant adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			X	

Discussion: Potential wetland features and potential aquatic features exist on the west end of the project site (see **Figure 2**), approximately 300 feet from the existing facility. Two of the features are characterized as coastal brackish marsh and are restricted from tidal influence as a result of the levee along the shoreline of the San Francisco Bay. Therefore they were not characterized as northern coastal salt marsh, which is a community of special concern that occurs in the project vicinity. However, the stormwater drainage channel on the project site described in the Project Description above supports a total of 0.20 acres of wetlands and other waters that would likely fall under the jurisdiction of the CDFW. The City's General Plan EIR designates areas of the Bay shoreline aslacustrine habitat, which is considered wetlands or Others Waters of the US. However, the lacustrine areas identified are not within the project site.

No construction activities are anticipated to occur near any of the identified aquatic features or other riparian habitat/sensitive natural communities on the project site. Additionally, none of the new buildings or other project features are proposed in areas near sensitive natural communities. If any grading activities or placement of fill in wetlands, streams, or culverts is anticipated a USACE - Section 404 Nationwide Permit, RWQCB- 401 Water Quality Certification, and/or a CDFW Lake and Streambed Alteration Agreement (LSAA) would be required.

Conclusion: The impact would be less than significant and no mitigation would be required.

Source: HT Harvey & Associates, 2015. Biological Resources Technical Memorandum and City of San Mateo, 2009. General Plan Update Draft EIR. 4.9 Biological Resources, and Project Plans, 2015

4.c.	Have a significant adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		X	X	

Discussion: See response to **4.b.**

Conclusion: The impact would be less than significant and no mitigation would be required.

Source: HT Harvey & Associates, 2015. Biological Resources Technical Memorandum and Project Plans, 2015

4.d.	Interfere significantly with the movement of any native resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X		

Discussion: As previously discussed under **4.a**, the project site lacks suitable habitat and/or is outside the range of many of the special-status species that are known to occur in the region. However, non-special-status nesting birds may nest in shrubs, trees, or on man-made structures on-site. Removal of trees could potentially impact nesting birds. This is considered a potentially significant impact. Adherence to **Mitigation Measure BIO-2** through **Mitigation Measure BIO-4** would ensure no potential significant impacts to nesting birds would result from project implementation.

According to the City's General Plan EIR, wildlife movement through San Mateo is limited due to the urban nature of the City and surrounding environs. The only riparian habitat identified as potentially serving as a wildlife corridor is along the upper reaches of Laurel Creek within the Sugarloaf Mountain Area and along Polhemus Creek, both over 5 miles south/southwest of the project site.

Conclusion: Incorporation of the above mitigation measures would reduce the potentially significant impact to less than significant.

Source: HT Harvey & Associates, 2015. Biological Resources Technical Memorandum and City of San Mateo, 2009. General Plan Update Draft EIR. 4.9 Biological Resources, and Project Plans, 2015

4.e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (including the County Heritage and Significant Tree Ordinances)?			X	

Discussion: Several large willow trees are present within the small patches of willow forest along the northern edge of the project site, which would likely be considered significant trees under the County's Significant Tree Ordinance. If project-related construction activities impact significant and/or heritage trees, a tree removal or pruning permit issued by the San Mateo County Planning Department would be required.

Conclusion: With adherence to County's tree protection ordinances, no significant impacts would occur related to local policies or ordinances protecting biological resources.

Source: HT Harvey & Associates, 2015. Biological Resources Technical Memorandum and, 2009. General Plan Update Draft EIR. 4.9 Biological Resources, and Project Plans, 2015

4.f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, other approved local, regional, or State habitat conservation plan?				X
Discussion: The project site is located in City of San Mateo and is not currently covered by an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or State habitat conservation plan. **Conclusion:** No impact would occur with project implementation. **Source:** San Mateo County, 2013. *2012 Vegetation Management Activities Final Report*					
4.g.	Be located inside or within 200 feet of a marine or wildlife reserve?				X
Discussion: The project site is not located within 200 feet of a marine or wildlife refuge. The closest marine or wildlife refuge to the project site is Don Edwards San Francisco Bay National Wildlife Refuge, located over 10 miles southeast of the project site. **Conclusion:** No impact would occur with project implementation. **Source:** US Fish & Wildlife Service, 2014. Don Edward San Francisco Bay Map. Available at: http://www.fws.gov/refuge/Don_Edwards_San_Francisco_Bay/map.html. Accessed: 11/21/14 and Google Earth, 2015					
4.h.	Result in loss of oak woodlands or other non-timber woodlands?				X
Discussion: The project site contains several willow trees along the north and east perimeters of the existing facility. Grasslands and some sparse vegetation cover the remainder of the project site. There are no oak woodlands or other non-timber woodlands present on the project site. **Conclusion:** No impact would occur with project implementation. **Source:** HT Harvey & Associates, 2015. Biological Resources Technical Memorandum and Project Plans, 2015					

5. CULTURAL RESOURCES.

Environmental Setting:

Basin Research Associates prepared the *Cultural Resources Review* for the project site in December 2014. This report included a records search and literature review by the Northwest Information Center (NWIC), a request to the Native American Heritage Commission (NAHC), and an architectural review of the property were completed to identify any cultural resources (including archaeological and/or historical buildings and/or structures) on the project site (see **Appendix C** of this initial study).

Would the project:

		Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
5.a.	Cause a significant adverse change in the significance of a historical resource as defined in CEQA Section 15064.5?				X

Discussion: The National Historic Preservation Act (NHPA) and CEQA require government agencies to take into consideration the potential effects of proposed undertakings on cultural resources listed on or determined eligible for inclusion in the national and/or State historical resources databases. A historic property may be a row of stores having cast-iron fronts, a water tower, a city park, a railroad station, an ethnic neighborhood, or the archaeological remains of a prehistoric Indian village. It may be of value to the Nation as a whole, or important only to the community in which it is located. Even absent of a formal eligibility determination, a lead agency is required to consider a resource to be "historically significant" if the resource meets the following criteria:

1. Associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

The California Office of Historic Preservation (OHP) is committed to developing an increasingly comprehensive and integrated system for managing information about all types of historical resources in order to accommodate this holistic view of the historical landscape. The following broad threshold has been set for the kinds of resources that may be recorded for inclusion in the OHP's filing system: *Any physical evidence of human activities over 45 years old may be recorded for purposes of inclusion in the OHP's filing system*. This threshold is designed to encompass resources that have been formally evaluated, as well as those whose importance has not yet been determined. Documentation of resources less than 45 years old also may be filed if those resources have been formally evaluated, regardless of the outcome of the evaluation.

The original facility was opened in 1952 and included three areas for kennels, an aviary, kitchen for animal foods, administrative offices, and a receiving room. A major expansion took place during the 1970's which included more kennels, animal hospital facilities, a recuperative ward, and additional alterations and remodeling have taken place over the years. The many alterations and additions to the original facility have substantially compromised the historic integrity of the original 1952 building,

thus it does not appear to be eligible for the California Register of Historic Places because it lacks historic integrity. The building consequently does not appear to be eligible for the California Register because it is not significant under Criteria 1, 2 or 3 listed above.

Based on the literature search and assessment of the existing buildings by an architectural historian, no historic properties listed, determined eligible, or potentially eligible for inclusion on the National Register of Historic Places and/or the California Register of Historical Resources have been identified on or adjacent to the project site. Additionally, no local, State or federal historically or architecturally significant structures, landmarks, or points of interest have been identified within or adjacent to the project site. Therefore, no impact would occur to a historic resource with implementation of the project.

Conclusion: No impact would occur with project implementation.

Source: Basin Research Associates, 2014. Cultural Resources Review and Project Plans, 2015.

5.b.	Cause a significant adverse change in the significance of an archaeological resource pursuant to CEQA Section 15064.5?		X		

Discussion: Review of historical literature and maps gave no indication that historic-period archaeological resources are located within the project site. As such, there is a low potential of identifying unrecorded historic-period archaeological resources at the project site.

At the time of Euroamerican contact the Native Americans that lived within the project vicinity were believed to be speakers of the Ramaytush language, part of the Costanoan language family. Other research identifies the group as the Ssalson (alternatively Salso-n or Shalshon). No known villages of these or other groups were located within the vicinity of the project site. Furthermore, none of the known Spanish expeditions appear to have passed through the vicinity of the project site and no Hispanic Period adobe dwellings or other features appear to have been located in or adjacent to the project site.

However, there is potential to discover deeply buried prehistoric resources. A Native American burial radiocarbon dated as approximately 4,000 years old was exposed in 1987 during dredging for the Coyote Point Yacht Harbor approximately 1 mile to the east in bay mud, roughly 12 feet below sea level. There have been no other finds of prehistoric remains in the project area over the past 25 years. However, given the project site's proximity to the Bay, there is a chance of discovering unknown archaeological resources. Given this, the project could result in a potentially significant impact to archaeological resources.

The following mitigation measure would be applicable during project grading and construction:

> **Mitigation Measure CUL-1:** If archaeological and/or cultural resources are encountered during grading or construction activities, work shall be temporarily halted within 30 feet of the discovered materials and workers shall avoid altering the materials and their context until a qualified professional archaeologist has evaluated the situation and provided appropriate recommendations. The project applicant or archaeologist shall immediately notify the Current Planning Section of any discoveries made and shall provide the Current Planning Section with a copy of the archaeologist's report and recommendations prior to any further grading or construction activity in the vicinity.

Conclusion: Incorporation of **Mitigation Measure CUL-1** would reduce the potentially significant impact to less than significant.

Source: Basin Research Associates, 2014. Cultural Resources Review and Project Plans, 2015

5.c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

Discussion: The amount of cut required to construct the new facility is estimated at 2,300 cubic yards. The anticipated depth of trenching for construction activities is up to 5 feet. Due to the level of earthwork proposed, the project has the potential to directly or indirectly destroy a unique paleontological resource if any exist on the project site. This is considered a potentially significant impact. According to the City's General Plan EIR there are no known paleontological resources in the area.

The following general mitigation measures, as provided by the Tribal Energy and Environmental Information Clearinghouse, Office of Indian Energy and Economic Development, have been included to mitigate any potential impacts to unknown paleontological resources to a less-than-significant level.

Mitigation Measure CUL-2: A discovery of a paleontological specimen during any phase of the project shall result in a work stoppage in the vicinity of the find until it can be evaluated by a professional paleontologist. Monitoring of all excavation and earthmoving in sensitive areas by a professional paleontologist may be required.
Mitigation Measure CUL-3: Periodic monitoring of known significant paleontological resources in the vicinity of the development (including areas where new road access has been provided) may be required to reduce the potential for looting and vandalism. Should loss or damage be detected, additional protective measures or further action (e.g., resource removal), as determined by a professional paleontologist, shall be implemented to mitigate the impact.
Mitigation Measure CUL-4: Use existing roads to the maximum extent feasible to avoid additional surface disturbance.
Mitigation Measure CUL-5: During all phases of the project, keep equipment and vehicles within the limits of the previously disturbed areas of the project site.
Mitigation Measure CUL-6: All workers shall be educated on the consequences of unauthorized collection or sale of fossils.

Conclusion: Incorporation of the above mitigation measures would reduce the potentially significant impact to less than significant.

Source: Tribal Energy and Environmental Information Clearinghouse, *Paleontological Resources Mitigation Measures*. Available online: http://teeic.indianaffairs.gov/er/wind/mitigation/paleo/index.htm, last accessed January 22, 2015 and Project Plans, 2015

5.d.	Disturb any human remains, including those interred outside of formal cemeteries?		X		

Discussion: The records search and literature review by the NWIC did not indicate the existence of any known burials within the project site. However, the possibility that previously unknown buried human remains may be uncovered during project construction activities exists. This is considered a potentially significant impact. **Mitigation Measure CUL-7** below requires compliance with the requirements of California State law with regard to the discovery of human remains during construction, whether historic or prehistoric. The implementation of this mitigation measure would mitigate any potentially significant impact to interred human remains to a less than significant level.

Mitigation Measure CUL-7: The project sponsor must be prepared to carry out the requirements of California State law with regard to the discovery of human remains during construction, whether historic or prehistoric. In the event that any human remains are encountered during site disturbance, all ground-disturbing work shall cease immediately and the County coroner shall be notified immediately. If the coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within 24 hours. A qualified archaeologist, in consultation with the Native American Heritage Commission, shall recommend subsequent measures for disposition of the remains.

Conclusion: Incorporation of **Mitigation Measure CUL-7** would reduce the potentially significant impact to less than significant.

Source: California Native American Heritage Commission, *California Health and Safety Code.* Available online: http://www.nahc.ca.gov/has.html, last accessed January 22, 2015 and Project Plans, 2015

6. GEOLOGY AND SOILS.

Environmental Setting:

A Geotechnical Data Report was completed by Engeo Inc. in March 2015 to evaluate the potential geological constraints related to the proposed facility project (see **Appendix D** of this initial study).

San Mateo contains a variety of upland, hillside, valley, and alluvial fan land forms. The City is situated along the northeasterly flank of the central Santa Cruz Mountains but is separated from the range both geologically and topographically by the San Andreas fault and its associated rift valley.

The project site is not located within an Alquist-Priolo Earthquake Fault Zone. The active or potentially active faults of most significance to the site are the San Andreas and San Gregorio. The Hayward fault lies 14.7 miles east of the project site and runs in a northwesterly direction. The San Gregorio fault is located 10.4 miles west of the project site, and the San Andreas fault is located 3.6 miles west of the project site. It is predicted that these faults could produce an earthquake with a maximum moment magnitude of 7.0 to 7.7.[6] Earthquakes on these or other active faults (including unmapped faults) could cause strong ground shaking at the site. Earthquake intensities vary throughout the Bay Area depending upon the magnitude of the earthquake, the distance of the site from the causative fault, the type of materials underlying the site, and other factors. The approximate distances of the site to the five closest mapped active faults are summarized in **Table 4** below.

[6] The maximum moment magnitude is the maximum magnitude (or intensity) a given earthquake reaches during a seismic event.

Table 4. Regional Faults and Seismicity

Fault	Distance from Project Site (miles)	Maximum Moment Magnitude
San Andreas	3.6	7.7
San Gregorio North	10.4	7.5
Monte Vista – Shannon	11.2	6.5
Hayward	14.7	7.0
Calaveras	23.0	6.9

Source: ENGEO, Inc., 2015

Liquefaction is a phenomenon whereby soil deposits temporarily lose shear strength and collapse. This condition is caused by cyclic loading during earthquake shaking that generates high pore water pressures within the soil deposits. The soil type most susceptible to liquefaction is loose, cohesionless, granular soil below the water table and within about 50 feet of the ground surface. Liquefaction can result in a loss of foundation support and settlement of overlying structures, ground subsidence and translation due to lateral spreading, lurch cracking, and differential settlement of affected deposits. Lateral spreading occurs when a soil layer liquefies at depth and causes horizontal movement or displacement of the overlying mass on sloping ground or towards a free face such as a stream bank or excavation.

Slope failure and landslides can occur as either rapid movement of large masses of soil (landslide) or slow, continuous movement (creep). The stability of the slope depends on the type of underlying soil or bedrock, the steepness of the slope, amount of rainfall, and presence of previous landslide deposits.

Expansion and contraction of volume can occur when expansive soils undergo cycles of wetting (swelling) and drying (shrinking). During these cycles, the volume can significantly change and may cause structural damage to building and infrastructure.

Would the project:

		Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
6.a.	Expose people or structures to potential significant adverse effects, including the risk of loss, injury, or death involving the following, or create a situation that results in:				
	i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other significant evidence of a known fault? *Note: Refer to Division of Mines and Geology Special Publication 42 and the County Geotechnical Hazards Synthesis Map.*				X

Discussion: The San Andreas and San Gregorio faults are the major active faults near the project site. The San Andreas Fault is the closest active fault, and is located 3.6 miles west of the project site. However, the project site is not within an Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act of 1972 and no known active or potentially active faults exist on the project site. Therefore, the risk of fault rupture at the project site is low and the potential to create a situation that results in a rupture of a known fault is non-existent.

Conclusion: Given that the project site is not within an Alquist-Priolo Earthquake Fault Zone, there would be no impact.

Source: City of San Mateo, 2009. *General Plan Update Draft Environmental Impact Report*. Chapter 4.7, Geology and Soils; ENGEO, Inc., 2015; and Circlepoint, 2015.

ii. Strong seismic ground shaking?		X		

Discussion: During a major earthquake on a segment of one of the nearby faults, strong to very strong shaking is expected to occur at the project site. The intensity of the earthquake ground motion at the site will depend upon the characteristics of the generating fault, distance to the earthquake epicenter, magnitude and duration of the earthquake, and specific site geologic conditions. The San Andreas Fault is capable of generating violent to very strong seismic shaking in San Mateo. The San Gregorio Fault has the potential to produce very strong to moderate seismic shaking in San Mateo. As a result, the project site would have the potential to experience strong ground shaking. This is considered a potentially significant impact. Implementation of the mitigation measure listed below would reduce impacts related to strong seismic ground shaking to a less than significant level.

> **Mitigation Measure GEO-1:** The new facility shall be designed following the 2010 California Administrative Code Essential Services standards, per Title 24, Part 1, Chapter 4 of the California Code of Regulations. Such buildings exceed the 2013 California Building Code (CBC) and would resist the lateral forces generated by earthquake shaking.

Conclusion: Incorporation of **Mitigation Measure GEO-1** would reduce the potentially significant impact to less than significant.

Source: City of San Mateo, 2009. *General Plan Update Draft Environmental Impact Report.* Chapter 4.7, Geology and Soils and Circlepoint, 2015.

iii. Seismic-related ground failure, including liquefaction and differential settling?		X		

Discussion: Liquefaction is the temporary transformation of loose, saturated granular sediments for a solid state to a liquid state as a result of seismic ground shaking. Differential settlement or subsidence could occur if buildings or other improvements were built on low-strength foundation materials or if improvements cross the boundary between different types of subsurface materials. Lateral spreading and liquefaction are potential hazards within San Mateo due to development on weaker surficial deposits including fill materials and bay mud. The project site is mapped as an area with very high liquefaction susceptibility. This is considered a potentially significant impact. The new facility would be designed in accordance with the County's Design Guidelines, which requires approval of geotechnical techniques and methods prior to the issuance of a building permit.

Implementation of the mitigation measure listed below would reduce potential impacts related to liquefaction and differential settling to a less-than-significant level.

Mitigation Measure GEO-2: Specific performance measures and ground improvements techniques shall be incorporated into the project design to reduce this hazard as appropriate. These techniques shall be chosen during the final design phase, and may include: jet grouting, cement deep soil mixing, and/or compaction grouting. Specific field investigation to obtain specific soil and liquefaction data may be required to develop performance measures.

Conclusion: Incorporation of **Mitigation Measure GEO-2** would reduce the potentially significant impact to less than significant.

Source: ABAG, 2015. *Earthquakes and Hazards Program Liquefaction Susceptibility map.* Available online: http://gis.abag.ca.gov/website/Hazards/?hlyr=liqSusceptibility. Last accessed: January 22, 2015, City of San Mateo, 2009. *General Plan Update Draft Environmental Impact Report.* Chapter 4.7, Geology and Soils, and Circlepoint, 2015

iv. Landslides?				X

Discussion: The project site is located within a relatively flat area that does not have any steep slopes or hillsides that would be susceptible to landslides. Although City records verify past slope failures in areas of the western hills, slope instability is not widespread in San Mateo and this area is over two miles away from the project site. Additionally, according to the Association of Bay Area Governments (ABAG) Earthquake and Hazards Program, the project site is located in an unlikely to experience landslides.

Conclusion: No impact would occur with project implementation.

Source: ABAG, 2015. *Earthquakes and Hazards Program Landslide map.* Available online: http://gis.abag.ca.gov/website/Hazards/?hlyr=liqSusceptibility. Last accessed: January 22, 2015, City of San Mateo, 2009. *General Plan Update Draft Environmental Impact Report.* Chapter 4.7, Geology and Soils, and Circlepoint, 2015

v. Coastal cliff/bluff instability or erosion? *Note to reader: This question is looking at instability under current conditions. Future, potential instability is looked at in Section 7 (Climate Change).*				X

Discussion: The project site is located within a flat area, adjacent to the Bay, and is not near any coastal cliff or bluff.

Conclusion: No impact would occur with project implementation.

Source: Project Plans, 2015 and Google Earth, 2015

6.b. Result in significant soil erosion or the loss of topsoil?			X	

Discussion: Soil erosion and the resulting sedimentation of creeks and storm drains are natural processes which can be greatly accelerated by human activities such as grading, vegetation clearing, and poorly engineered drainage systems. Eroded soils can be entrained in storm water runoff and discharged to surface waters, thereby affecting the water quality from receiving waters. Project construction involves ground disturbing activities that would expose soils and increase the potential for soil erosion from wind or stormwater runoff. Erosion control requirements are stipulated in the National Pollutant Discharge Elimination System (NPDES) Permit issued by the RWQCB. These requirements include the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) that contains BMPs. The purpose of the SWPPP is to identify potential sediment sources and other pollutants and prescribe BMPs to ensure that potential adverse erosion, siltation, and contamination impacts would not occur during construction activities (see further discussion of NPDES Permit requirements in **Section 9, Hydrology and Water Quality**).

Conclusion: Implementation of a SWPPP with BMPs would control soil erosion and loss of topsoil. Therefore, impacts related to soil erosion and the loss of topsoil are considered less than significant and no mitigation is required.

Source: City of San Mateo, 2009. *General Plan Update Draft Environmental Impact Report.* Chapter 4.7, Geology and Soils, and Circlepoint, 2015

6.c.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, severe erosion, liquefaction or collapse?		X		

Discussion: New development at the project site includes the construction of a new one- to two-story facility, which would be located adjacent to the existing facility. As part of the project, the existing facility would be demolished and a new facility would be constructed. The new facility would operate in a lesser capacity, approximately 21,338 square feet less than existing conditions. As previously discussed under item **6.a.iii,** there is a very high liquefaction potential at the project site. The new buildings would be designed in accordance with the County's Design Guidelines, which requires approval of geotechnical techniques and methods prior to the issuance of a building permit. Additionally, with incorporation of **Mitigation Measures GEO-1** and **GEO-2**, there would be little risk related to soil instability as a result of the project.

Conclusion: Incorporation of **Mitigation Measure GEO-1** and **GEO-2** would reduce the potentially significant impact to less than significant.

Source: ABAG, 2015. *Earthquakes and Hazards Program Liquefaction Susceptibility map.* Available online: http://gis.abag.ca.gov/website/Hazards/?hlyr=liqSusceptibility. Last accessed: January 22, 2015, City of San Mateo, 2009. *General Plan Update Draft Environmental Impact Report.* Chapter 4.7, Geology and Soils, and Circlepoint, 2015

6.d.	Be located on expansive soil, as noted in the 2010 California Building Code, creating significant risks to life or property?		X		

Discussion: Expansive and contraction of volume can occur when expansive soils undergo cycles of wetting (swelling) and drying (shrinking). During these cycles, the volume can significantly change and may cause structural damage to building and infrastructure. Soils containing high clay content often exhibit a moderate to high potential to expand when saturated and contract when dried out. This shrink/swell movement can adversely affect building foundations, often causing them to crack or shift, with resulting damage to the buildings they support.

Artificial fill was encountered near the surface at the project site and is typically classified as sandy clay or clayey sand with variable amounts of gravel. The sandy clay ranges from medium stiff to very stiff in consistency, and the clayey sand ranges from loose to dense in density. Below the fill, Bay Mud deposits were encountered and are typically characterized as a marine deposit comprising soft to medium stiff, high plasticity clay with organics. Geologically older alluvial deposits below the Bay Mud were encountered. The alluvial deposits consisted of interbedded layers of lean clay and clayey sand with variable amounts of gravel. Given the high clay content of the soils onsite, there is a moderate to high potential that the soils are expansive. This is considered a potentially significant impact.

The following mitigation measure would reduce potential impacts related to expansive soils to a less-than-significant level.

Mitigation Measure GEO-3: Foundations and slabs shall be designed and constructed to resist the effects of the expansive soil. These effects can be mitigated by:

- moisture conditioning the expansive soil, providing a sufficient thickness of select, non-expansive fill below interior; or
- lime treating the subgrade soil to reduce expansion potential.

Conclusion: Incorporation of **Mitigation Measure GEO-3** would reduce the potentially significant impact to less than significant.

Source: City of San Mateo, 2009. *General Plan Update Draft Environmental Impact Report.* Chapter 4.7, Geology and Soils; ENGEO, Inc., 2015; and Circlepoint, 2015

6.e.	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X

Discussion: The project site is located within an urbanized area of the City where sanitary sewer lines are available to dispose wastewater from the project site. No septic systems would be developed or affected as part of the project.

Conclusion: No impact would occur with project implementation.

Source: Project Plans, 2015

7. CLIMATE CHANGE.

Environmental Setting:

An Air Quality and Greenhouse Gas (GHG) Emissions Assessment was prepared by Illingworth & Rodkin in March 2015 to address Air Quality and GHG emission impacts associated with the project (see **Appendix A** of this initial study).

Gases that trap heat in the atmosphere, GHGs, regulate the earth's temperature. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate. The most common GHGs are carbon dioxide (CO_2) and water vapor but there are also several others, most importantly methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). These are released into the earth's atmosphere through a variety of natural processes and human activities. Sources of GHGs are generally as follows:

- CO_2 and N_2O are byproducts of fossil fuel combustion
- N_2O is associated with agricultural operations such as fertilization of crops
- CH_4 is commonly created by off-gassing from agricultural practices (e.g., keeping livestock) and landfill operations
- Chlorofluorocarbons (CFCs) were widely used as refrigerants, propellants, and cleaning solvents but their production has been stopped by international treaty
- HFCs are now used as a substitute for CFCs in refrigeration and cooling
- PFCs and sulfur hexafluoride emissions are commonly created by industries such as aluminum production and semi-conductor manufacturing.

Each GHG has its own potency and effect upon the earth's energy balance. This is expressed in terms of a global warming potential (GWP), with CO_2 being assigned a value of 1 and sulfur hexafluoride being several orders of magnitude stronger with a GWP of 23,900. In GHG emission inventories, the weight of each gas is multiplied by its GWP and is measured in units of CO_2 equivalents (CO_2e).

An expanding body of scientific research supports the theory that global warming is currently affecting changes in weather patterns, average sea level, ocean acidification, chemical reaction rates, and precipitation rates, and that it will increasingly do so in the future. The climate and several naturally occurring resources within California could be adversely affected by the climate change trend. Increased precipitation and sea level rise could increase coastal flooding, saltwater intrusion, and degradation of wetlands. Mass migration and/or loss of plant and animal species could also occur. Potential effects of global climate change that could adversely affect human health include more extreme heat waves and heat-related stress; an increase in climate-sensitive diseases; more frequent and intense natural disasters such as flooding, hurricanes and drought; and increased levels of air pollution.

The BAAQMD May 2011 CEQA Guidelines included GHG emissions-based significance thresholds. These thresholds include a "bright-line" emissions level of 1,100 metric tons per year for land-use type projects and 10,000 metric tons per year for stationary sources. Land use projects with emissions above the 1,100 metric ton per year threshold would then be subject to a GHG efficiency threshold of 4.6 metric tons per year per capita. Projects with emissions above the thresholds would be considered to have an impact, which, cumulatively, would be significant.

According to the City's General Plan EIR, the City adopted the Municipal Climate Action Plan (CAP) for Operations and Facilities in January 2009 with the goal of exceeding the target of emissions at 1990 levels by 2020 (consistent with AB 32, the Global Warming Solutions Act of 2006), and meeting the State target for 2050 (emissions at 80 percent below 1990 levels) set forth in Executive Order (EO) S-03-05. EO B-30-15 establishes an interim Statewide GHG emission reduction target of 40 percent below 1990 levels by 2030. Additionally, the construction and operation of all new buildings in the City are required to comply with energy efficiency standards included in Title 24 of the California Code of Regulations. Title 24 identifies specific energy efficiency requirements for building construction and systems operations that are intended to ensure efficient energy usage over the long-term life of the building.

Would the project:

		Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
7.a.	Generate greenhouse gas (GHG) emissions (including methane), either directly or indirectly, that may have a significant impact on the environment?			X	

Discussion: As part of the project, the existing facility would be demolished and a similar facility that would operate in a smaller footprint. GHG emissions were quantified using CalEEMod software. The project's land use types and size are inputs in the model, using default model assumption for GHG emissions associated with area sources, solid waste generation, and water/wastewater use. Accordingly, as shown in **Table 5,** potential project-related GHG emissions for transportation, areas sources, electricity consumption, natural gas combustion, electricity usage associated with water usage/wastewater discharge, and solid waste land filling and transport are below the BAAQMD threshold.

Construction Emissions

The County, the City, and BAAQMD have not adopted threshold of significance for construction-related GHG emissions, though BAAQMD recommends disclosing and quantifying GHG emissions that would occur during project construction. GHG emissions associated with construction were calculated to be 279 metric tons (MT) of CO_2e, anticipated to occur over the entire construction period.[7] These are the emissions from the operation of construction equipment, vendor truck trips, and worker trips. BAAQMD also encourages the incorporation of BMPs to reduce GHG emissions during construction where feasible and applicable. BMPs assumed to be incorporated into construction of the project include, but are not limited to: using local building materials of at least 10 percent and recycling or reusing at least 50 percent of construction waste or demolition materials.

Operational Emissions

As shown in **Table 5,** annual emissions resulting from operation of the project are predicted to be 810 MT of CO_2e. These emissions would not exceed the BAAQMD threshold of 1,100 MT of CO_2e per year and, therefore, this would be a less than significant impact**.**

Table 5 Annual Project GHG Emissions (CO_2e) in Metric Tons

Source Category	2018 Project Emissions
Area	<1
Energy Consumption	92
Mobile	566
Solid Waste Generation	143
Water Usage	9
Project Total	810
BAAQMD Threshold	1,100 CO_2e/year

Source: Illingworth & Rodkin, 2015; San Mateo County Animal Shelter AQ and GHG Emissions Assessment.

Furthermore, the project would comply with State and local policies aimed at reducing GHGs, including, but not limited to, policies incorporated into the City's CAP, as well as energy efficiency standards included in Title 24 of the California Code of Regulations. As such, the project would not generate GHGs that would have a significant impact on the environment.

Conclusion: Project related GHG emissions would not exceed the BAAQMD threshold; therefore, the impact would be less than significant.

Source: Illingworth and Rodkin, 2015 and Project Plans, 2015

7 The air quality and GHG assessment prepared for this project assumed a total of 460 days of construction. Subsequent to the analysis, it was determined that construction may last up to 485 days. The additional 25 days of work would result in a slight increase in the amount of construction period GHG emissions; however, the increase would be minor and not result in any significant impacts.

7.b.	Conflict with an applicable plan (including a local climate action plan), policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				X
Discussion: The project would be subject to new requirements under rule making developed at the State and local level regarding GHG emissions and be subject to local policies that may affect emissions of GHGs. The project would adhere to all State and County policies related to GHG emissions. Additionally, the new facility would be constructed to achieve the highest LEED certification practicable and feasible for this project, thus further reducing CO_2 emissions. **Conclusion:** No impact would occur with project implementation. **Source:** Illingworth and Rodkin, 2015 and Project Plans, 2015					
7.c.	Result in the loss of forestland or conversion of forestland to non-forest use, such that it would release significant amounts of GHG emissions, or significantly reduce GHG sequestering?				X
Discussion: As previously discussed above in **2.c,** no forestland is present at the project site. **Conclusion:** No impact would occur with project implementation. **Source:** Project Plans, 2015					
7.d.	Expose new or existing structures and/or infrastructure (e.g., leach fields) to accelerated coastal cliff/bluff erosion due to rising sea levels?				X
Discussion: The project site is located on flat terrain far from any coastal cliffs or bluffs. Therefore, the project would not expose new or existing structures and/or infrastructure to accelerated coastal erosion due to rising sea levels. **Conclusion:** No impact would occur with project implementation. **Source:** City of San Mateo, 2009. *General Plan Update Draft Environmental Impact Report.* Chapter 4.13, Energy and Climate Change and Project Plans, 2015					
7.e.	Expose people or structures to a significant risk of loss, injury or death involving sea level rise?			X	
Discussion: According to the City's General Plan EIR, by the year 2050, 100 percent of 100-year floodplain areas are expected to be flooded, and by the year 2100 an estimated 213,000 acres of Bay Area land, much of which is in the Central and South Bay areas, could be impacted. San Mateo is located in the Central Bay West Shore area of the Bay Area. BCDC has produced a map showing the expected flooding that may occur in this area by the end of the century, and this map predicts that approximately half of the City, and much of the surrounding area, can expect to flood by the end of the century. Much of the developed Bay Area shoreline will require enhanced shoreline protection, which will be developed regionally to maximize safety and minimize impacts on sensitive					

Bay resources including public access, visual resources, and soil stability. Structural shoreline protections common to the Bay Area include seawalls, riprap revetments, and levees.

The project site is located within an area designated as vulnerable to an approximate 16 inch sea level rise by the BCDC. The City has been proactive in addressing the potential impacts of climate change on the community, specifically sea level rise. The City completed a report entitled *Climate Change Impacts for San Mateo* in 2009. The purpose of this report was to "detail the potential impacts of climate change to San Mateo water resources, both in magnitude and uncertainty, and discuss conceptual mitigation activities." The recommendations from this report were incorporated into the General Plan policies and no significant impacts were identified. Additionally, global sea level rise is a phenomenon that occurs over decades, thus flood protection measures can be put in place as the situation warrants.

The new facility would be designed to avoid potential sea level rise and flooding onsite, as described above in the **Project Description**. The new facility will be elevated a minimum of 1.58 feet above the existing building elevation to meet the current FEMA and City policy requiring finished floor above base flood elevation.

Conclusion: The impact would be less than significant and no mitigation would be required.

Source: City of San Mateo, 2009. *General Plan Update Draft Environmental Impact Report.* Chapter 4.13, Energy and Climate Change and Project Plans, 2015

7.f.	Place structures within an anticipated 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			X	

Discussion: According to the Federal Emergency Management Agency (FEMA) flood maps, the majority of the project site is outside of 100-year flood hazard areas, or Special Flood Hazard Areas (SFHA). A portion of the east end of the project site is within a SFHA, designated zone AE (see **Figure 2**). SFHAs are defined as the area that will be inundated by the flood event having a 1 percent chance of being equaled or exceeded in any given year. The 1-percent annual chance flood is also referred to as the base flood or 100-year flood. The new facility would be designed to meet the current FEMA and City policy requiring finished floor above base flood elevation, which would minimize and avoid impacts to the new structures onsite resulting from flooding.

Conclusion: The impact would be less than significant and no mitigation would be required.

Source: City of San Mateo, 2009. *General Plan Update Draft Environmental Impact Report.* Chapter 4.13, Energy and Climate Change; FEMA, 2015. *Flood Map Service Center*. Available online: http://map1.msc.fema.gov/idms/IntraView.cgi?KEY=69548456&IFIT=1. Accessed January 22, 2015 and Project Plans, 2015

7.g.	Place within an anticipated 100-year flood hazard area structures that would impede or redirect flood flows?			X	

Discussion: See **7.f**. Given that the new facility would be elevated out of the flood hazard area, it would not significantly impede or redirect flood flows

Conclusion: The impact would be less than significant and no mitigation would be required.

Source: City of San Mateo, 2009. *General Plan Update Draft Environmental Impact Report.* Chapter 4.13, Energy and Climate Change; FEMA, 2015. *Flood Map Service Center*. Available online: http://map1.msc.fema.gov/idms/IntraView.cgi?KEY=69548456&IFIT=1. Accessed January 22, 2015 and Project Plans, 2015

8. HAZARDS AND HAZARDOUS MATERIALS.

Environmental Setting:

A Phase I Environmental Site Assessment (ESA) was prepared by SCA Environmental, Inc. in March 2015 to identify and evaluate the potential hazardous materials in the vicinity of the project site (see **Appendix E** of this initial study).

The State of California Hazardous Waste and Substances Site List (also known as the "Cortese List") is a planning document used by State and local agencies and developers to comply with CEQA requirements in providing information about the location of hazardous materials sites.

The roadways and transportation routes approved for the transportation of explosives, poisonous inhalation hazards, and radioactive materials in the City are only the State and US highways. US 101 traverses north/south through the City, and runs along the south perimeter of the project site.

Structures constructed or remodeled between 1930 and 1981 have the potential to contain asbestos-containing building materials (ACBM). These materials may include, but are not limited to, floor coverings, drywall joint compounds, acoustic-ceiling tiles, piping insulation, electrical insulation, and fireproofing materials. Asbestos is a general name for a group of naturally occurring minerals composed of small fibers. It is common in many building materials. Various diseases have been associated with exposure to asbestos fibers, and the extensive use of asbestos in building materials has raised some concern about exposure in non-industrial settings. Health hazards associated with ACBMs include increased risks of cancer and respiratory-related illnesses and diseases. The potential safety hazards resulting from ACBMs are greatest during demolition activities.

Lead is a highly toxic metal that was used for many years in products found in and around homes. Lead may cause a range of health effects, from behavioral problems and learning disabilities to seizures and death. Exposure to lead from older vintage paint is possible when the paint is in poor condition or during paint removal. In construction settings, workers can be exposed to airborne lead during renovation, maintenance, or removal work. Lead-based paints were phased out of production in the early 1970s; however, Many of the buildings and structures within San Mateo were constructed prior to the ban on lead-based paints (including the existing facility), and therefore it is likely that these materials are present within the existing buildings onsite.

Would the project:

		Potentially Significant Impacts	*Significant Unless Mitigated*	*Less Than Significant Impact*	*No Impact*
8.a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (e.g., pesticides, herbicides, other toxic substances, or radioactive material)?			X	

Discussion: Construction activities associated with the new facility would require the temporary use of potentially hazardous materials, such as fuels and solvents, to operate construction and demolition equipment. During demolition activities, workers may be temporarily exposed to ABCMs, lead, and other hazardous building materials present in the existing facility. The presence and use of potentially hazardous materials such as paints, oils, absorbents, cleaners, and pesticides for landscaping is likely.

Additionally, specialized and separate storage for medical gas (oxygen), cleaning chemicals, general facility maintenance items, and primary animal care storage would be used at the new facility. Medical gas storage would accommodate up to 10 high-pressure oxygen cylinders. The cleaning chemical storage room would accommodate up to twelve 55-gallon drums of cleaning chemicals and associated pumps. Both medical gas storage and chemical storage would be directly connected to the outside for ease of delivery and ventilation requirements. Accordingly, all potentially hazardous materials used on the project site would be contained, stored, and used in accordance with manufacturer's instructions and handled in compliance with applicable standards and regulations. The County would comply with county, State, and federal policies related to use, storage, and transport of hazardous materials. Additionally, the project would not generate a substantial amount to the extent that it would create a hazard to the public.

Conclusion: The impact is less than significant and no mitigation would be required.

Source: Project Plans, 2015

8.b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X		

Historically, land uses immediately east and west of the project site have been primarily undeveloped open space. Land south of the site and US 101 is situated at a higher elevation than the project site and has been utilized for residential and commercial/light industrial properties since the early 1940s. According to the Phase I ESA prepared for the project, the property located at 909 North Amphlett Boulevard (approximately 800 feet southeast of the project site) is listed on the Spills, Leaks, Investigation, and Cleanup (SLIC) and Leaking Underground Storage Tank (LUST) databases. According to GeoTracker, San Mateo County Environmental Health granted closure of the LUST on November 12, 2009. However, the SLIC case remains active with the State Water Quality Control Board (SWQCB), the lead oversight agency. Contaminants of concern at the site include chlorinated solvents, primarily tetrachloroethene and trichloroethene, which likely originated from the former underground storage tank. Data collected at 909 North Amphlett Boulevard

indicates that contaminated groundwater is present. Additionally, groundwater flow direction at this site fluctuates, historically flowing northwest (toward the project site) and southeast (away from the project site).

A residential property located at 813 North Idaho Street (approximately 1,500 feet southeast of the project site) is listed in the LUST database. According to the SWRCB's GeoTracker website, a 500 gallon home heating oil tank was discovered in 2004 near the northwest corner of the residence. The tank was closed in place, as recommended by Kavanaugh Engineering, because it was under the house foundation. Sampling completed at the time of tank closure identified diesel fuel in soil and groundwater. Groundwater monitoring results in 2014 indicated residual diesel contamination (up to 410 microgram/liter) is present in groundwater. Groundwater flow direction is anticipated to be to the north-northwest, toward the project site.

Based on the reported groundwater contamination at these nearby up gradient facilities, as well as previous uses of nearby properties, there is evidence of a potential for subsurface contamination at the project site, and is therefore considered a recognized environmental condition (REC). Other environmental concerns noted in the Phase I ESA prepared for the project site include:

- Possible asbestos-containing building materials
- Possible lead-containing materials, including possible lead sheeting in walls associated with the former presence of an X-ray room
- Possible polychlorinated biphenyl (PCB)-containing light ballasts in fluorescent light fixtures
- Mercury-containing lamps and thermostats
- Possible accumulation of residual chemicals, solvents, and heavy metals, etc., within existing plumbing and utilities onsite as a result of the former presence of X-ray equipment and existing operating room
- Presence of two small stockpiles of soil at the southwestern end of the project site

Given this, a significant hazard exists on the site to the public, including construction workers. This is considered a significant impact.

The following mitigation measures would reduce the significant impact associated with the REC and other environmental concerns on the project site to a less than significant level:

> **Mitigation Measure HAZ-1:** Prior to the issuance of a grading permit and before any substantial ground disturbances, a Phase II site investigation to evaluate soil that may be encountered during construction activities at the site as well as to evaluate groundwater conditions due to known releases at nearby up gradient facilities shall be prepared. This investigation should be completed prior to the start of construction activities at the site. If contaminants are identified in subsurface soils and/or groundwater, the Phase II ESA shall screen the identified contaminant concentrations relative to applicable environmental screening levels developed by the Regional Water Quality Control Board and Department of Toxic Substances Control. If the Phase II ESA recommends remedial action (which may include but not be limited to soil and/or groundwater removal or treatment, site-specific soil and groundwater management plan, site-specific health and safety plan, and a risk management plan shall be completed. The County shall consult with appropriate regulatory agencies to ensure sufficient minimization of risk to human health and the environment is completed.
>
> **Mitigation Measure HAZ-2:** If there is a change in land use or removal of soil and groundwater below approximately 5 feet below grade at the, notification to the San Mateo County Division of Environmental Health is required.

Mitigation Measure HAZ-3: Suspect materials (including at a minimum but not limited to, roofing tars and mastics; flooring and associated mastics; joint compounds, muds and skim coats associated with drywall; vapor membranes underlying concrete slabs; plasters; Thermal Systems Insulation; tiles, grouts and mortars; building concrete; asphalt in paved areas used for parking, etc.) shall be tested prior to demolition or renovation activities to evaluate if previously unsampled materials contain asbestos. If identified, all asbestos-containing materials should be abated by a licensed asbestos abatement contractor.

Mitigation Measure HAZ-4: Limited sampling shall be performed to verify lead content in representative coatings and materials at the project site. If lead is identified, all future renovation and/or demolition work shall follow local, State, and federal regulations regarding lead and the Division of Occupational Safety and Health (Cal/OSHA) requirements.

- Prior to renovation or demolition work, incorporate lead stabilization and/or abatement planning into the project
- Waste shall be characterized prior to disposal

Mitigation Measure HAZ-5: Prior to the removal of PCB-containing light ballasts, PCB-presence/content shall be determined by consulting with the ballast suppliers. If information regarding the PCB content is unavailable, the ballasts should be treated as PCB-containing during removal and disposed of in accordance with federal, State, and local regulations.

Mitigation Measure HAZ-6: Workers handling demolition and renovation activities at the project site shall be trained in the safe handling and disposal of PCB lighting ballasts, residual chemicals, solvents, heavy metals, etc. associated with the former X-ray equipment, and to safely and legally handle and dispose of fluorescent lamps and thermostats.

Mitigation Measure HAZ-7: In the event that stockpiled soil will be disturbed during future renovation, demolition, or other activities, sampling of these soils should be performed concurrent with the Phase II investigation recommended in **Mitigation Measure HAZ-1** to evaluate content for waste disposal and construction worker safety.

Conclusion: With incorporation of Mitigation Measures **HAZ-1** through **HAZ-7**, potential impacts would be reduced to a less than significant level.

Source: Phase I ESA, 2015 and Project Plans, 2015

8.c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X

Discussion: Several schools are located within San Mateo; however, none are within 0.25 mile of the project site. Kiddie Lab Preschool and San Mateo High School are the closest schools to the project site and both are approximately 0.50 mile from the project site. Additionally, redevelopment of the existing facility and would not routinely emit hazardous emissions or handle hazardous materials or wastes once operational.

Conclusion: No impact would occur with project implementation.

Source: Google Earth, 2015 and Project Plans, 2015

8.d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X

Discussion: According to the Department of Toxic Substances Control, the project site is not currently listed on the 'Cortese' list pursuant to Government Code Section 65962.5.

Conclusion: No impact would occur with project implementation.

Source: Department of Toxic Substances Control, 2015. Envirostor Hazardous Waste and Substances Site List. Available at: http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm. Last Accessed: January 26, 2015

8.e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area?				X

Discussion: There are no air-related facilities in the existing City limits and no public or private airport within 2 miles of the City limits; however, there are two airports within 5 miles of San Mateo City limits, the San Francisco International Airport and the San Carlos airport. San Francisco International Airport is located north of the City approximately 4 miles northwest of the project site, and the San Carlos Airport is located south of the City approximately 7 miles southeast of the project site. Airport-related hazards are generally associated with aircraft accidents, particularly during takeoffs and landings. Airport operation hazards include incompatible land uses, power transmission lines, wildlife hazards (e.g., bird strikes), and tall structures that penetrate the imaginary surfaces surrounding an airport. The City is not within the safety zones (or Comprehensive Land Use area) of either airport.

Conclusion: Given that the project site is not within any airport land use plans, no impact would occur with project implementation. .

Source: City of San Mateo, 2009. *General Plan Update Draft Environmental Impact Report.* Chapter 4.3, Human Health/Risk of Upset

8.f.	For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?				X

Discussion: See response to **8.e**.

Conclusion: No impact would occur with project implementation.

Source: City of San Mateo, 2009. *General Plan Update Draft Environmental Impact Report.* Chapter 4.3, Human Health/Risk of Upset

8.g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X

Discussion: According to the City's General Plan EIR, the City's Emergency Operations Plan (EOP) includes programs and action items that help to ensure effective emergency response to significant hazards. Objectives and action items in the EOP include community education programs including a disaster preparedness handbook, post-emergency power generators, and communication and response systems that contribute to effective emergency response in the City. The new project would not reconfigure adjacent streets or routes as no construction activities would occur on adjacent streets. Additionally, the project site is already developed and accounted for in the emergency plans. The project site is not being re-purposed and would not affect emergency responses or interfere with emergency access.

Conclusion: No impact would occur with project implementation.

Source: City of San Mateo, 2009. *General Plan Update Draft Environmental Impact Report.* Chapter 4.3, Human Health/Risk of Upset and Project Plans, 2015.

8.h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

Discussion: There are no designated Wildland Fire Hazards in the City. The closest areas designated as such are located west of the City of San Mateo, over 2 miles from the project site. Accordingly, implementation of the project would not result in the exposure of people or structures to significant loss, injury, or death involving wildland fires.

Conclusion: No impact would occur with project implementation.

Source: City of San Mateo, 2009. *General Plan Update Draft Environmental Impact Report.* Chapter 4.3, Human Health/Risk of Upset

8.i.	Place housing within an existing 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X

Discussion: See **7.f** for a discussion of flooding.

The project would replace the existing facility with a new facility, and does include the development of any new housing on the site.

Conclusion: No impact would occur with project implementation.

Source: City of San Mateo, 2009. *General Plan Update Draft Environmental Impact Report.* Chapter 4.8, Hydrology and Water Quality, and FEMA, 2015. *Flood Map Service Center*. Available online: http://map1.msc.fema.gov/idms/IntraView.cgi?KEY=69548456&IFIT=1. Accessed January 22, 2015

8.j.	Place within an existing 100-year flood hazard area structures that would impede or redirect flood flows?			X	

Discussion: See **7.f.**

Conclusion: The impact is less than significant and no mitigation would be required.

Source: City of San Mateo, 2009. *General Plan Update Draft Environmental Impact Report.* Chapter 4.13, Energy and Climate Change; FEMA, 2015. *Flood Map Service Center*. Available online: http://map1.msc.fema.gov/idms/IntraView.cgi?KEY=69548456&IFIT=1. Accessed January 22, 2015 and Project Plans, 2015

8.k.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	

Discussion: According to the City's General Plan EIR, the project site is located in an area at risk of inundation in the event of failure of the Crystal Springs Dam. The California Division of Safety of Dams (DSOD) reviews and inspects dams for potential failure due to a major seismic event. According to the most recent reports for each of the dams in San Mateo County under the jurisdiction of the DSOD (Lower Crystal Springs, San Andreas, Laurel Creek), the DSOD indicates that the dams are structurally safe and will perform without failure. The Lower Crystal Springs Dam specifically has been evaluated for the potential of an earthquake with a maximum magnitude of 8.3 on the Richter scale and determined that the potential for dam failure would be low.

As discussed in **Section 7.f**, the project site is partially within a SFHA. Portions of the new facility are within the SFHA identified onsite (see **Figure 2**). The new facility would be designed to avoid flood impacts. Refer to the **Project Description** and **Section 7.f** above for additional discussion on potential flooding issues and flood control onsite.

Conclusion: The impact is less than significant and no mitigation would be required.

Source: City of San Mateo, 2009. *General Plan Update Draft Environmental Impact Report.* Chapter 4.8, Hydrology and Water Quality

8.l.	Inundation by seiche, tsunami, or mudflow?			X	

Discussion: As noted above under **Geology and Soils**, tsunamis are ocean waves generated by certain undersea earthquakes, volcanic eruptions, or landslides, and seiches are waves created in closed bodies of water, such as lakes, by geologic instability. Tsunamis are relatively rare in California due to the lack of submarine earthquake faults. An Alaska-generated tsunami would have to reach a height of at least 20 feet at the Golden Gate to overtop San Mateo's levees with a minimum runup of 5 feet at higher high tide. The highest tsunami affecting the area during the last 120 years had a height of 7.4 feet at the Golden Gate. According to the City's General Plan EIR, potential for damage caused by tsunamis is considered low given that the City is not directly exposed to the open ocean. Additionally, the only areas in the Bay Area that have risk analysis for tsunamis are the Pacific Ocean side of San Francisco and San Mateo County.

Conclusion: Given that the City is not directly exposed to the open ocean, potential impacts related to seiche, tsunami, or mudflow would be less than significant and no mitigation would be required.

Source: City of San Mateo, 2009. *General Plan Update Draft Environmental Impact Report.* Chapter 4.8, Hydrology and Water Quality

9. HYDROLOGY AND WATER QUALITY.

Environmental Setting:

The City of San Mateo comprises four major drainage basins – the San Mateo Creek complex, the North San Mateo complex, the Marina Lagoon complex, and the 3rd and Detroit watershed, each composed of numerous stream channels, culverts, and storm drainage piping systems. The City contains seven watersheds; the project site is located within the North Shoreview Pump Stations watershed, which drains directly to the Bay via major piping systems beneath Poplar and Peninsula Avenues.

Nonpoint Source Pollution Program

The Federal Clean Water Act and California's Porter-Cologne Water Quality Control Act are the primary laws related to water quality. Regulations set forth by the US Environmental Protection Agency (EPA) and the State Water Resources Control Board (SWRCB) have been developed to fulfill the requirements of this legislation. EPA's regulations include the NPDES permit program, which controls sources that discharge pollutants into the waters of the United States (e.g., streams, lakes, bays, etc.). These regulations are implemented at the regional level by the water quality control boards. The San Francisco Bay RWQCB is the agency for which has jurisdiction over the project site and surrounding areas.

Statewide Construction General Permit

The SWRCB has implemented a NPDES General Construction Permit for the State of California. For projects disturbing 1 acre or more of soil, a Notice of Intent (NOI) and SWPPP must be prepared prior to commencement of construction.

Municipal Regional Stormwater NPDES Permit/C.3 Requirement

The San Francisco Bay RWQCB also has issued a Municipal Regional Stormwater NPDES Permit (Permit Number CAS612008). In an effort to standardize stormwater management requirements throughout the region, this permit replaces the formerly separate countywide municipal stormwater permits with a regional permit. Under provisions of the Municipal Regional Stormwater NPDES Permit, redevelopment projects that disturb more than 10,000 square feet (sf) are required to design and construct stormwater treatment controls to treat post-construction stormwater runoff. Amendments to the Municipal Regional Stormwater NPDES Permit require all of the post-construction runoff to be treated by using Low Impact Development (LID) treatment controls, such as biotreatment facilities.

Would the project:

		Potentially Significant Impacts	*Significant Unless Mitigated*	*Less Than Significant Impact*	*No Impact*
9.a.	Violate any water quality standards or waste discharge requirements (consider water quality parameters such as temperature, dissolved oxygen, turbidity and other typical stormwater pollutants (e.g., heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash))?		X		

Discussion: Construction of the new facility would involve ground disturbing activities such as trenching, grading, demolition, and vegetation removal. The maximum depth of such activities at the project site would be up to 5 feet below ground surface (bgs), where the depth to groundwater is approximately to 2 to 7 feet bgs. Therefore, construction activities have the potential to encounter groundwater during trenching that could introduce pollutants to the groundwater. This is considered a potentially significant impact. Dewatering during construction would be required in the event groundwater is encountered, as described in **Mitigation Measure HYD-1** below.

Construction activities have the potential to result in runoff that contains sediment and other pollutants that could degrade water quality if not properly controlled. Sources of pollution associated with construction include chemical substances from construction materials and hazardous or toxic materials, such as fuels. It is likely that over 1 acre of soil would be disturbed during construction; therefore, the project would be subject to a State NPDES General Construction Permit which would require submittal of a Notice of Intent (NOI) to the SWRCB.

Erosion control requirements are stipulated in the NPDES Permit issued by the RWQCB. These requirements include the preparation and implementation of a SWPPP that contains BMPs. The purpose of the SWPPP is to identify potential sediment sources and other pollutants and prescribe BMPs to ensure that potential adverse erosion, siltation, and contamination impacts would not occur during construction activities. Implementation of a SWPPP with BMPs would control erosion and protect water quality from potential contaminants in stormwater runoff emanating from the construction site. BMPs may include damp street sweeping, providing appropriate covers, drains, and storage precautions for outdoor material storage areas, temporary cover of disturbed surfaces, etc., which would help to protect water quality.

Once operational, the project site would function similar to the existing facility and would not contribute significant amounts of additional pollutants that would violate water quality standards or waste discharge requirements.

> **Mitigation Measure HYD-1**: In the event groundwater is encountered during construction activities, onsite dewatering would be required. The discharge of any dewatered groundwater would comply with BMPs as described in the SWPPP.

Conclusion: Incorporation of **Mitigation Measure HYD-1** would reduce the potentially significant impact to less than significant. Additionally, given that the project would not contribute to significant amounts of additional pollutants over existing conditions, impacts related to water quality standards and waste water requirements would be less than significant.

Source: City of San Mateo, 2009. *General Plan Update Draft Environmental Impact Report.* Chapter 4.8, Hydrology and Water Quality and Project Plans, 2015

9.b.	Significantly deplete groundwater supplies or interfere significantly with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?		X	X	

Discussion: It is unlikely that the project site contributes to the recharging of groundwater in the area given its proximity to the Bay. The new project proposes to demolish and rebuild the facility to operate in a smaller footprint, approximately 21,338 square feet less than existing conditions. Therefore, the new facility would not have additional water demand on municipal water above what is currently required under existing conditions.

As described above in **9.a**, construction activities have the potential to encounter groundwater during trenching and/or site grading. Dewatering would be required in the event groundwater is encountered during construction activities (**Mitigation Measure HYD-1**), however, dewatering would not have any significant impact on groundwater supplies. Therefore, the project would not significantly deplete groundwater and would not interfere with overall groundwater flow.

Conclusion: The impact would be less than significant. Incorporation of **Mitigation Measure HYD-1** would further reduce this less than significant impact.

Source: Project Plans, 2015

9.c.	Significantly alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in significant erosion or siltation on- or off-site?			X	

Discussion: Project construction would involve some ground disturbing activities. As noted above under item **9.a**, project construction would be subject to a State NPDES General Construction Permit that imposes strict requirements and control on construction and post construction activities. Furthermore, the site is currently developed with areas of impervious pavement. Redevelopment would result in a similar or less amount of impervious surface onsite, and the drainage patterns onsite would not be significantly changed. Given the reduced footprint of the new facility, there would be no net increase in stormwater runoff onsite. Three new stormwater treatment measures are also proposed that would help to maintain existing drainage patterns. As such, the project is not likely to contribute substantial amounts of sediment to storm drain systems or alter existing drainage patterns.

Conclusion: The impact would be less than significant. Adherence to the NPDES General Construction Permit would further reduce any impacts.

Source: Project Plans, 2015

9.d.	Significantly alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or significantly increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?			X	

Discussion: As noted above under **9.c**, the project site is currently developed with areas of impervious pavement and drainage would not be significantly altered by the new facility. There would be no net increase in stormwater onsite as a result of the project. Furthermore, the project would be subject to a State NPDES General Construction Permit that imposes strict requirements and control on construction and post construction activities such that offsite drainage would not result in flooding on or off-site.

Conclusion: The impact would be less than significant. Adherence to the NPDES General Construction Permit would further reduce any impacts resulting from surface runoff.

Source: Project Plans, 2015

9.e.	Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide significant additional sources of polluted runoff?			X	

Discussion: During project construction and operation, use of the project site by motor vehicles would typically result in the deposit of various materials on the roadway and adjacent areas that constitute urban pollution. Engine oil, antifreeze, heavy metals, transmission fluid, rubber, etc. can be transported in surface water runoff during storm events. As discussed in **9.a** above, Standard Permit Conditions would require the project to implement a SWPPP with BMPs during construction activities to protect water quality from potential contaminants in stormwater runoff emanating from the construction site. The project would also be subject to the requirements of Provision C.3 of the Municipal Regional Stormwater NPDES Permit.

Once operational, the amount of surface runoff generated by the project is not expected to increase compared to existing conditions and the new facility would not significantly alter the quantity of impervious surfaces nor the existing drainage patterns. No new water intensive activities are proposed that would contribute substantial additional runoff that could exceed the capacity of stormwater drainage systems in the area. Additionally the three new bioretention stormwater treatment measures would be added to the project site within the vicinity of the new facility.

Use of the project site by motor vehicles would typically result in the deposit of various materials on the roadway and adjacent areas that constitute urban pollution as previously discussed. However, such vehicle use would not be substantially greater than that under existing conditions, and no new significant sources of polluted runoff would be created.

Conclusion: The impact would be less than significant. Adherence to the NPDES permit requirements would further reduce any impacts.

Source: Project Plans, 2015

9.f.	Significantly degrade surface or ground-water water quality?			X	

Discussion: As discussed in **9.e** above, the project would accumulate small quantities of heavy metals, oil and grease, as well as an increase in other chemicals used by motor vehicles that may be released during first rains. The amount of runoff generated by the project is not expected to increase relative to existing conditions. Additionally, compliance with the provisions of the NPDES, SWPPP, and BMPs would ensure no substantial degradation of surface or groundwater quality would occur.

Conclusion: The impact would be less than significant. Compliance with the provisions of the NPDES, SWPPP, and BMPs, would further reduce any impacts.

Source: Project Plans, 2015

9.g.	Result in increased impervious surfaces and associated increased runoff?			X	

Discussion: Portions of the project site are currently developed and covered with impervious surfaces. The project includes demolishing and rebuilding the facility to operate in a smaller footprint, approximately 21,338 square feet less than existing conditions. Once demolished, the area would be revegetated to the extent feasible. Redevelopment of the site would result in a similar or less quantity of total impervious surface onsite. As such, there would be no increase in runoff.

Conclusion: The impact would be less than significant and no mitigation would be required.

Source: Project Plans, 2015

10. LAND USE AND PLANNING.

Environmental Setting

The project site is located within San Mateo city limits and is designated Parks/Open Space and is zoned Shoreline in the City's General Plan. Surrounding areas include Service Commercial, Industrial, and Medium Density Multi-Family land uses. Coyote Point Recreation Area is located east of the project site, and the Bay Shoreline lies to the north. Poplar Creek Golf Course lies to the southeast of the project site.

Would the project:

		Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
10.a.	Physically divide an established community?				X

Discussion: The project site is currently developed with the existing facility. The project would redevelop the project site with a new facility; all project improvements would occur on the project site, and no off-site improvements are anticipated. Thus the project would not physically divide any established communities.

Conclusion: No impact would occur with project implementation.

Source: Project Plans, 2015

10.b.	Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	

Discussion: Portions of the project site are within BCDC's 100-foot Shoreline Band jurisdiction; however, almost all of the existing facility is outside of the 100-foot Shoreline Band, and thus outside of BCDC's jurisdiction. A preliminary measurement of the shoreline has shown that a portion of the San Francisco Bay Trail (outside of the project site) and a utility driveway at the northern edge of the project site may be located within the 100-foot Shoreline Band, totaling approximately 1.45 acres (see **Figure 2**). Additionally, the project site is located within a BCDC Priority Use Area reserved for "Waterfront Park/Beach" use.

BCDC determined that if redevelopment of the site completely avoids the 100-foot Shoreline Band, then the project will be outside of BCDC jurisdiction and no permit will be necessary. If construction and/or development do occur within the 100-foot Shoreline Band, then the County will need to obtain a permit from BCDC. Additionally, in consultation with BCDC, enhanced public access would need to be provided to adhere to BCDC's development requirements related to public shoreline access.

If any development is being preliminarily considered within the 100-foot Shoreline Band it is recommended that a pre-application review process be initiated with BCDC staff before formal plans are developed. This is an informal meeting with BCDC staff to review and discuss the nature, extent, and location of new development within the 100-foot Shoreline Band. BCDC may require the project to incorporate replacement public access areas if a take is proposed. This meeting would help streamline both the development of design plans and the timing of the formal application process with BCDC.

Conclusion: With adherence to BCDC permitting requirements, the impact would be less than significant and no mitigation would be required.

Source: Personal communication with Erik Buehmann, BCDC Coastal Program Analyst on 12/23/14

10.c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

Discussion: San Mateo is not included in an adopted habitat conservation plan (HCP), Natural Community Conservation Plan (NCCP), or any other conservation plan. The San Bruno Mountain HCP is the closest HCP to San Mateo and is located approximately 7 miles northwest of the project site. The Santa Clara Valley NCCP is the closest NCCP to Redwood City and is located approximately 25 miles to the southeast in Coyote Valley.

Conclusion: No impact would occur with project implementation.

Source: California Department of Fish and Wildlife, 2014. California Regional Conservation Plans Map

10.d.	Result in the congregating of more than 50 people on a regular basis?				X

Discussion: The project includes demolition and rebuilding the facility to operate in a lesser capacity, approximately 21,338 square feet less than existing conditions. Visitors to the project site include employees and patients of the animal control facility. Given the small size of the operation and the nature of patient visits, which are scheduled intermittently throughout the day, it is unlikely 50 or more people would congregate on the project site.

Conclusion: No impact would occur with project implementation.

Source: Project Plans, 2015

10.e.	Result in the introduction of activities not currently found within the community?				X

Discussion: See **10.a.** All improvements would occur within the project site. Once completed, the services on site would be similar to those offered under existing conditions and no new activities would be introduced to the community.

Conclusion: No impact would occur with project implementation.

Source: Project Plans, 2015

10.f.	Serve to encourage off-site development of presently undeveloped areas or increase development intensity of already developed areas (examples include the introduction of new or expanded public utilities, new industry, commercial facilities or recreation activities)?				X

Discussion: See **10.a.** Given that the project would replace the existing facility with no new additional uses, there would be no encouragement of new off-site developments. The new facility would not involve the expansion of existing utilities or the construction of new utilities in a manner that would provide capacity to new or proposed development. Any utility improvements needed for the project would be used solely for the new facility.

Conclusion: No impact would occur with project implementation.

Source: Project Plans, 2015

10.g.	Create a significant new demand for housing?				X

Discussion: See **10.a.** The project does not propose or include plans for residential developments**.** Given that the project would redevelop the existing facility (an animal control and shelter), no new housing demand would occur.

Conclusion: No impact would occur with project implementation.

Source: Project Plans, 2015

11. MINERAL RESOURCES.

Environmental Setting:

The City's General Plan defines the type and nature of open space in San Mateo. Open space for the managed production of resources includes forest and agricultural lands, water bodies important to the management of commercial fisheries, and mineral deposits. There are no valuable mineral resources areas within the City.

Would the project:

		Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
11.a.	Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?				X

Discussion: According to the City's General Plan, no mineral deposits have been identified within the City. **Conclusion:** No impact would occur with project implementation.

Source: City of San Mateo, 2010. Vision 2030. Conservation and Open Space Element, p. VI-2

11.b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

Discussion: See **11.a** above

Conclusion: No impact would occur with project implementation.

Source: City of San Mateo, 2010. Vision 2030. Conservation and Open Space Element, p. VI-2

12. NOISE.

A Construction Noise Assessment was prepared by Illingworth & Rodkin in April 2015 to evaluate construction-period noise resulting from project implementation (see **Appendix F** of this initial study).

As described in **Appendix F,** noise may be defined as unwanted sound. A *decibel (dB)* is a unit of measurement which indicates the relative amplitude of a sound. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 decibels represents a ten-fold increase in acoustic energy, while 20 decibels is 100 times more intense, 30 decibels is 1,000 times more intense, etc. There is a relationship between the subjective noisiness or loudness of a sound and its intensity. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness over a fairly wide range of intensities.

There are several methods of characterizing sound. The most common in California is the *A-weighted sound level* (*dB).* This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the

summation of all the time-varying events. This *energy-equivalent sound/noise descriptor* is called L_{eq}. The most common averaging period is hourly, but L_{eq} can describe any series of noise events of arbitrary duration.

Since the sensitivity to noise increases during the evening and at night -- because excessive noise interferes with the ability to sleep -- 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The *Community Noise Equivalent Level* (*CNEL*) is a measure of the cumulative noise exposure in a community, with a 5 dB penalty added to evening (7:00 pm - 10:00 pm) and a 10 dB addition to nocturnal (10:00 pm - 7:00 am) noise levels. The *Day/Night Average Sound Level* (*DNL* or L_{dn}) is essentially the same as CNEL, with the exception that the evening time period is dropped and all occurrences during this three-hour period are grouped into the daytime period.

Construction is a temporary source of noise impacting residences and businesses located near the construction site. Construction noise can be significant for short periods of time at any particular location and generates the highest noise levels during grading and excavation, with lower noise levels occurring during building construction. Large pieces of earth-moving equipment, such as graders, scrapers, and bulldozers, generate maximum noise levels of 85 to 90 dBA at a distance of 50 feet. Typical hourly average construction-generated noise levels are approximately 80 to 85 dBA measured at a distance of 50 feet from the site during busy construction periods. Some construction techniques, such as impact pile driving, can generate very high levels of noise (105 dBA L_{max} at 50 feet) that are difficult to control. Construction activities can elevate noise levels at adjacent businesses and residences by 15 to 20 dBA or more during construction hours.

According to the City's General Plan EIR, the major source of noise in the City is ground transportation, which includes traffic on highways and major arterial roads and trains on the Southern Pacific (SPRR)/Caltrain rail line. Aircraft activity associated with San Francisco International Airport does not significantly affect noise levels in San Mateo, although some neighborhoods in the northeastern portion of the City are impacted by the airport approach path. Local traffic is the most significant source of community noise because it occurs everywhere and the sources are in close proximity to sensitive receptors (i.e., residences, schools, hospitals, and parks). Freeway noise can affect larger geographical areas because of the high volumes of traffic and high speeds. Noise levels at the project site are primarily

influenced by vehicular noise on surrounding roadways, particularly US 101 and Airport Boulevard. Existing noise levels at the project site have been identified to fluctuate between 60 dB and 69 dB. Section 7.30.060 of the San Mateo Municipal Code provides noise level limits for individual pieces of construction equipment and hours of operation. The applicable sections are presented below:

7.30.060 SPECIAL PROVISIONS

(e) Construction. Construction, alteration, repair or land development activities which are authorized by a valid city permit shall be allowed on weekdays between the hours of 7:00 am and 7:00 pm, on Saturdays between the hours of 8 am and 5 pm, and on Sundays and holidays between the hours of 12:00 pm and 4:00 pm, or at such other hours as may be authorized or restricted by the permit, if they meet at least one of the following limitations:

(1) No individual piece of equipment shall produce a noise level exceeding 90 dB at a distance of 25 feet. If the device is housed within a structure or trailer on the property, the measurement shall be made outside the structure at a distance as close to 25 feet from the equipment as possible.

(2) The noise level at any point outside of the property plane of the project shall not exceed 90 dB.

Would the project result in:				
	Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
12.a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	

Discussion: The nearest noise-sensitive land uses are located approximately 600 feet southwest of the project site along North Idaho Street. Hourly average noise levels generated by project construction activities would range from about 59 to 66 dBA L_{eq} at these receptors during intense periods of construction. Noise resulting from construction activities at the nearest noise-sensitive receptors would be below ambient traffic noise levels from nearby US 101. Thus noise levels during project implementation would not exceed the standards set in the San Mateo Municipal Code. In addition, construction activities would occur within the specified hours described in Section 7.30.060 of the San Mateo Municipal Code.

Conclusion: The impact would be less than significant impact and no mitigation would be required.

Source: Illingworth & Rodkin, 2015

12.b. Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?			X	

Discussion: The Federal Transit Administration (FTA) has developed a manual providing guidance for preparing and reviewing the noise and vibration sections of environmental documents. In the interest of promoting quality and uniformity in assessments, the manual is to be used by project sponsors and consultants in performing noise and vibration analyses for inclusion in environmental documents. For structural damage, FTA uses a construction vibration limit of 0.5 in/sec PPV for reinforced concrete, steel, or timber buildings (no plaster), 0.3 in/sec PPV for engineered concrete and masonry buildings (no plaster), 0.2 in/sec PPV for non-engineered timber and masonry buildings, and a limit of 0.12 in/sec PPV for buildings that extremely susceptible to vibration damage. The conservative building damage limit of 0.2 in/sec PPV is used in this discussion.

Construction activities would result in varying levels of groundborne vibration, depending on the equipment used, construction activities, and the location of equipment. Typically, the primary source of major construction vibration impacts for this type of project would be impact pile driving, blasting, and possibly the movement of large tracked dozers and compactors. The use of blasting, impact pile driving, and tracked dozers and compactors is not anticipated during demolition of the existing facility or construction of the new facility. Typical vibration levels for construction equipment at a distance of 25 feet are indicated below in **Table 6.**

Table 6. Vibration Source Levels for Construction Equipment

Equipment		PPV at 25 feet (in/sec)
Pile Driver (Impact)	upper range	1.158
	typical	0.644
Pile Driver (Sonic)	upper range	0.734
	typical	0.170
Clam shovel drop		0.202
Hydromill (slurry wall)	in soil	0.008
	in rock	0.017
Vibratory Roller		0.210
Hoe Ram		0.089
Large bulldozer		0.089
Caisson drilling		0.089
Loaded trucks		0.076
Jackhammer		0.035
Small bulldozer		0.003

Source: Transit Noise and Vibration Impact Assessment, United States Department of Transportation, Federal Transit Agency, Office of Planning and Environment, May 2006

Based on an analysis of equipment likely to be used by contractors, vibration levels generated by project construction equipment would be below the 0.2 in/sec PPV criterion used to assess the potential for cosmetic or structural damage to nearby buildings within a distance of 25 feet. There are no existing structures located within 25 feet of proposed construction activities. The nearest vibration-sensitive land uses are located approximately 600 feet southwest of the project site along North Idaho Street. As such, structural damage on the surrounding structures would not be expected.

Conclusion: The impact would be less than significant and no mitigation would be required.

Source: Illingworth & Rodkin, 2015

12.c.	A significant permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	

Discussion: The project would demolish and rebuild the facility to operate in a smaller footprint, approximately 21,338 square feet less than existing conditions. Once operational, noise levels would be less than or similar to the existing noise conditions associated with the existing facility. Therefore, no significant permanent increase in ambient noise levels would result from the project.

Conclusion: The impact would be less than significant and no mitigation would be required.

Source: Project Plans, 2015

12.d.	A significant temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	

Discussion: Item **12.a** evaluated construction noise with regard to applicable local limits contained in the San Mateo County Municipal Code. The discussion below evaluates the noise impacts resulting from project construction activities when compared to ambient noise conditions. Typically, construction activities would be considered to result in a significant temporary noise increase if noise

generating activities would occur for longer than 12-months and if noise levels are anticipated to exceed 60 dBA L_{eq} and the ambient by 5 dBA L_{eq} or more at nearby noise sensitive receptors.

The nearest noise-sensitive land uses are located approximately 600 feet southwest of the project site along North Idaho Street. According to the noise assessment prepared for this project, construction phases would likely include demolition, site preparation, grading, building construction, and paving. As such, hourly average noise levels generated by project construction activities would range from about 59 to 66 dBA L_{eq} at these receptors during intense periods of construction. Noise resulting from construction activities at these nearest noise-sensitive receptors would be below ambient traffic noise levels from nearby US 101. Additionally, these more intense construction activities that would generate hourly average noise levels up to 66 dBA L_{eq} would be under the 12-month threshold described above.

Construction noise levels would vary by phase and vary within phases based on the amount of equipment in operation and location where the equipment is operating. Typical construction noise levels at a distance of 50 feet are shown in **Table 7**. The highest noise levels are typically generated during site preparation, excavation, grading, and trenching. Noise generated during construction of structures is generally lower. Once construction moves indoors, minimal noise would be generated at off-site locations.

The typical range of maximum noise levels produced on site would be 90 to 95 dBA Lmax at a distance of 50 feet. Typical hourly average construction-generated noise levels would be approximately 81 to 88 dBA Leq measured at a distance of 50 feet from the center of the project site during busy construction periods (e.g., earth moving equipment, impact tools, etc.). Hourly average noise levels generated by the construction of the animal hospital facility would range from about 65 to 88 dBA Leq measured at a distance of 50 feet.

Table 7. Typical Ranges of Construction Noise Levels at 50 Feet, dBA L_{eq}

	Domestic Housing		Office Building, Hotel, Hospital, School, Public Works		Industrial Parking Garage, Religious Amusement & Recreations, Store, Service Station		Public Works Roads & Highways, Sewers, and Trenches	
	I	II	I	II	I	II	I	II
Ground Clearing	83	83	84	84	84	83	84	84
Excavation	88	75	89	79	89	71	88	78
Foundations	81	81	78	78	77	77	88	88
Erection	81	65	87	75	84	72	79	78
Finishing	88	72	89	75	89	74	84	84

I - All pertinent equipment present at site, **II** - Minimum required equipment present at site.

Source: US EPA., Legal Compilation on Noise, Vol. 1, p. 2-104, 1973

The majority of these noise levels would be within the typical ranges of construction noise generated for office buildings, hotels, hospitals, schools, or public works. Additionally, no sensitive receptors exist within 50 feet of the project site, and construction-generated noise levels drop off at a rate of about 6 dBA per doubling of the distance between the source and receptor. Therefore, no significant temporary or periodic increase in ambient noise levels would occur with project implementation.

Conclusion: The impact would be less than significant and no mitigation would be required.

Source: Illingworth & Rodkin, 2015

12.e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, exposure to people residing or working in the project area to excessive noise levels?				X

Discussion: There are no air-related facilities within the City and no public or private airport within 2 miles of the City limits; however, the San Francisco International Airport is located approximately 3 miles northwest of the project site. Part 150 of the Federal Aviation Regulations addresses airport noise compatibility planning. The regulations include a system for measuring airport noise impacts and present guidelines for identifying incompatible land uses. All land uses are considered compatible with noise levels of less than L_{dn}/CNEL 65 dB. At higher noise levels, selected land uses are also deemed acceptable, depending on the nature of the use and the degree of noise reduction provided by the building structure. According to the City's General Plan EIR, the City is not located within the CNEL 65 dB noise contour of San Francisco International Airport. Thus no aircraft noise impacts are expected.

Conclusion: There would be no impact with project implementation.

Source: City of San Mateo, 2009. General Plan Update Draft Environmental Impact Report. Chapter 4.6, Noise and Google Earth, 2015

12.f. For a project within the vicinity of a private airstrip, exposure to people residing or working in the project area to excessive noise levels?				X

Discussion: There are no private airstrips known to be located within or in the near vicinity of Redwood City. The closest airport to the project site is the San Francisco International Airport approximately 3 miles northwest of the project site. As such, the project would not be exposed to excessive noise levels generated by a private airstrip.

Conclusion: No impact would occur with project implementation.

Source: Google Earth, 2015

13. POPULATION AND HOUSING.

Environmental Setting:

According to the City's General Plan EIR, the City's population is projected to increase by 23,108 persons between 2000 and 2030, representing a 23.8 percent increase in population. The number of households in the City is expected to increase by 9,696 by 2030, a 25 percent increase between 2000 and 2030, and jobs in the City are expected to increase by 19,460 between 2005 and 2030. According to the Association of Bay Area Governments (ABAG) *Bay Area Plan Projections 2013*, the population of San Mateo is expected reach 126,000 people, supported be 48,620 households and 72,950 jobs by 2040.

Would the project:

		Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
13.a.	Induce significant population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X

Discussion: The project would replace the existing facility and does not include the construction of any residential units.

The new facility would not involve the extension of an existing road or infrastructure that would provide access to other portions of the City or County, and therefore, would not be considered growth inducing. Project construction could foster some limited short-term economic growth associated with construction employment opportunities.

Conclusion: No impact would occur with project implementation.

Source: Project Plans, 2015

13.b.	Displace existing housing **(including low- or moderate-income housing)**, in an area that is substantially deficient in housing, necessitating the construction of replacement housing elsewhere?				X

Discussion: There is no housing existing or proposed on the project site. Therefore, the project would not displace existing housing, necessitating the construction of replacement housing elsewhere.

Conclusion: No impact would occur with project implementation.

Source: Project Plans, 2015

13.c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

Discussion: See **13.b.** There is no housing on the project site; therefore, the project would not displace any residents, necessitating the construction of replacement housing elsewhere.

Conclusion: No impact would occur with project implementation.

Source: Project Plans, 2015

14. PUBLIC SERVICES.

Environmental Setting:

The San Mateo Fire Department (SMFD) provides fire protection services within the City, which consists of a 15.7 square mile service area. The SMFD has 88 full-time employees including 75 operations, 2 training, 2 administration, 5 five prevention, and 4 support staff. Daily staffing of the Operations Division consists of 1 battalion chief, 7 fire captains, and 15 firefighter/paramedics.

There are six fire stations within San Mateo, the closest fire station is 1.5 miles southeast of the project site (Station 24) located at 319 South Humboldt Street. All fire stations are staffed 24 hours per day, 365 days per year, and each station has one fire engine staffed with three firefighters. SMFD works with the California Water Service Company (Cal Water) to continually upgrade water lines, supply, and hydrants throughout the jurisdiction. The SMFD responds to over than 8,000 emergencies calls annually with a response time of 6 minutes and 18 seconds to 90 percent of calls.

Police protection services within the City are provided by the San Mateo Police Department (SMPD). The SMPD station is located at 200 Franklin Parkway, approximately 4 miles southeast of the project site. Mutual and automatic aid agreements with the San Mateo County Sheriff's Department and the police departments of Foster City, Belmont, and Hillsborough augment the City's ability to respond to calls in the jurisdictional boundary areas and to emergency events. Along with automatic response agreements between the surrounding jurisdictions, the SMPD has a State Mutual Aid Agreement with the County Sheriff to provide services in emergency situations. The San Mateo Police Department has 114 sworn full-time officers (1 chief, 1 deputy chief, 2 captains, 6 lieutenants, 17 sergeants, 87 officers), 15 dispatchers, 9 community service officers, and 5 administrative staff, totaling 155 employees who provide police services and public safety dispatching to the community.

The City is served by three public school districts: the San Mateo-Foster City School District (SMFCSD) serves grades K–8; the San Mateo Union High School District (SMUHSD) serves grades 9–12; and the San Mateo County Community College District (SMCCCD) serves high school graduates and anyone over 18. The SMFCSD operates 20 schools in the cities of San Mateo and Foster City and in an unincorporated area west of San Mateo.[8]

8 City of San Mateo, 2009. General Plan Update Draft EIR. 4.11 Public Services, pp 4.11-1-4.11-3, 4.11-7, 4.11-13, 4.11-47-4.11-48

There are 40 parks, two open space areas, and one inaccessible open space area within the City. City parks provide open space and recreational opportunities, including more than 40 miles of paths and trails. Most City parks are located within walking or biking distance of residential neighborhoods, with the exception of Sugarloaf and Laurelwood Park areas which are located in the western hills area of the City. Recreational facilities include baseball and softball fields, tennis courts, basketball and volleyball courts, soccer fields, golf course, skate areas, bocce ball, boat launch, swimming pools, dog park, playgrounds, and picnic areas.

San Mateo County Hospital and Mills Health Center in San Mateo are the two primary medical service providers in the City. The San Mateo County Hospital is located at 222 West 39th Avenue, and Mills Health Center is located at 100 South San Mateo Drive; approximately 5 and 2 miles from the project site respectively. There are also three public libraries in San Mateo: the San Mateo Public Library, the San Mateo Public Library – Hillsdale Branch, and the Marina Public Library.

Would the project result in significant adverse physical impacts associated with the provision of new or physically altered government facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
14.a. Fire protection?				X

Discussion: SMFD Station 24 would serve the project site and is located at 319 South Humboldt Street, approximately 1.5 miles southeast of the project site. Station 24 is staffed 24 hours per day, 365 days per year and has one fire engine staffed with three firefighters.

The new project does not include plans for any new residential development. The project would demolish and rebuild the facility to operate in a smaller footprint, approximately 21,338 square feet less than existing conditions. Therefore, implementation of the project would not generate increased demands for fire protection services that would require additional staff, facilities, or equipment.

Conclusion: No impact would occur with project implementation.

Source: City of San Mateo, 2009. General Plan Update Draft EIR. 4.11 Public Services, pp 4.11-1-4.11-2 and Project Plans, 2015

14.b. Police protection?				X

Discussion: The SMPD currently provides emergency services to the project site and would continue to provide such services once the project is implemented. As stated above in **14.a**, the new facility would operate in a smaller footprint than existing conditions. Thus, the demand for police protection services would not increase as a result of the project. Furthermore, the new facility would not include plans for residential development and is not anticipated to result in any growth-inducing effects requiring additional police services.

Conclusion: No impact would occur with project implementation.

Source: City of San Mateo, 2009. General Plan Update Draft EIR. 4.11 Public Services, p 4.11-7 and Project Plans, 2015

14.c. Schools?				X
Discussion: The new project does not include plans for residential developments and is not anticipated to result in any growth-inducing effects that would require additional school services. **Conclusion:** No impact would occur with project implementation. **Source:** Project Plans, 2015				
14.d. Parks?				X
Discussion: The new project does not include plans for residential developments and is not anticipated to result in any growth-inducing effects that would require additional parks and recreation facilities. **Conclusion:** No impact would occur with project implementation. **Source:** Project Plans, 2015				
14.e. Other public facilities or utilities (e.g., hospitals, or electrical/natural gas supply systems)?				X
Discussion: As previously discussed, the new project does not include plans for residential developments and is not anticipated to result in any growth-inducing effects that would require additional public facilities, including hospitals, libraries, and other public facilities. **Conclusion:** No impact would occur with project implementation. **Source:** Project Plans, 2015				

15. RECREATION.

Environmental Setting:

The City's Parks and Recreation Department oversees and manages the various recreational programs, parks, and public open space areas within the City. The County owns and manages the Coyote Point Recreation Area adjacent to the project site. The City has 40 park sites, two open space areas, and one inaccessible open space area. City parks are important natural resources, providing important open space and recreational opportunities within the City limits, including more than 40 miles of paths and trails. Recreational facilities include baseball and softball fields, tennis courts, basketball and volleyball courts, soccer fields, golf course, skate areas, bocce ball, boat launch, swimming pools, dog park, playgrounds, and picnic areas. The City's General Plan (Conservation and Open Space Element Facility Standards and Policy C/OS 12.2) sets a goal of an overall acreage standard of 6.0 acres per 1,000 persons. San Mateo's 6.0-acre goal consists of 1.5 acres of neighborhood parkland per 1,000 persons and 4.5 acres of community and regional

parkland per 1,000 persons. As of 2009 (based on a population of 95,500), the ratio of existing neighborhood and community (including mini parks, regional parks, and Coyote Point County Park) park and recreational facilities to population was 4.90 acres per 1,000 persons.[9]

Coyote Point Recreation Area is located east of the project site and contains portions of the Bay Trail, the Coyote Point Playground, Coyote Point Park and duck pond, and additional trails for hiking and biking.

Would the project:

		Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
15.a.	Increase the use of existing neighborhood or regional parks or other recreational facilities such that significant physical deterioration of the facility would occur or be accelerated?				X

Discussion: As discussed in **Section 13, Population and Housing**, the project does not include the construction of any residential units nor would it result in significant job creation that would create significant population growth in the area. Additionally, the project includes redevelopment of a previously developed site, which would not result in any additional demand for parks or recreation.

Conclusion: No impact would occur with project implementation.

Source: Project Plans, 2015

15.b.	Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Discussion: The project does not include the construction or expansion of any recreational facilities. As noted under item **15.a**, the project would not generate demand for additional recreational facilities.

Conclusion: No impact would occur with project implementation.

Source: Project Plans, 2015

9 City of San Mateo, 2009. General Plan Update Draft EIR. 4.11 Public Services, pp 4.11-47-4.11-48

16. TRANSPORTATION/TRAFFIC.

Environmental Setting:

The project site is located in the northwestern portion of San Mateo, north of US 101 and Airport Boulevard, west of Peninsula Avenue/Coyote Point Drive, and south of the Bay. US 101 and Peninsula Avenue provide the primary regional and local access to the project site.

US 101 is a major north-south regional freeway that extends in an east-west direction near the project site and generally provides four mixed-flow lanes in each direction. During am and pm commute periods, one lane in each direction is reserved for use by high occupancy vehicles. Access to the freeway is provided via Airport Boulevard, J Hart Clinton Drive, and SR-92.

Peninsula Avenue is a major east-west roadway that travels from SR-82 through the City, crosses over US 101, and becomes Coyote Point Drive to its terminus at Coyote Point Recreation Area. The majority of Peninsula Avenue contains two travel lanes in the eastbound direction, and one lane traveling westbound.

Commuter rail service (Caltrain) Burlingame station is located approximately 1 mile southwest of the project site, and the San Mateo station is located approximately 0.25 mile south of the project site. Within the vicinity of the project site, the San Mateo County Transit District (SamTrans) offers bus lines KX, 53, 252, and 398.

Bicycle facilities surround the project site, which includes the Bay Trail Class I bike path. A Class III bike path also passes along the east edge of the project site providing access to North Bayshore Boulevard and Monte Diablo Avenue Class III bike facility southeast of the project site.

Pedestrian mobility is also provided by the surrounding Bay Trail and other paths that surround the project site and travel throughout Coyote Point Recreation Area. Additionally Peninsula Avenue provides safe pedestrian access over US 101.

Would the project:

		Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
16.a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?				X

Discussion: The new facility would not require any physical changes to the existing roadway system, thus the project would not affect the existing roadway network nor conflict with existing circulation patterns or alternative transportation modes. The project would continue the same land

use on the existing site. The project would not introduce new transportation patterns into the project area given the compatibility and similarity in proposed use to existing conditions.

Construction activities at the project site would involve demolition of the existing facility, site preparation including grading activities, the off-haul of debris, and construction of the new PHS structure. During construction, traffic patterns associated with PHS visitors and users of the surrounding roadways could be altered by construction traffic. These potential project transportation-related impacts would be temporary in nature and limited to associated construction activities. Given the temporary nature of construction-period traffic, the project would not conflict with any applicable policies establishing measures of effectiveness for the performance of the circulation system.

Conclusion: No impact would occur with project implementation.

Source: Project Plans, 2015

16.b.	Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways?			X	

Discussion: The City/County Association of Governments of San Mateo County 2011 Congestion Management Program (C/CAG 2011, CMP) requires new development projects that add 100 or more peak hour trips to the CMP roadway to implement Travel Demand Management (TDM) measures that would reduce potential impacts. The CMP excludes construction traffic from conformance with CMP traffic Level of Service (LOS) standards. US 101, which is located adjacent to the project site, is designated a CMP roadway.

The project would demolish and rebuild the facility to operate in a smaller footprint, approximately 21,338 square feet less than existing conditions. Daily vehicle ingress/egress would likely be the same or lower than existing vehicle ingress/egress given that there is no change in operations at the facility. Construction activities would require additional vehicles for hauling material, equipment, etc. to and from the project site and could result in 100 or more trips per day. These potential project transportation-related impacts would be temporary in nature and limited to associated construction activities. Additionally, once operational, it is unlikely that the new facility would generate 100 or more peak hour trips to the US 101 (a CMP roadway) given that the new facility would have the same operational intensity as existing conditions. As such, the project would not significantly conflict with the applicable congestion management program.

Conclusion: The impact would be less than significant and no mitigation would be required.

Source: C/CAG 2011 CMP. Project Plans, 2015

16.c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in significant safety risks?				X

Discussion: The San Francisco International Airport is located approximately 4 miles northwest of the project site, and the San Carlos Airport is located approximately 7 miles southeast of the project site The project site is not located within any airport land use plan. Implementation of the project would not have the potential to result in a change in air traffic patterns at any airport in the area.

Conclusion: No impact would occur with project implementation.

Source: City of San Mateo, 2009. General Plan Update Draft EIR. 4.4 Transportation and Circulation, p. 4.4-16 and Project Plans, 2015

16.d.	Significantly increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X

Discussion: The new facility would not include any changes to local streets or intersections, nor propose any new curb cuts to or from public roadways. No new sharp curves or dangerous intersections or other hazardous design features would be included as part of the project.

Conclusion: No impact would occur with project implementation.

Source: Project Plans, 2015

16.e.	Result in inadequate emergency access?			X	

Discussion: The project would not change the surrounding roadway system. The project site would be accessible from existing roadways and emergency vehicles would be able to access the project site without any difficulty. Temporary impacts to access could occur during construction; however, access to the existing facility would be retained as the facility would remain open during construction of the new facility. Once operational, the new facility would include a fire access to the building.

Conclusion: The impact would be less than significant and no mitigation would be required.

Source: Project Plans, 2015

16.f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				X

Discussion: Transit, bicycle, and pedestrian options in the vicinity of the project site (see **Environmental Setting** above for detail) would not be affected by implementation of the project as no external circulation improvements on nearby roadways, or public rights-of-way are proposed. Further, the project would not result in a permanent increase in population that would use public transit, bicycle or pedestrian facilities. Impacts to bicycle and pedestrian users along Airport Boulevard and along the Bay Trail are not anticipated as all construction staging would occur within the delineated area of disturbance on the project site (see **Figure 3**). Access to the Bay Trail would remain throughout project implementation.

Conclusion: No impact would occur with project implementation.

Source: Project Plans, 2015

16.g.	Cause noticeable increase in pedestrian traffic or a change in pedestrian patterns?				X

Discussion: The project would demolish and rebuild the facility to operate in a smaller footprint, approximately 21,338 square feet less than existing conditions. Activities proposed to be conducted at the new facility would be similar in nature to existing operations. As such, no noticeable changes in pedestrian patterns are anticipated and there would be no impact.

Conclusion: There would be no impact with project implementation.

Source: Project Plans, 2015

16.h.	Result in inadequate parking capacity?			X	

Discussion: No additional parking demand would be created with project implementation. The new project proposes to demolish and rebuild the facility to operate in a smaller footprint, approximately 21,338 square feet less than existing conditions. The amount of parking provided would be less than what currently exists onsite and would be adequate for typical daily operations; in addition, a traffic study was conducted and it was determined that the new parking spaces would likely meet the anticipated parking demand.

Conclusion: The impact would be less than significant and no mitigation would be required.

Source: Project Plans, 2015

17. UTILITIES AND SERVICE SYSTEMS.

Environmental Setting:

Water

Cal Water and the Estero Municipal Improvement District (EMID) both serve the City municipal water. Cal Water is the primary water purveyor within San Mateo and the City is located within Cal Water's Mid-Peninsula District serving San Mateo, San Carlos, and unincorporated areas of the County. All of Cal Water's water supplies are purchased from the San Francisco Public Utilities Commission (SFPUC). SFPUC water is predominantly from the Sierra Nevada, delivered through the Hetch Hetchy aqueducts, but also includes treated water produced by SFPUC from its local watersheds and facilities in Alameda and San Mateo counties.

The City of Burlingame supplies potable water, primarily for irrigation purposes, to the Coyote Point Park recreation area The source of this potable water is also the SFPUC, which obtains 85 percent of its water supply from the Hetch Hetchy reservoir. The remaining 15 percent comes from runoff in the Alameda Creek watershed (stored in the Calaveras and San Antonio reservoirs) and runoff from the San Francisco Peninsula (stored in the Crystal Springs, San Andreas, and Pilarcitos reservoirs, which also provide storage for water delivered from the Hetch Hetchy project and its delivery system).[10]

10 City of Burlingame, 2011. 300 Airport Boulevard Project Draft EIR, Utilities and Service Systems, p 3.12-1.

Wastewater

San Mateo Wastewater Treatment Plant (WWTP) provides wastewater services for the City. According to the City's General Plan EIR, the WWTP treats an average of 12.1 million gallons per day (mgd), with capacity to treat 15.7 mgd and peak hourly wet weather capacity of 60 mgd.

Solid Waste

Allied Waste Refuse Service (Allied Waste) provides solid waste collection service in San Mateo. A franchise provider collects solid waste from the City and hauls it to the San Carlos Transfer Station. After solid waste is collected and sorted at the San Carlos Transfer Station, it is transported to the Los Trancos Canyon (Ox Mountain) landfill, located in Half Moon Bay. The Ox Mountain landfill is permitted by the California Integrated Waste Management Board to receive 3,598 tons per day or 1.3 million tons per year. The landfill's remaining capacity is 44.6 million cubic yards, which translates to a 12-year life through 2018. The owner of the landfill has a permit for expansion of the landfill. When the permit expires in 2016, either Los Trancos Canyon will be expanded further or nearby Apanolio Canyon will be opened for fill.[11]

Would the project:

		Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
17.a.	Exceed wastewater treatment require-ments of the applicable Regional Water Quality Control Board?			X	
17.b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	

Discussion: The new project proposes to demolish and rebuild the facility to operate in a smaller footprint, approximately 21,338 square feet less than existing conditions. The project site is already developed and receives potable water and wastewater services from the County and Burlingame. Given that the operations proposed on the project site would remain the same, it is likely that the demand for water and wastewater treatment services would also remain the same as existing conditions. The project site would be served by the same utility providers as under existing conditions and would not cause a new impact. Therefore, current water/wastewater services could accommodate the project and the construction of new facilities would not be required.

Conclusion: The impact is less than significant and no mitigation would be required.

Source: Project Plans, 2015

11 City of San Mateo, 2009. General Plan Update Draft EIR. 4.11 Public Services, p 4.11-38

17.c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	

Discussion: The new project proposes to demolish and rebuild the facility to operate in a smaller footprint, approximately 21,338 square feet less than existing conditions. The quantity of stormwater generated onsite would not likely increase relative to existing conditions. As such, the existing quantity of storm drainage, water services, and sewer services onsite would remain, but would undergo some modifications to accommodate new site design and connect to the existing infrastructure. Additionally, new stormwater drainage infrastructure is proposed, including three new bioretention measures in close proximity to the new facility. No significant environmental effects would result from the construction of this infrastructure.

Conclusion: The impact is less than significant and no mitigation would be required.

Source: Project Plans, 2015

17.d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	

Discussion: The new project proposes to demolish and rebuild the facility to operate in a smaller footprint, approximately 21,338 square feet less than existing conditions. Thus demand for potable water would be similar or less than what is currently needed onsite. As a result, existing facilities should have capacity to continue to serve the project site. Furthermore, Cal Water is projected to have a surplus water supply of approximately 111 acre-feet per year in 2025.

Conclusion: The impact is less than significant and no mitigation would be required.

Source: City of San Mateo, 2009. General Plan Update Draft EIR. 4.11 Public Services, p 4.11-21/4.11-22 and Project Plans, 2015

17.e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	

Discussion: The new project proposes to demolish and rebuild the facility to operate in a smaller footprint, approximately 21,338 square feet less than existing conditions. Thus the quantity of wastewater generated would be similar to or less than what is currently generated onsite and would not create additional demand to the WWTP. Furthermore, the WWTP has capacity to treat 15.7 mgd and currently treats an average of 12.1 mgd, thus the WWTP has capacity to treat additional flows.

Conclusion: The impact is less than significant and no mitigation would be required.

Source: City of San Mateo, 2009. General Plan Update Draft EIR. 4.11 Public Services, p 4.11-34 and Project Plans, 2015

17.f.	Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	

Discussion: The new project proposes to demolish and rebuild the facility to operate in a smaller footprint, approximately 21,338 square feet less than existing conditions. Thus the quantity of solid waste generated would be similar to what is currently generated. The project site already receives landfill and solid waste services from Allied Waste.

Construction of the project would demolish the existing facility. Portions of the debris would be recycled in accordance with County Building Code regulations and to help achieve LEED certification at the level feasible. The remaining debris would be hauled and disposed at Ox Mountain Sanitary Landfill. The Ox Mountain landfill has estimated capacity through 2018 and the owner has a permit for expansion when needed.

Conclusion: The impact is less than significant and no mitigation would be required.

Source: City of San Mateo, 2009. General Plan Update Draft EIR. 4.11 Public Services, p 4.11-40 and 4.11-41 and Project Plans, 2015

17.g.	Comply with Federal, State, and local statutes and regulations related to solid waste?			X	

Discussion: The project consists of the continuation of existing land uses onsite; the operation of animal control facilities. The project would continue to comply with existing federal, State, and local regulations related to solid waste.

Conclusion: The impact is less than significant and no mitigation would be required.

Source: Project Plans, 2015

17.h.	Be sited, oriented, and/or designed to minimize energy consumption, including transportation energy; incorporate water conservation and solid waste reduction measures; and incorporate solar or other alternative energy sources?			X	

Discussion: The new facility would have similar office uses as the existing facility. The energy requirements to operate the new facility would be the same as, or less than, what is currently required. Furthermore, the project would comply with the policies in the County's Energy Efficiency Climate Action Plan, including compliance with AB 32, Governor's Executive Orders S-3-05 and B-30-15, and Goal 3 Energy Efficiency in New Construction. Additionally, the new facility would be designed with the intention of attaining the highest LEED certification practicable, per the County's Sustainable Building Policy. With implementation of such measures, the project would reduce energy overall consumption onsite and increase conservation initiatives.

Conclusion: This impact is less than significant and no mitigation would be required.

Source: Project Plans, 2015

17.i.	Generate any demands that will cause a public facility or utility to reach or exceed its capacity?			X	

Discussion: The new project proposes to demolish and rebuild the facility to operate in a smaller footprint, approximately 21,338 square feet less than existing conditions. Demand for public facilities and/or utilities would remain at a similar or less of a level as currently exists and would not cause a provider to exceed its capacity. Refer to **17.b** and **17.f** for more details.

Conclusion: This impact would be less than significant and no mitigation would be required.

Source: Project Plans, 2015

18. MANDATORY FINDINGS OF SIGNIFICANCE.					
		Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
18.a.	Does the project have the potential to degrade the quality of the environment, significantly reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
Discussion: As described throughout this document, the project would not substantially degrade the quality of the environment. As described in **Section 4, Biological Resources**, the project as proposed does not have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife species population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Implementation of mitigation measures would ensure no significant impacts to biological resources would result from project implementation. As described in **Section 5, Cultural Resources**, implementation of identified Mitigation Measures would reduce potential impacts to subsurface archeological resources and human remains to a less-than-significant level. The project would not eliminate important examples of the major periods of California history or prehistory. **Conclusion:** Implementation of the mitigation measures identified in **Section 4, Biological Resources and Section 5, Cultural Resources** would reduce all potential impacts to a less than significant level.					
18.b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively consider-able" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)		X		
Discussion: A cumulative impact refers to a proposed project's incremental effect together with other closely related past, present, and reasonably foreseeable future projects whose impact may compound or increase the incremental effect of the proposed project. The project would not have any significant impacts to aesthetics, agricultural resources, greenhouse gas emissions, land use and planning, mineral resources, population and housing, public services, recreation, transportation and circulation, or utilities and service systems. The project would potentially result in site specific impacts to air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, but would not combine with off-site impacts. However, incorporation of mitigation measures would reduce impacts to these resources to less than significant levels as identified above in the discussion for each environmental topic area**.**					

Future development of the areas in the vicinity of the project site were considered and forecasted in the City's General Plan EIR. The City's General Plan EIR identified potentially cumulatively considerable impacts resulting from the potential effects of the General Plan Update with other planned and foreseeable development projects. Potential cumulatively considerable impacts were identified related to freeway operations, special-status species habitat loss, and cultural resources. However, with implementation of General Plan policies and programs, conditions of approval, and code requirements, each of these cumulatively considerable impacts are expected to be reduced to a less than cumulatively considerable level.

The project would not result in any significant individual impacts to traffic, biological resources, or cultural resources. Mitigation measures are identified that would reduce potential individual impacts to a less than significant level. The project's contribution to significant cumulative impacts **to traffic biological resources, and cultural resources would not be considerable.**

Conclusion: Given that there are no significant impacts associated with the project and all potential impacts are reduced to a less than significant level through mitigation; and all potentially cumulatively considerable impacts would also be reduced to less than cumulatively considerable, there would not be any cumulatively considerable impacts.

18.c.	Does the project have environmental effects which will cause significant adverse effects on human beings, either directly or indirectly?		X		

Discussion: As described throughout this environmental document, the project would not result in substantial environmental effects to human beings through incorporation of identified mitigation measures. Implementation of mitigation measures would reduce all impacts that could adversely affect human beings to a less than significant level**.**

Conclusion: Implementation of the new project would not result in any significant unavoidable impacts, impacts that are cumulatively considerable, or directly or indirectly cause substantial adverse effects on human beings. Identified impacts in this document can be mitigated to a less-than-significant level through incorporation of mitigation measures.

RESPONSIBLE AGENCIES. Check what agency has permit authority or other approval for the project.

AGENCY	YES	NO	TYPE OF APPROVAL
US Army Corps of Engineers (CE)	X		If wetlands on site are disturbed
State Water Resources Control Board	X		NPDES General Construction Permit
Regional Water Quality Control Board	X		General Construction Permit and Municipal Regional Stormwater Permit.
State Department of Public Health		X	
San Francisco Bay Conservation and Development Commission (BCDC)	X		Any activity within BCDC jurisdiction would require close coordination with BCDC
US Environmental Protection Agency (EPA)		X	
County Airport Land Use Commission (ALUC)		X	
CalTrans		X	
Bay Area Air Quality Management District		X	
US Fish and Wildlife Service		X	
Coastal Commission		X	
City of San Mateo		X	
Sewer/Water District:		X	
Other:		X	

MITIGATION MEASURES		
	Yes	No
Mitigation measures have been proposed in project application.	X	
Other mitigation measures are needed.		
The following measures are included in the project plans or proposals pursuant to Section 15070(b)(1) of the State CEQA Guidelines: See mitigation measures identified in **Section 3, Air Quality, Section 4, Biological Resources, Section 5, Cultural Resources, Section 6 Geology and Soils, Section 8 Hazards and Hazardous Materials,** and **Section 9 Hydrology and Water Quality.**		

DETERMINATION (to be completed by the Lead Agency).

On the basis of this initial evaluation:

	I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Planning Department.
X	I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because of the mitigation measures in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.
	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

(Signature)

August 25, 2015
Date

Capital Projects Manager
(Title)

Initial Study Checklist 10.17.2013.docx

Legend

Project Site

N

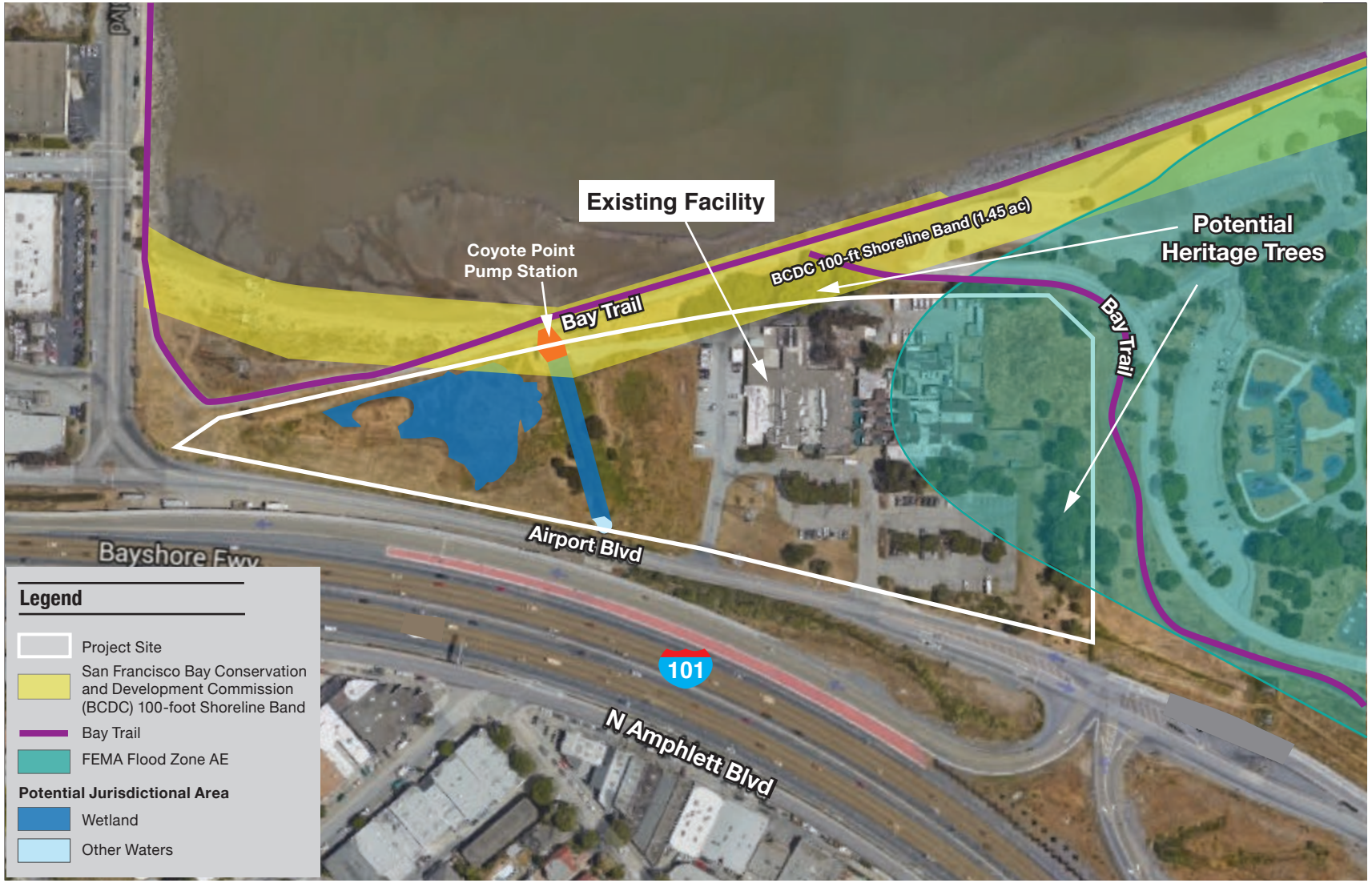
0 500

FEET

Project Location

Figure 1

Source: Circlepoint, 2014



Existing Conditions

Figure 2

Source: Circlepoint, 2015

Area of Potential Disturbance Map

Figure 3

Source: Circlepoint, 2015

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EXHIBIT B

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

Section 21081.6 of the California Public Resources Code (and Section 15091(d) and 15097 of the State CEQA Guidelines) require that public agencies "shall adopt a reporting or monitoring program for changes made to the project or as a condition of project approval, adopted in order to mitigate or avoid significant effects on the environment."

A MMRP is required for the proposed San Mateo County Animal Shelter Project because the Initial Study (IS)/Mitigated Negative Declaration (MND) for the project identified potentially significant environmental impacts associated with project implementation. The IS/MND identified a number of mitigation measures that would reduce all such impacts to less-than-significant levels.

This MMRP has been prepared to ensure that all required mitigation measures are implemented. The MMRP may be modified by the County of San Mateo (County) during project implementation as necessary in response to changing conditions or other refinements. **Table 1** below identifies the mitigation measures, the responsible person/agency for ensuring implementation, timing, and a record of implementation of the mitigation measures. The numbering of mitigation measures follows the numbering sequence found in the IS/MND.

If the County moves to adopt the IS/MND and approve the project, the County will also adopt this MMRP.

This MMRP will be kept on file at the County of San Mateo Office of Public Works, 555 County Center, 5th Floor, Redwood City, California.

Table 1 Mitigation Monitoring and Reporting Program

Environmental Impacts	Mitigation Measures	Responsible Party	Timing	Completion of Implementation	
				Action	Date Completed
Air Quality					
Impact AQ-1: Construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM_{10} and $PM_{2.5}$. Once operational, the proposed project would not substantially increase emissions of air pollutants.	**Mitigation Measure AQ-1:** Include measures to control dust emissions. The contractor shall implement the following Best Management Practices: 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. 2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered. 3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. 4. All vehicle speeds on unpaved roads shall be limited to 15 mph. 5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. 6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.	Contractor	During Construction		

Environmental Impacts	Mitigation Measures	Responsible Party	Timing	Completion of Implementation	
				Action	Date Completed
	7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. 8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.				
Biological Resources					
Impact BIO-1: Proposed construction activities have the potential to impact special-status plants identified near the project site, and which occur in the wetland habitats located in the western quadrant of the project site.	**Mitigation Measure BIO 1:** If any work is proposed near the wetland habitats on the project site, pre-construction surveys for special-status rare plant species that have the potential to occur on the project site (Point Reyes bird's beak and saline clover) would be conducted during their bloom periods (May-June).	Contractor/ Qualified Biologist	Pre-construction		
Impact BIO-2: Proposed activities at the Project Site have some potential to impact non special-status nesting birds, which may nest in shrubs, trees, or on buildings.	**Mitigation Measure BIO 2:** To the extent feasible, project activities should be scheduled to avoid the nesting season. If such activities are scheduled to take place outside the nesting season, all impacts on nesting birds protected under the MBTA and California Fish and Game Code should be avoided. The nesting season in San Mateo County extends from 1 January through 31 August for most raptors and 1 February through 31 August for most non-raptors.	Contractor	Pre-construction		

Environmental Impacts	Mitigation Measures	Responsible Party	Timing	Completion of Implementation	
				Action	Date Completed
	Mitigation Measure BIO 3: If project activities will not be initiated until after the start of the nesting season, potential nesting substrate (e.g., bushes, trees, grasses, and other vegetation) that is scheduled to be removed for the new facility may be removed prior to the start of the nesting season (e.g., prior to 1 January) to reduce the potential for initiation of nests. If it is not feasible to schedule vegetation removal during the nonbreeding season, or where vegetation cannot be removed (e.g., in areas immediately adjacent to the property), then pre-construction surveys for nesting birds can be conducted as described below.	Contractor/ Qualified Ornithologist	Pre-construction		
	Mitigation Measure BIO 4: If it is not possible to schedule project activities between 1 September and 31 December, then pre-construction surveys for nesting birds should be conducted by a qualified ornithologist to ensure that no nests will be disturbed during project implementation. An initial pre-construction survey to determine the likelihood of constraints due to the presence of an active nest should be conducted 14 days prior to the onset of construction activities with a final pre-construction survey conducted no more than 48 hours prior to the initiation of project activities. During this survey, a qualified ornithologist shall inspect all potential nesting habitats (e.g., trees, shrubs, grasslands, and buildings) within 300 feet of impact areas for raptor nests and within 100 feet of impact areas for nests of non-raptors. If an active nest (i.e., a nest with eggs or young, or any completed raptor nest attended by adults) is found sufficiently close to work areas to be disturbed by these activities, the ornithologist, in consultation with the CDFW, will determine the extent of a disturbance-	Contractor/ Qualified Ornithologist	Pre-construction		

Environmental Impacts	Mitigation Measures	Responsible Party	Timing	Completion of Implementation	
				Action	Date Completed
	free buffer zone to be established around the nest (typically 300 feet for raptors and 100 feet for other species) to ensure that no nests of species protected by the MBTA and California Fish and Game Code will be disturbed during project implementation.				
Cultural Resources					
Impact CUL-1: A Native American burial radiocarbon dated as approximately 4,000 years old was exposed in 1987 during dredging for the Coyote Point Yacht Harbor approximately 1 mile to the east of the project site. During construction, there is potential to discover deeply buried prehistoric resources. Given this, the project could result in a potentially significant impact to archaeological resources.	**Mitigation Measure CUL-1:** If archaeological and/or cultural resources are encountered during grading or construction activities, work shall be temporarily halted within 30 feet of the discovered materials and workers shall avoid altering the materials and their context until a qualified professional archaeologist has evaluated the situation and provided appropriate recommendations. The project applicant or archaeologist shall immediately notify the Current Planning Section of any discoveries made and shall provide the Current Planning Section with a copy of the archaeologist's report and recommendations prior to any further grading or construction activity in the vicinity.	Contractor/ Qualified Archaeologist	During Construction		
Impact CUL-2: Due to the level of earthwork proposed, the project has the potential to directly or indirectly destroy a unique paleontological resource if any exist on the project site.	**Mitigation Measure CUL-2:** A discovery of a paleontological specimen during any phase of the project shall result in a work stoppage in the vicinity of the find until it can be evaluated by a professional paleontologist. Monitoring of all excavation and earthmoving in sensitive areas by a professional paleontologist may be required.	Contractor/ Qualified paleontologist	During Construction		

Environmental Impacts	Mitigation Measures	Responsible Party	Timing	Completion of Implementation	
				Action	Date Completed
	Mitigation Measure CUL-3: Periodic monitoring of known significant paleontological resources in the vicinity of the development (including areas where new road access has been provided) may be required to reduce the potential for looting and vandalism. Should loss or damage be detected, additional protective measures or further action (e.g., resource removal), as determined by a professional paleontologist, shall be implemented to mitigate the impact.	Contractor/ Qualified paleontologist	During Construction		
	Mitigation Measure CUL-4: Use existing roads to the maximum extent feasible to avoid additional surface disturbance.	Contractor	During Construction		
	Mitigation Measure CUL-5: During all phases of the project, keep equipment and vehicles within the limits of the previously disturbed areas of the project site.	Contractor	During Construction		
	Mitigation Measure CUL-6: All workers shall be educated on the consequences of unauthorized collection or sale of fossils.	Contractor	During Construction		

Environmental Impacts	Mitigation Measures	Responsible Party	Timing	Completion of Implementation	
				Action	Date Completed
Impact CUL-3: The records search and literature review by the NWIC did not indicate the existence of any known burials within the project site. However, the possibility that previously unknown buried human remains may be uncovered during project construction activities exists.	**Mitigation Measure CUL-7:** The project sponsor must be prepared to carry out the requirements of California State law with regard to the discovery of human remains during construction, whether historic or prehistoric. In the event that any human remains are encountered during site disturbance, all ground-disturbing work shall cease immediately and the County coroner shall be notified immediately. If the coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within 24 hours. A qualified archaeologist, in consultation with the Native American Heritage Commission, shall recommend subsequent measures for disposition of the remains.	Contractor/ San Mateo County	During Construction		
Geology and Soils					
Impact GEO-1: During a major earthquake on a segment of one of the nearby faults, strong to very strong shaking is expected to occur at the project site which could result in dangerous conditions for employees and other visitors at the project site.	**Mitigation Measure GEO-1:** The new facility shall be designed following the 2010 California Administrative Code Essential Services standards, per Title 24, Part 1, Chapter 4 of the California Code of Regulations. Such buildings exceed the 2013 California Building Code (CBC) and would resist the lateral forces generated by earthquake shaking.	San Mateo County/ Qualified Geotechnical Engineer	Final Design Phase		
Impact GEO-2: Lateral spreading and liquefaction are potential hazards within San Mateo due to development on weaker surficial deposits including fill materials and bay mud. The project site is mapped as an area with very high liquefaction susceptibility.	**Mitigation Measure GEO-2:** Specific performance measures and ground improvements techniques shall be incorporated into the project design to reduce this hazard as appropriate. These techniques shall be chosen during the final design phase, and may include: jet grouting, cement deep soil mixing, and/or compaction grouting. Specific field investigation to obtain specific soil and liquefaction data may be required to develop performance measures.	San Mateo County/Qualified Geotechnical Engineer	Final Design Phase/ During Construction		

Environmental Impacts	Mitigation Measures	Responsible Party	Timing	Completion of Implementation	
				Action	Date Completed
Impact GEO-3: Based on the results of geotechnical exploration, due to the high clay content of the soils onsite, there is a moderate to high potential that the soils are expansive, and may cause infrastructural damage to buildings and infrastructure during periods of wetting (swelling) and drying (shrinking).	**Mitigation Measure GEO-3:** Foundations and slabs shall be designed and constructed to resist the effects of the expansive soil. These effects can be mitigated by: • moisture conditioning the expansive soil, providing a sufficient thickness of select, non-expansive fill below interior; or • lime treating the subgrade soil reduce expansion potential.	San Mateo County/ Qualified Geotechnical Engineer	Final Design Phase/ During Construction		

Environmental Impacts	Mitigation Measures	Responsible Party	Timing	Completion of Implementation	
				Action	Date Completed
Hazards and Hazardous Materials					
Impact HAZ-1: Reported groundwater contamination at nearby gradient facilities coupled with possible asbestos, lead, polychlorinated biphenyl, and mercury contained in previous building materials propose a potential hazard to construction workers and visitors to the site.	**Mitigation Measure HAZ-1:** Prior to the issuance of a grading permit and before any substantial ground disturbances, a Phase II site investigation to evaluate soil that may be encountered during construction activities at the site as well as to evaluate groundwater conditions due to known releases at nearby up gradient facilities shall be prepared. This investigation should be completed prior to the start of construction activities at the site. If contaminants are identified in subsurface soils and/or groundwater, the Phase II ESA shall screen the identified contaminant concentrations relative to applicable environmental screening levels developed by the Regional Water Quality Control Board and Department of Toxic Substances Control. If the Phase II ESA recommends remedial action (which may include but not be limited to soil and/or groundwater removal or treatment, site-specific soil and groundwater management plan, site-specific health and safety plan, and a risk management plan shall be completed. The County shall consult with appropriate regulatory agencies to ensure sufficient minimization of risk to human health and the environment is completed.	San Mateo County/ Environmental Phase II Assessor	Pre-Construction		
	Mitigation Measure HAZ-2: If there is a change in land use or removal of soil and groundwater below approximately 5 feet below grade at the, notification to the San Mateo County Division of Environmental Health is required.	Contractor	During Construction		

Environmental Impacts	Mitigation Measures	Responsible Party	Timing	Completion of Implementation	
				Action	Date Completed
	Mitigation Measure HAZ-3: Suspect materials (including at a minimum but not limited to, roofing tars and mastics; flooring and associated mastics; joint compounds, muds and skim coats associated with drywall; vapor membranes underlying concrete slabs; plasters; Thermal Systems Insulation; tiles, grouts and mortars; building concrete; asphalt in paved areas used for parking, etc.) shall be tested prior to demolition or renovation activities to evaluate if previously unsampled materials contain asbestos. If identified, all asbestos-containing materials should be abated by a licensed asbestos abatement contractor.	Contractor	During Construction		
	Mitigation Measure HAZ-4: Limited sampling shall be performed to verify lead content in representative coatings and materials at the project site. If lead is identified, all future renovation and/or demolition work shall follow local, State, and federal regulations regarding lead and the Division of Occupational Safety and Health (Cal/OSHA) requirements. • Prior to renovation or demolition work, incorporate lead stabilization and/or abatement planning into the project • Waste shall be characterized prior to disposal	San Mateo County/ Contractor	Pre-Construction /During Construction		
	Mitigation Measure HAZ-5: Prior to the removal of PCB-containing light ballasts, PCB-presence/content shall be determined by consulting with the ballast suppliers. If information regarding the PCB content is unavailable, the ballasts should be treated as PCB-containing during removal and disposed of in accordance with federal, State, and local regulations.	Contractor	During Construction		

Environmental Impacts	Mitigation Measures	Responsible Party	Timing	Completion of Implementation	
				Action	Date Completed
	Mitigation Measure HAZ-6: Workers handling demolition and renovation activities at the project site shall be trained in the safe handling and disposal of PCB lighting ballasts, residual chemicals, solvents, heavy metals, etc. associated with the former X-ray equipment, and to safely and legally handle and dispose of fluorescent lamps and thermostats.	Contractor	During Construction		
	Mitigation Measure HAZ-7: In the event that stockpiled soil will be disturbed during future renovation, demolition, or other activities, sampling of these soils should be performed concurrent with the Phase II investigation recommended in Mitigation Measure HAZ-1 to evaluate content for waste disposal and construction worker safety.	Contractor/ Environmental Phase II Assessor	During Phase II Site Assessment		
Hydrology and Water Quality					
Impact HYD-1: Construction activities have the potential to encounter groundwater during trenching that could introduce pollutants to the groundwater or result in runoff that contains sediment and other pollutants	**Mitigation Measure HYD-1:** In the event groundwater is encountered during construction activities, onsite dewatering would be required. The discharge of any dewatered groundwater would comply with BMPs as described in the SWPPP.	Contractor	During Construction		

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