

Chapter 11. Land Use

This chapter describes and discusses existing land uses in the Program Area. Applicable plans and policies related to land use and planning are presented, and potential impacts and mitigation measures from the two CWP alternatives are identified.

11.1 Existing Setting

The Program Area, where the full CWP would be constructed and operated, is located within the City of San Mateo. The parcels where WWTP Projects would be constructed is referred to as the WWTP Site (see Figures 2-2 and 2-4 in Chapter 2).

The City occupies approximately 15.7 square miles in central San Mateo County. The City is bordered by San Francisco Bay and the City of Foster City on the east, the City of Burlingame and the Town of Hillsborough to the north, Highlands-Baywood Park and I-280 to the west, and the City of Belmont to the south (see Figure 2-1 in Chapter 2). San Mateo is an urbanized area and is largely built out, with only a few individual areas left undeveloped that are not otherwise classified as open space or environmental preserves. Currently, collection system pipelines and pump stations are primarily located underground in existing streets or dedicated rights-of-way that are typically paved or covered with ruderal or landscaped vegetation.

The WWTP Site consists of the existing wastewater treatment plant (WWTP) site, an undeveloped parcel on Detroit Drive to the north (Detroit Drive parcel), three commercial parcels (the Bayfront parcels) to the east, and the undeveloped Dale Avenue parcel to the southwest of the WWTP (Dale Avenue parcel); see Figure 11-1.

The In-System Storage Program would include one or more in-system storage basins. Proposed locations, listed in Chapter 2, are currently used for recreation fields, parks, and parking lots.

No portion of the Program Area is located on unique or prime farmland, or is currently used for agricultural purposes (California Department of Conservation, 2015).

11.2 Regulatory Framework

This section summarizes existing land use regulations that would apply to the Program Area. Land use is regulated primarily at the local level.

11.2.1 General Plan – Land Use

The General Plan (City of San Mateo, 2010) describes the long-term goals and policies for development and provides the framework for all zoning and land use decisions within the City. The General Plan identifies a land use category for each parcel; each land use category includes specific permitted uses of the parcel.

In 2004 voters in San Mateo approved Measure P, an extension of Measure H, a 1991 amendment to the General Plan. These measures state that requests for height changes consistent with height ranges for specific land uses may be considered by the City Council only when accompanied by a request for a change in land use designation and subject to certain findings (City of San Mateo, 2004). The City Council may not amend the General Plan inconsistent with the purposes, intent, or operative provisions of these initiatives, including provisions reducing maximum height limits.

The land use designations and allowed building heights for the WWTP Site parcels, the Dale Avenue Pump Station, and the proposed in-system storage locations are shown in Table 11-1. The WWTP Site land uses are shown on Figure 11-2.

TABLE 11-1

Land Use Designations*Programmatic Environmental Impact Report, City of San Mateo Clean Water Program*

Parcel	Land Use Category	Allowed Uses
Existing WWTP	Public facility	Facilities owned and/or operated by the City, other government agencies, and/or the public school districts. Building height limit is 65 feet.
Detroit Drive Parcel	Public facility	Facilities owned and/or operated by the City, other government agencies, and/or the public school districts. Building height limit is 45 feet.
Bayfront Parcels (3 parcels)	Regional/community commercial	Larger shopping centers and districts providing goods and services usually not available in neighborhood shopping centers. These centers rely on large trade areas and may include department stores, banks, furniture stores, auto dealerships, appliance stores, toy stores, hotels, and offices. Regional centers include Hillsdale Shopping Center and The Island Shopping Center and certain strip commercial areas, such as El Camino Real (SR-82). Characterized by medium to high FARs of 1.0 to 2.5 and heights of 35 to 55 feet. Homeless shelters and other forms of transitional housing are permitted uses in this land use category. Building height limit is 45 feet.
Dale Avenue Parcel	Single family residential	One dwelling unit per parcel, with the potential for a secondary dwelling unit. Other uses that are potentially compatible with single-family neighborhoods but require special use permits include but are not limited to religious facilities, day care and group care facilities, schools, and cemeteries. Home occupations are permitted subject to compliance with City standards. Up to 9 units per acre and 0 to 20 persons per acre allowed. Building height limit is 32 feet.
Dale Avenue Pump Station	Public facility	Facilities owned and/or operated by the City, other government agencies, and/or the public school districts. Building height limit is 24 feet.
Abbot Middle School	Public facility	Facilities owned and/or operated by the City, other government agencies, and/or the public school districts. Building height limit is 24 feet.
Bay Meadows Phase II Park	Transit-oriented development	Public parks, City-owned conservation lands, and private open space or recreation facilities. Building height limit is 45 feet.
California Water Services Company	Public facility Utilities	Facilities owned and/or operated by the City, other government agencies, and/or the public school districts public utilities to serve the public with <u>electricity, gas, water, and communications</u> . Building height limit is 35 32 feet.
Caltrain Station – Park Green Development	Transit-oriented development	Land uses within this area should be transit supportive, including multifamily housing and major employment centers. Retail uses are intended to be convenience oriented such as, but not limited to, shops that carry smaller goods, cafes, newsstands, dry cleaners, neighborhood grocery stores, specialized services, and shops such as daycare, bicycle shops, art stores, or similar uses. These uses should be developed within larger mixed-use buildings, combined with residential or offices uses. Childcare facilities and daycare centers should be incorporated within employment centers and multifamily projects. Densities may range from 25 to 50 units per acre; FARs may range from 0.3 to 3.0. Building height limit is 55 feet.
Central Park	Parks/open space	Public parks, City-owned conservation lands, and private open space or recreation facilities. Building height limit is 32 feet.

TABLE 11-1

Land Use Designations*Programmatic Environmental Impact Report, City of San Mateo Clean Water Program*

Parcel	Land Use Category	Allowed Uses
Fiesta Meadows Park	Parks/open space	Public parks, City-owned conservation lands, and private open space or recreation facilities. Building height limit is 32 feet.
Hillsdale High School	Public facility	Facilities owned and/or operated by the City, other government agencies, and/or the public school districts. Building height limit is 24 feet.
Hillsdale Shopping Center	Regional/community commercial	Larger shopping centers and districts providing goods and services usually not available in neighborhood shopping centers. These centers rely on large trade areas and may include department stores, banks, furniture stores, auto dealerships, appliance stores, toy stores, hotels and offices. Regional centers include Hillsdale Shopping Center and The Island Shopping Center and certain strip commercial areas such as El Camino Real (SR-82). Characterized by medium to high FARs of 1.0 to 2.5. Homeless shelters and other forms of transitional housing are permitted uses in this land use category. Building height limit is 40 to 60 feet.
Martin Luther King Park	Parks/open space	Public parks, City-owned conservation lands, and private open space or recreation facilities. Building height limit is 24 feet.
San Mateo County Expo Center	Major institution/special facility	Private and public institutional, educational, recreational, and community service uses, which includes the San Mateo County Hospital, San Mateo County Event Center, Peninsula Golf and Country Club, and the College of San Mateo. Building height limit is 45 feet.
San Mateo County Hospital	Major institution/special facility	Private and public institutional, educational, recreational, and community service uses, which includes the San Mateo County Hospital, San Mateo County Event Center, Peninsula Golf and Country Club, and the College of San Mateo. Building height limit is 35 to 45 feet.
Trinta Park	Parks/open space	Public parks, City-owned conservation lands, and private open space or recreation facilities. Building height limit is 32 feet.

Source: City of San Mateo, 2010. Building height limit is from General Plan Figure LU-4.

Note:

FAR = floor area ratio

11.2.2 General Plan Goals and Policies

The General Plan contains goals and policies and the land use framework described in section 11.2.1 to help guide development within San Mateo. Goals and policies applicable to land use in the Program Area and the proposed activities are cited below, in part or in whole.

GOAL 1e: Provide adequate transportation, utilities, cultural, educational, recreational, and public facilities, and ensure their availability to all members of the community.

GOAL 1i: Consider the effects of Climate Change on the City of San Mateo. Incorporate Sustainability into the City's policies, work programs and standard operations.

LU 1.1: Planning Area Growth and Development to 2030. Plan for land uses, population density, and land use intensity as shown on the Land Use, Height and Building Intensity and City Image Plans for the entire planning area. Design the circulation system and infrastructure to provide capacity for the total development expected in 2030. Review projections annually and adjust infrastructure and circulation requirements as required if actual growth varies significantly from that projected.

LU 1.5: Building Height. Maintain maximum building height limits contained in Appendix C, and as specified in Policy LU 6A.2, closely matched with the Land Use categories and Building Intensity standards.

Requests for height changes consistent with the height ranges for specific land uses as designated in Appendix C, titled “Building Height,” may be considered by the City Council only when accompanied by a request for change in land use designation. Such requests may be approved only if the following findings are made:

1. The building has high design quality, which is enhanced by additional building height;
2. Increased building heights are visually related to surrounding building heights and promote the creation of a coherent City image;
3. Increased building heights will still provide for a variety of building heights in the vicinity of the project and the surrounding areas;
4. Increased building heights are compatible with surrounding land uses, and will not create adverse shadow or visual impacts on surrounding residential uses; and
5. The City’s infrastructure is adequate to accommodate the proposed development

LU 4.5: Wastewater Treatment Plant Expansion. Provide adequate wastewater treatment for the projected 2010 service area population, employment and development. Require that any future expansion of the WWTP be designed to be compatible with the adjacent parks, school, and low-density residential areas by screening views of the WWTP with extensive and tall landscaping and reducing the height of all new structures to the maximum practicably feasible.

PA 4.6: J. Hart Clinton Drive/Detroit Drive Vicinity.

1. Development of private parcels having frontage on Marina Lagoon should retain public access, providing a connection between Shoreline Park and Bayside/Joinville Park.
2. Properties bounded by Detroit Drive should be developed with low-scale, low occupancy commercial uses as delineated on the Building Height and Intensity Plans. The *Shoreline Park Specific Plan* (City of San Mateo, 1979) allows mini-warehouse or light industry with ancillary offices and precludes hotel and restaurant uses. Building design should be of high quality, reflective of the prominence of the site from J. Hart Clinton Drive and the future development of Shoreline Park.

Land adjacent to Detroit Drive is highly visible from J. Hart Clinton Drive, Shoreline Park, and Marina Lagoon. To be compatible with the surrounding areas, development will be required to be sensitively designed with ample landscaping to enhance the project appearance from J. Hart Clinton Drive, and limited to low occupancy uses due to the adjacent sewage treatment plant.

PA 4.7: Wastewater Treatment Plant. Maintain the Wastewater Treatment Plant as designated in Policy LU-4.5.

UD 1.2: Preservation of Natural Focal Points. Preserve and enhance views of and access to the foothills and the Bay through the design of new development consistent with the *Shoreline Park Specific Plan* (City of San Mateo, 1979)). By featuring the natural amenities of the foothills and Bay, San Mateo’s identity can be strengthened. Where possible development should orient views and access to take advantage of these natural features.

UD 1.3: Gateways. Develop gateways by creating strong architectural or landscape features exhibiting the character of San Mateo at the following locations: entrances to the Downtown, the north and south ends of El Camino Real (SR-82), US-101 and 3rd Avenue, US-101 and Hillsdale Boulevard, and Mariner’s Island Boulevard and J. Hart Clinton Drive at the border of Foster City.

By developing gateway features, the entries to the City will be identified. Gateways may be constructed in a variety of ways: a prominent landscape or architectural feature, a notable open area or possibly an arch to pass through. All gateways should have some common element or feature to give San Mateo a unique and consistent image.

C/OS 1.5: Conversion of Incompatible Uses. Encourage the conversion of existing land uses which are not compatible with adjacent Lagoon or wetlands to permitted compatible uses. The adopted Land Use Element and Shoreline Park and Detroit Drive Plans, as well as the Shoreline zoning district allow for a limited number of recreation related land uses. Some land uses not directly related to recreation or marine areas can be compatible with the shoreline and Lagoon environment. Similarly, uses and development types which are not compatible due to concerns about noise, runoff, habitat, and aesthetics should be restricted.

C/OS 1.6: Public Access. Continue to require public access from new developments adjacent to the Lagoon and Shoreline consistent with the *Shoreline Park Specific Plan*.

11.2.3 Zoning

The City of San Mateo Zoning Ordinance, Title 27 of the Municipal Code (City of San Mateo, 2015), regulates certain things, such as building height and setback to promote public health and safety, conserve property values, protect the character and stability of neighborhoods, reduce land use conflicts, and support other community goals. The current zoning for the WWTP Site parcels, the Dale Avenue Pump Station, and the proposed in-system storage locations are shown in Table 11-2. The WWTP Site zoning is shown on Figure 11-3.

Chapter 27.74 of the Zoning Ordinance describes the requirements for special use permits. The zoning code identifies permitted uses for each land use type in the City. In addition, the Zoning Ordinance recognizes that other uses may be necessary or desirable in a given district but may have influence upon neighboring uses or public facilities; these uses need to be carefully regulated with respect to location or operation for the protection of the community. Such uses are classified as “special uses.”

Chapter 27.06 of the Zoning Ordinance notes that “[e]very project which is fully or partially funded by the City and which is subject to Planning Commission review under 27.06.040” requires final approval by the City Council (City of San Mateo, 2015). These approvals include special use permits, SPAR, and site development permits.

TABLE 11-2

Current Zoning

Programmatic Environmental Impact Report, City of San Mateo Clean Water Program

Parcel	Zoning	Permitted Uses
Existing WWTP	S – Shoreline	<p>Public parks and recreation facilities, including but not limited to public open space, parks, bathing beaches, fishing piers, marinas, boardwalks, bicycle and pedestrian paths, trails, picnic areas, and other similar uses.</p> <p>Open space for the preservation, maintenance, and enhancement of lands in their natural state, or their restoration, and as habitat for wildlife.</p> <p>Private boat facilities in Marina Lagoon.</p> <p>Uses that may also be permitted if their site locations and proposed development plans are first approved as provided in Chapters 27.06 through 27.12, 27.62, 27.74 and 27.80 include public facilities, including but not limited to, transmission lines, sanitary and storm sewer installations, treatment plants, and pumping stations, streets, and water distribution systems.</p> <p>Other requirements include setbacks. When an S-zoned parcel is contiguous to any Residential (R) district, an adequate landscape buffer shall be maintained adjacent to the R-zoned property. The depth (width) of this buffer shall be at least 15 feet and shall be landscaped. Parking may be located in the buffer setback area, subject to landscaping screening requirements.</p>

TABLE 11-2

Current Zoning*Programmatic Environmental Impact Report, City of San Mateo Clean Water Program*

Parcel	Zoning	Permitted Uses
		Alterations or additions to the existing WWTP would require a modification of the existing special use permit.
Detroit Drive Parcel	S – Shoreline	See description for Existing WWTP.
Bayfront Parcels (3)	S – Shoreline	See description for Existing WWTP.
Dale Avenue Parcel	OS – Open Space	Parks, playgrounds, community centers and facilities that are publicly owned; vacant land for open space preservation. Public utility facilities are allowed if a special use permit is approved.
Dale Avenue Pump Station	R1-C – One Family Dwelling “C”	Include one-family detached dwellings, secondary units under certain provisions, accessory structures, and community care facilities. Minimum parcel size of 5,000 square feet and parcel width of 50 feet. Public utility facilities are allowed if a special use permit is approved.
Abbot Middle School	R1-B – One Family Dwelling “B”	Include one-family detached dwellings, secondary units under certain provisions, accessory structures, and community care facilities. Minimum parcel size of 6,000 square feet and parcel width of 60 feet. Public utility facilities are allowed if a special use permit is approved.
Bay Meadows Phase II Park	BMSP – Bay Meadows Specific Plan	Parks, playgrounds, community centers, and facilities that are publicly owned; vacant land for open space preservation. Public utility facilities are allowed if a special use permit is approved.
California Water Services Company	R3 – Multiple Family Dwellings – Medium Density	Uses permitted include any in the R1 and R2 zoning, multiple family dwellings, and accessory uses necessary to these buildings. Public utility facilities are allowed if a special use permit is approved.
Caltrain Station – Park Green Development	TOD – Transit Oriented Development	Uses designated in the Rail Corridor Plan Land Use Plan. Nondesignated uses that the Planning Commission concludes are so similar to any specifically permitted use, as designated in the Rail Corridor Plan Land Use Plan, so as to be virtually identical thereto in terms of impact and land use requirements may also be allowed as special uses, subject to review and approval as a special use permit by the Planning Commission.
Central Park	OS – Open Space	Parks, playgrounds, community centers, and facilities that are publicly owned; vacant land for open space preservation. Public utility facilities are allowed if a special use permit is approved.
Fiesta Meadows Park	OS – Open Space	Parks, playgrounds, community centers and facilities that are publicly owned; vacant land for open space preservation. Public utility facilities are allowed if a special use permit is approved.
Hillsdale High School	R1-B – One Family Dwelling “B”	Include one-family detached dwellings, secondary units under certain provisions, accessory structures, and community care facilities. Minimum parcel size of 6,000 square feet and parcel width of 60 feet. Public utility facilities are allowed if a special use permit is approved.
Hillsdale Shopping Center	C2-2/Q5 – Regional/Community Commercial, Qualified	Uses include hotels, restaurants, medical clinics, offices, retail uses, and parking facilities. Projects requiring a SPAR may be required to make additional findings related to design and traffic/transit. Public utility and public service uses may also be permitted, subject to approval of a special use permit.
Martin Luther King Park	OS – Open Space	Parks, playgrounds, community centers, and facilities that are publicly owned; vacant land for open space preservation. Public utility facilities are allowed if a special use permit is approved.

TABLE 11-2

Current Zoning*Programmatic Environmental Impact Report, City of San Mateo Clean Water Program*

Parcel	Zoning	Permitted Uses
San Mateo County Expo Center	A - Agricultural	Include all uses commonly classified as agriculture, horticulture, or forestry, including crop and tree farming, and nursery operation; horse racetracks; public parks and recreation areas; golf courses; and public utility facilities.
San Mateo County Hospital	R1-C – One Family Dwelling “C”	Include one-family detached dwellings, secondary units under certain provisions, accessory structures, and community care facilities. Minimum parcel size of 5,000 square feet and parcel width of 50 feet. Public utility facilities are allowed if a special use permit is approved.
Trinta Park	OS – Open Space	Parks, playgrounds, community centers, and facilities that are publicly owned; vacant land for open space preservation. Public utility facilities are allowed if a special use permit is approved.

Source: City of San Mateo, 2015; Title 27–Zoning

11.2.4 Shoreline Park Specific Plan

The *Shoreline Park Specific Plan* (City of San Mateo, 1979) addresses 885 acres around the north end of Marina Lagoon and along the adjacent shoreline, and it provides greater detail than the General Plan regarding policies and requirements for development in this area. The WWTP Site is located in Plan Area 3, Seal Cove. The plan identifies several improvement and recreational opportunities for this area, including preservation of existing natural vegetation, development of bicycle and pedestrian paths, and park improvements for public parks and recreation purposes. Privately owned lands bounded by J. Hart Clinton Drive and Detroit Drive, primarily the Bayfront parcels, are allowed marine commercial, recreational, mini-warehouse, and light industrial uses. Hotel and restaurant uses are not allowed due to proximity to the WWTP.

11.2.5 City of San Mateo Development Permit

Chapter 23.40 of the Municipal Code was adopted in part to protect public and private lands from erosion, earth movement, and flooding; to preserve the natural scenic character of the City; and to maximize visually pleasant relationships with adjacent sites during development activities, including grading and removal of major vegetation. Depending on the quantity of grading, a site development permit is required for site development on private property and may also be used for review of public projects that require a planning application and public review. A permit would include requirements such as slope setback.

11.3 Assessment Methods and Thresholds of Significance

The assessment of potential impacts was based on Appendix G of the CEQA Guidelines. Impacts on land use may occur if the CWP would result in the following:

- Physically divide an established community.
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the program (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.
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

11.4 Environmental Impacts

Table 11-3 summarizes environmental impacts.

TABLE 11-3

Summary of Land Use Impacts

Programmatic Environmental Impact Report, City of San Mateo Clean Water Program

Impact	In-System Storage Program	Full Conveyance Program	New Headworks Project	Primary Clarifier Project
Impact 11-1. The CWP would include development that could divide an established community.	Less than significant impact with mitigation			
Impact 11-2. Implementation of the CWP could conflict with City of San Mateo land use and zoning regulations.	Less than significant impact with mitigation			
Impact 11-3. Implementation of the CWP would not conflict with habitat or natural conservation plans.	No impact	No impact	No impact	No impact

Impact 11-1. The CWP would include development that could divide an established community.

In-System Storage Program

The existing WWTP presents a partial barrier for residents travelling on foot or by bicycle between the east and west sides of the facility and to the recreation fields and parks adjacent to the WWTP. Currently, pedestrians and bicyclists travel around the WWTP by using Dale Avenue, a small access road west of the facility, Detroit Drive, north of the facility, and Joinville Park Road, east of the facility. Construction for the In-System Storage Program would likely result in the closure of Detroit Drive for approximately 10 years; depending on the final configuration of new WWTP facilities, this section of Detroit Drive may be permanently closed. The access roads on the east and west sides of the existing WWTP may also be temporarily closed by construction. These closures could affect access to other parts of the community and could increase the division between the existing neighborhoods to the east and west of the WWTP Site. Implementation of **Mitigation Measure 11-1 Provide pedestrian and bicycle access around the WWTP Site** would reduce impacts to a less than significant level by providing a clearly marked, safe, and accessible route past the WWTP Site.

Collection system projects for the In-System Storage Program would be located primarily underground, in streets or in dedicated City rights-of-way. The only new permanent aboveground structures associated with collection system projects would be minor modifications of existing pump station appurtenances. The in-system storage basins would be located under parking lots, recreation fields, or parks, and the only aboveground structures would be access hatches and vents. These facilities would not divide an established community. Construction of collection system projects may require short-term closures, typically up to a week or two, of one or two lanes of existing roadways. These closures would not be permanent or result in the division of an established community.

With implementation of **Mitigation Measure 11-1 Provide pedestrian and bicycle access around the WWTP Site**, the potential of the In-System Storage Program to cause impacts from the division of an established community would be less than significant.

Full Conveyance Program

The Full Conveyance Program would include similar facilities in the same locations on the WWTP Site and collection system sites as the In-System Storage Program, except for the in-system storage basins.

Therefore, the same potential impacts would occur, and the same mitigation measures would apply as described for the In-System Storage Program. The only other exception would be the new Dale Avenue Pump Station, which is part of the Full Conveyance Program but not the In-System Storage Program. The new pump station would be constructed on the existing Dale Avenue Pump Station site. Although the site is located in a residential area, it is not publicly accessible and addition of the new pump station to the site would not result in a new division of the neighborhood.

With implementation of **Mitigation Measure 11-1 Provide pedestrian and bicycle access around the WWTP Site**, the potential of the Full Conveyance Program to cause impacts from the division of an established community would be less than significant.

New Headworks Project and Primary Clarifier Project

The New Headworks Project and the Primary Clarifier Project would be constructed on the WWTP Site. Therefore, as described for the In-System Storage Program, closure of Detroit Drive could affect residents' ability to access other parts of the community and could increase the division between the existing neighborhoods to the east and west of the WWTP Site. Implementation of **Mitigation Measure 11-1 Provide pedestrian and bicycle access around the WWTP Site** would reduce impacts to a less than significant level by providing a clearly marked, safe, and accessible route past the WWTP Site.

With implementation of **Mitigation Measure 11-1 Provide pedestrian and bicycle access around the WWTP Site**, the potential for the New Headworks Project and the Primary Clarifier Project to cause impacts from the division of an established community would be less than significant.

Impact 11-2. Implementation of the CWP could conflict with City of San Mateo land use and zoning regulations.

In-System Storage Program

The current land use and zoning designations are listed in Tables 11-1 and 11-2, respectively, for parcels in the Program Area where in-system storage projects may be constructed. As shown in the tables, the current zoning for the Detroit Drive parcel, the Bayfront parcels, and all the potential in-system storage basins, except the County Expo site, does not include public facilities such as wastewater treatment as allowed uses. In all cases, a special use permit approved by the City and subject to certain conditions and findings would be required to construct the facilities at these locations. Implementation of **Mitigation Measure 11-2 Obtain approval for a special use permit for each applicable parcel** would bring the In-System Storage Program into compliance with zoning regulations. The use permit for the existing WWTP facility would also be amended, as needed, for facilities to be located there. In addition, the Planning Commission may conclude during the use permit application process that some parcels would require a change in land use designation for consistency. In particular, the Bayfront parcels and/or the Dale Avenue parcel in the WWTP Site may require a land use change from Regional/Community Commercial and Single-Family Residential, respectively, to Public Facility. As described in **Mitigation Measure 11-2**, this approval would be made by the City Council.

The design of the facilities on the WWTP Site could conflict with general plan design policies, such as LU 4.5: Wastewater Treatment Plant Expansion, and shoreline design-related zoning requirements, such as setbacks and buffers. The potential effects of these conflicts are detailed in Chapter 3, Impact 3-1. With implementation of **Mitigation Measure 3-1 Obtain design review approval**, impacts from conflicts with design-related General Plan policies or zoning requirements would be less than significant.

With implementation of **Mitigation Measure 11-2 Obtain approval for a special use permit for each applicable parcel** and **Mitigation Measure 3-1 Obtain design review approval**, potential impacts of the In-System Storage Program from conflicts with City land use and zoning regulations would be less than significant.

Full Conveyance Program

The Full Conveyance Program would include similar facilities in the same locations on the WWTP Site and collection system sites as the In-System Storage Program, except for the in-system storage basins. Therefore, the same potential impacts for parcels in the WWTP Site would occur, and the same mitigation measures would apply as described for the In-System Storage Program. The only other exception would be the new Dale Avenue Pump Station, which is part of the Full Conveyance Program but not the In-System Storage Program. The new pump station would be constructed on the existing Dale Avenue Pump Station site. The special-use permit for the existing site may need to be modified for the pump station. No conflicts with land use and zoning regulations from the new Dale Avenue Pump Station would occur.

With implementation of **Mitigation Measure 11-2 Obtain approval for a special use permit for each applicable parcel** and **Mitigation Measure 3-1 Obtain design review approval**, potential impacts of the Full Conveyance Program from conflicts with City land use and zoning regulations would be less than significant.

New Headworks Project and Primary Clarifier Project

The New Headworks Project and the Primary Clarifier Project would be constructed on the WWTP Site, likely on the Detroit Drive parcel. As previously described for the In-System Storage Program, the current zoning for the Detroit Drive parcel does not include public facilities, such as headworks and primary clarifiers. A special use permit approved by the City and subject to certain conditions and findings would be required to construct the New Headworks Project and the Primary Clarifier Project on the Detroit Drive parcel. Implementation of **Mitigation Measure 11-2 Obtain approval for a special use permit for each applicable parcel** would bring the New Headworks Project and the Primary Clarifier Project into compliance with zoning regulations. In addition, design of these projects could conflict with General Plan design policies and shoreline design-related zoning requirements. The potential effects of these conflicts are detailed in Chapter 3, Impact 3-1. With implementation of **Mitigation Measure 3-1 Obtain design review approval**, impacts from conflicts with design-related General Plan policies or zoning requirements would be less than significant. With implementation of **Mitigation Measure 11-2 Obtain approval for a special use permit for each applicable parcel** and **Mitigation Measure 3-1 Obtain design review approval**, potential impacts of the New Headworks Project and the Primary Clarifier Project from conflicts with City land use and zoning regulations would be less than significant.

Impact 11-3. Implementation of the CWP would not conflict with habitat or natural conservation plans.

As discussed in Chapter 5, Impact 5-6, the Program Area is not located within the boundary of an adopted habitat conservation plan. Portions of western San Mateo are located within the Recovery Plan for Serpentine Soil Species of the San Francisco Bay Area (City of San Mateo, 2010). However, no collection system projects for either the In-System Storage Program or the Full Conveyance Program would be located on serpentine soils (see Chapter 7) and would, therefore, not be located in the recovery plan area. No conflict with provisions of an adopted habitat conservation plan, natural community conservation plan, or other plan from the In-System Storage Program, Full Conveyance Program, New Headworks Project, or Primary Clarifier Project would occur. No mitigation would be required.

11.5 Mitigation Measures

Mitigation Measure 3-1 Obtain design review approval is described in Chapter 3.

Mitigation Measure 11-1 Provide pedestrian and bicycle access around the WWTP Site.

The City shall identify and establish a pedestrian and bicycle access route around the WWTP Site to allow pedestrians and bicyclists to traverse between residential and recreation uses to the east and west of the WWTP Site. Different routes may be used for temporary access during construction and for permanent access. The route shall meet all applicable health and safety codes and include clear signage to direct users to the route. Route options include a new access trail between the southern wall of the WWTP and Leslie

Creek; a pedestrian/bike bridge over Leslie Creek to connect to existing recreation areas; and a designated pathway from Dale Avenue parcel north on Detroit Drive to Joinville Park Road and south.

Mitigation Measure 11-2 Obtain approval for a special use permit for each applicable parcel.

The City of San Mateo Department of Public Works shall apply for a special use permit prior to approval of any project on a parcel where wastewater collection, pumping, or treatment facilities are not a regularly-permitted use. If appropriate, the WWTP Site shall be addressed as a single special use permit. Permit applications shall be reviewed and approved by the Planning Commission and City Council if all conditions are met.

11.6 References

California Department of Conservation. 2015. Farmland Mapping and Monitoring Program website.

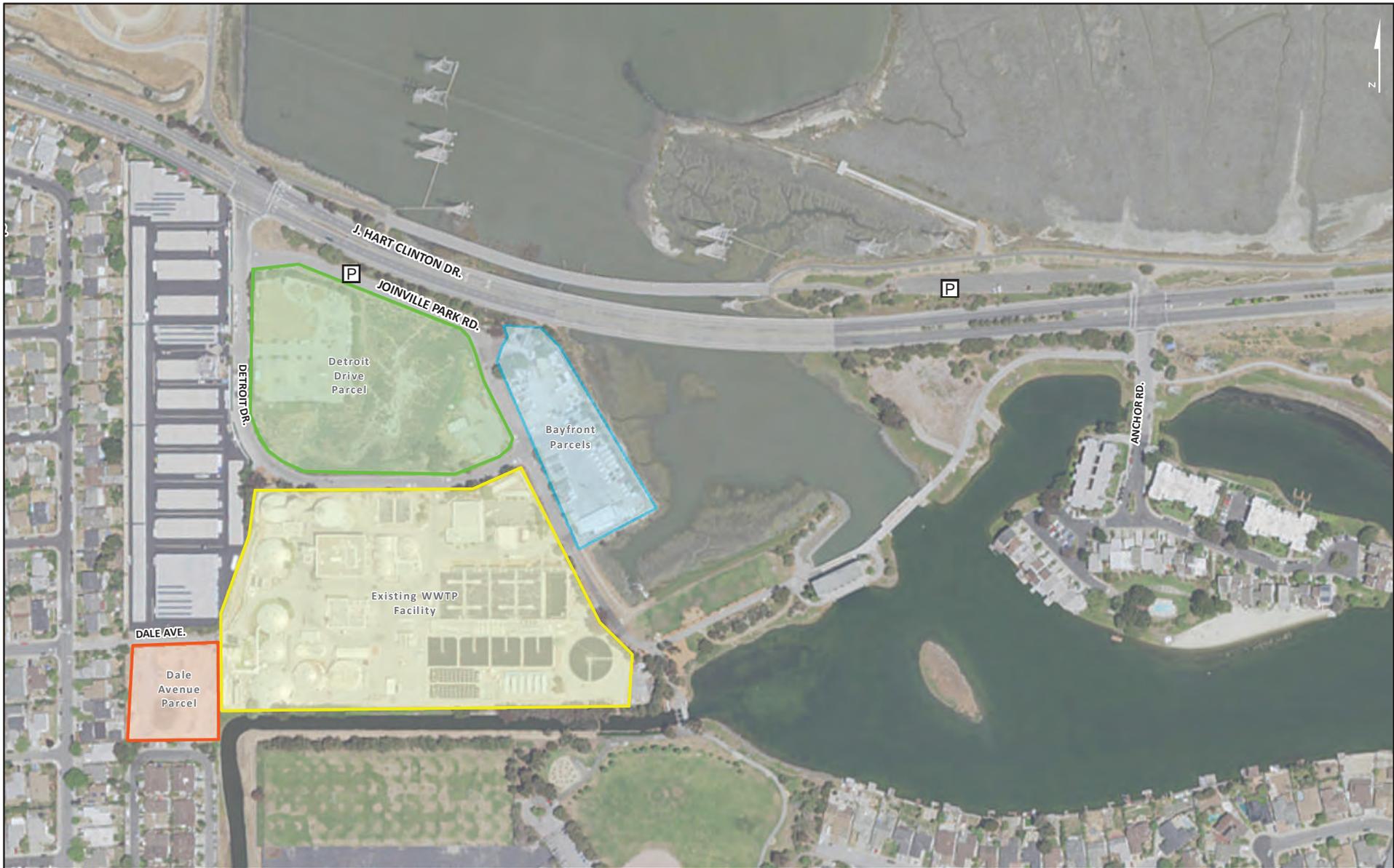
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City of San Mateo. 1971. Shoreline Park Specific Plan. Revised 1979, 1990.

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_____. 2010. *City of San Mateo General Plan – Vision 2030*. Resolution No. 134-2010. Adopted by the City Council on October 18.

_____. 2015. *San Mateo City Charter and Municipal Code*. Available at <http://qcode.us/codes/sanmateo/>. Effective as of September 17.



- P Potential Construction Parking
- Existing WWTP Facility
- Bayfront Parcels
- Dale Avenue Parcel
- Detroit Drive Parcel

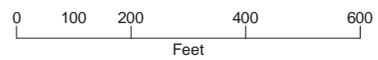


Figure 11-1
WWTP Site Parcels
 Programmatic Environmental Impact Report
 City of San Mateo Clean Water Program

Coordinate System: NAD 1983 UTM Zone 10N. Source: Esri Map Services, County of San Mateo



- Regional Community Commercial
- Public Facility
- Single Family Residential



Figure 11-2
WWTP Site Land Use
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City of San Mateo Clean Water Program



- Open Space
- Shoreline



Figure 11-3
WWTP Site Zoning
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City of San Mateo Clean Water Program