

# Other Required California Environmental Quality Act Considerations

## 18.1 Cumulative Impacts

This chapter summarizes the cumulative impacts associated with implementation of the proposed Project.

### 18.1.1 Introduction

Cumulative impact analysis is an important component of the environmental documentation and approval process and is required by CEQA. Cumulative impacts could occur when the effects of the proposed Project are combined with other planned and foreseeable projects such that environmental impacts are more intense or longer in duration.

According to State CEQA Guidelines Section 15130(a), “an EIR shall discuss cumulative impacts of a project when the project’s incremental effect is cumulatively considerable.” “Cumulatively considerable” means that the incremental effects of an individual project are considerable when viewed in connection with the effects past projects, the effects of other current projects, and the effects of possible future projects. As stated in State CEQA Guidelines Section 15355, cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time. In addition, Section 15130(b) identifies that the following elements are necessary for an adequate cumulative analysis:

- Either:
  - A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or,
  - A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.
- A definition of the geographic scope of the area effected by the cumulative effect and a reasonable explanation of the geographic limitation used;
- A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available; and
- A reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable, feasible options for mitigating or avoiding the project’s contribution to any significant cumulative impacts.

Where a lead agency is examining a project with an incremental effect that is not cumulatively considerable, a lead agency need not consider that effect significant but shall briefly describe its basis for concluding that the incremental effect is not cumulatively considerable.

## 18.1.2 Cumulative Setting

The geographic area for the cumulative analysis considers the nature of the potential impacts that could result from construction and operation of the proposed UFES Project and other projects. The majority of impacts are *construction* impacts that would occur at or near the Project site. Therefore, construction of projects in the area of the proposed UFES Project are considered in the analysis.

The cumulative impacts analysis focuses on the environmental resources analyzed in Chapters 3 through 17 of this document. Additional information about the setting for each of these resources can be found in each of the individual resource chapters. The cumulative setting conditions are based on the existing land uses within the Project area, which exist as a result of past and present development activity. In addition, consideration was given to new development projects that may occur during the proposed Project implementation period. Although the exact nature and extent of these future projects is not known, the general character of foreseeable future development is expected to be consistent with approved land use plans that apply to the area (primarily the City of San Mateo General Plan) and similar in nature to current development projects. Because most construction-related projects result in localized impacts, the geographical scope of the projects that were considered was limited to those that occur within approximately 1 mile of the Project site. Foreseeable future projects are generally expected to include the following.

- Other CWP projects – Projects associated with the CWP are expected to occur over the next 10 to 20 years throughout the City’s collection system, as well as at the WWTP, which is located approximately 1.5 miles northeast of the Project site. Collection system projects include improvements to existing sewer lines and pump stations. Construction of these improvements would generally last approximately 6 to 12 months. Construction of the new WWTP is expected to last approximately 5 years.
- Other general municipal projects - Consistent with typical utility operations, routine maintenance work and minor capital improvement projects are expected to occur throughout the City; for example, small water pipeline installations, storm drain repairs, and road resurfacing. Some of these activities may occur at the same time as construction of the proposed Project; however, the scale of these individual projects would be small.
- Hillsdale Shopping Center - Currently under construction. This project consists of the partial demolition of existing structures, and addition of a new outdoor plaza consisting of new shops, restaurants, and entertainment venues including a new luxury cinema.
- Franklin Templeton Office – Currently under construction. This project entails the completion of the Franklin Templeton Investments Global Headquarters campus and consists of the construction of two 122,630-square-foot four-story office buildings totaling 245,260 square feet on the parcels west of the existing Franklin Templeton buildings. The project includes below-grade and at-grade parking providing a total of 274 new parking spaces, bicycle parking at-grade and bicycle racks in the underground parking garages, and related site improvements. Access to the proposed building would be provided by the existing driveways on Franklin Parkway and Saratoga Drive.
- 477 E. Hillsdale Blvd. – Currently under pre-application review by City Planning. A Planning Pre-Application is under review for the demolition of the existing Hillsdale Inn motel and a self-service car wash and the development of a new 151-unit apartment complex with resident lobbies, business lounge, community rooms, and fitness room on 3.06 acres.
- Hampton Inn and Suites Hotel – City Planning has approved the application. This project consists of the demolition of an existing Best Western Hotel, and the construction of new 182-room/suite Hampton Inn & Suites Hotel (86,859 square feet, five-stories), and 146 ground-level parking spaces.

- Atria Hillsdale Renovation – Currently under construction. This project includes the construction of a new building to house 40 Memory Care residents at the location of the existing single-story Skilled Nursing Facility, which is currently vacant. The new building would be connected to the adjacent existing three-story (105 beds) Assisted Living building via a new shared main entrance. The existing Assisted Living Facility currently houses 145 residents. The proposed project would move 40 beds to the new Memory Care facility and keep 105 beds in the Assisted Living facility.
- 6-1, 2, and 3 Waters Park Drive (PA18-013) – Application currently under review by City Planning. The project consists of the demolition of all existing offices and construction of 190 residences, including mix of two-story detached single-family residences, three- and four-story attached townhomes and flats, and new publicly accessible, trail along Borel Creek.
- Concar Passages (PA17-083) - Application Under Review by City Planning. This project includes the demolition of existing commercial buildings on site and construction of 961 multi-family dwelling units and 32,000 square feet of commercial/retail space (including retention of Trader Joe’s and 7-Eleven). The site is approximately 14.5 acres and currently occupied by the Concar Shopping Center, Shane Jewelers, and 7-Eleven. The project includes 73 housing units, daycare facility, and over 3 acres of open space and recreational areas.
- Station Park Green Development – Currently under construction. This project includes the construction of a mixed-use transit-oriented development with office, retail residential and public use facilities, including parks. The project is comprised of up to 599 dwelling units, a minimum of 25,000 square feet of retail space, a minimum of 10,000 square feet of office space, and at least 2 acres of open space on S. Delaware Street and Concar Drive.
- 1650 S. Delaware (PA17-066) - City Planning has approved the application. This project consists of the demolition of the existing office building, removal of the existing 26 trees on the site, and construction an approximately 123,241 square foot five-story structure for 73 residential apartment units, including an at-grade parking garage containing 98 vehicular parking spaces and 96 long-term bicycle spaces.
- Bay Meadows Transit-Oriented Development – Currently under construction. The development consists of ongoing continued buildout of the Bay Meadows project, which is occurring on 83 acres of the former Bay Meadows racetrack. Most development permits were approved in 2008, and the community is partially built. At buildout, the community is expected to consist of over 1,000 residential units with integrated office and retail sites.
- Hillsdale Terraces - City Planning has approved the application. This project includes the demolition of existing structures to construct a new five-story structure with 68 to 74-unit residential condominiums and a three-level below-grade parking garage.
- BRIDGE Housing, 2775 S. Delaware Street – City Planning has approved the application. This project includes the construction of a 68-unit affordable housing apartment complex with a lobby, community room, multi-purpose room, laundry facility, and podium court. The project is located on a 1-acre site within the Bay Meadows development adjacent to the Nueva School.
- 1 Carey School Lane (PA18-029) – Currently under pre-application review by City Planning. This project would consist of the demolition of the existing one-story classroom building and construction of a new two-story classroom and multi-purpose room building. Site improvements to existing courtyard would also be included.
- 1495 S. El Camino Real (PA17-030) - Currently under pre-application review by City Planning. This project would consist of the demolition of the existing single-story office building and construction of retail building with one level of below-grade parking.

### 18.1.3 Cumulative Analysis

The cumulative impacts analysis is based on the analysis of environmental resources in Chapters 3 through 17 of this document, together with the potential effects from the projects discussed above.

### 18.1.4 Aesthetics

Visible components of the proposed Project would be related to temporary construction activities and limited permanent at-grade and aboveground facilities. The extent of other potential development in this area is not expected to further degrade views, as all projects that include large, aboveground features would follow the City's processes for design review as part of the City's special use permit process. This process would help minimize the potential for aesthetic impacts through local review of architectural design, landscaping, lighting, surface painting, and similar architectural and landscape treatments.

### 18.1.5 Air Quality

The majority of air emissions associated with the Proposed Project would be construction-related and would cease upon Project completion. In general, operation of the proposed Project as well as other potential development would be consistent with the Association of Bay Area Governments growth projections used in the preparation of regional air plans (e.g., Bay Area 2010 Clean Air Plan). The extent of potential development in the vicinity of the proposed Project is not expected to further contribute to odor generation. There would be no cumulative impacts as a result of these activities.

Other development in the area may contribute to VOC emissions, but would be subject to BAAQMD permitting requirements for new sources. For all projects occurring in the area, construction equipment would be required to be licensed for use in California pursuant to ARB emissions standards, and standard dust control measures would be implemented during construction pursuant to the BAAQMD CEQA guidelines. Therefore, the proposed Project's cumulative contribution to air quality impacts from VOCs and during construction would not be at a cumulatively considerable level.

### 18.1.6 Biological Resources

Development of the proposed Project would occur in an urbanized area, with little potential for impacts to biological resources. Mitigation measures will be implemented to avoid impacts to nesting birds and, prior to construction beginning, the City will obtain any necessary permits for tree trimming or removal. Other potential development projects occurring in nearby areas would also have limited potential for biological resources impacts due to the urban nature of the surrounding area and limited habitat present. Although the potential for habitat loss appears to be minimal, there is some potential for localized impacts from construction disturbance in a similar manner from construction of other projects in the area; therefore, pre-construction surveys with avoidance and minimization measures will be implemented, consistent with City policies, code provisions, and standard conditions of project approval. With implementation of these measures, the proposed Project's cumulative contribution to biological resources impacts would not be at a cumulatively considerable level.

### 18.1.7 Cultural Resources

Development of the proposed Project would occur in an urbanized area that has been previously disturbed; however, previous cultural surveys indicate the likely presence of undisturbed subsurface archaeological deposits in some portions of the City. Implementation of the proposed Project, in combination with cumulative development, would increase the potential to disturb these undiscovered cultural resources. Pre-construction surveys with avoidance and minimization measures will be implemented, consistent with City policies, code provisions, and standard conditions of project

approval. With implementation of these measures, the proposed Project's cumulative contribution to cultural resources impacts would not be at a cumulatively considerable level.

### 18.1.8 Geology and Soils

Geotechnical impacts related to expansive soils and seismic hazards are site-specific rather than cumulative in nature. However, subsidence related to construction dewatering and lateral spreading are potentially significant cumulative impacts. Like the proposed Project, all development would be subject to uniform site development and construction standards appropriate for regional geology and soil conditions. A geotechnical analysis and report has been completed according to Final PEIR **Mitigation Measure 7-1**. The report provides considerations and recommendations to avoid or minimize potential hazards. Additionally, measures have been included to reduce localized settlement impacts from dewatering and shoring-related settlement. Therefore, with implementation of the recommended measures provided in the geotechnical reports and mitigation measures, the proposed Project's cumulative contribution to geotechnical impacts would not be at a cumulatively considerable level. For an additional discussion of erosion and sediment control, see Hydrology and Water Quality below.

### 18.1.9 Greenhouse Gases

The majority of GHG emissions associated with the Proposed Project would be construction-related and would cease upon Project completion. In general, operation of the proposed Project as well as other potential development would be consistent with the ABAG growth projections and would use electricity from the California power grid. In this manner, all projects are expected to comply with the RPS and AB 32 scoping plan requirements. There would be no cumulative impacts as a result of these activities.

For all projects occurring in the Project area, construction equipment would be required to comply with standard best management practices pursuant to the BAAQMD CEQA guidelines, including minimizing idling times and maintaining equipment in good condition. Therefore, the proposed Project's cumulative contribution to greenhouse gas impacts during construction would not be at a cumulatively considerable level.

### 18.1.10 Hazards and Hazardous Materials

Impacts from hazards and hazardous materials are site-specific rather than cumulative in nature. Like the proposed Project, all projects that include the routine use, storage, transport, and disposal of hazardous construction materials would follow DTSC, EPA, OSHA, and San Mateo Fire Department requirements, including preparation of a hazardous communication program, hazardous materials business plan, and spill prevention and countermeasures plan. Therefore, there would be no cumulative impact.

### 18.1.11 Hydrology and Water Quality

Excavation in the water table requiring dewatering would occur for the proposed Project as well as other projects in the area. Dewatering would be temporary and short term during construction, and therefore, the volume of water to be removed is expected to be minor. Groundwater in the area is ample and is not used as a primary water source.

Development of the proposed Project and other projects in the area could result in erosion and siltation, with subsequent water quality impacts. This is expected to occur primarily during construction, as the operation of the projects in the area are not expected to substantially change from current conditions. For all projects occurring in the area, similar water quality effects could occur during construction and additional effects could occur from rainfall onto developed sites after construction is finished. All projects would follow the San Mateo Countywide Water Pollution Prevention Program, including provisions of its Stormwater Management Plan, including pollution reduction activities for construction

sites. Each project would be required to prepare a stormwater pollution prevention plan to address specific, onsite pollutant sources and controls during and after construction. Therefore, the proposed Project's cumulative contribution to water quality impacts during and after construction would not be at a cumulatively considerable level.

### 18.1.12 Land Use

The proposed Project will require a Special Use Permit related to potential land use impacts. All development projects in the area would be required to follow the City's processes for special use permit and/or design review. This process would help minimize the potential for land use and community impacts through local review of architectural design, landscaping, lighting, surface painting, and similar architectural and landscape treatments. Therefore, there would be no cumulative impact.

### 18.1.13 Noise

Construction of the proposed Project and other projects in the area could result in significant and unavoidable noise impacts. All projects, like the proposed Project, would be required to follow the City's processes for special use permit and/or design review, which is expected to include review for consistency with noise standards in Chapter 7.30 of the San Mateo Municipal Code. All projects would follow the construction noise restrictions in Chapter 7.30 of the Municipal Code, including weekday and weekend construction hour limits, but it is not clear that impacts could be reduced to a less than cumulatively considerable level. As part of City processes for special use permit and/or design review, the proposed Project would implement **Mitigation Measure 12-1**, which includes construction noise minimization measures, noise hotlines, and noise complaint resolution processes. However, mitigation measures would not reduce the significant and unavoidable impact that results from construction of the proposed Project; therefore, the cumulative impact would be temporary but could result in significant and unavoidable noise impacts.

### 18.1.14 Population and Housing

The proposed Project would not induce population and housing growth and would not displace housing or people. Because the Project would have no impact, it would not contribute to cumulative impacts.

### 18.1.15 Public Services

The proposed Project does not contain features that would increase demand for police, fire, hospital, school, or library service during operations. For example, the proposed Project would not induce population and housing growth. During construction, some public services could be disrupted as the result of roadway construction (e.g., temporary rerouting of emergency access). However, service disruptions would typically be no more than a few days for a given project. All projects would implement standard measures to coordinate in advance with emergency service providers and other public services and utilities to establish signage and detours to maintain emergency access or otherwise minimize service interruptions. Therefore, there would be no cumulative impact.

### 18.1.16 Recreation

The proposed Project does not contain features that would increase demand for recreation facilities. For example, the Project would not induce population and housing growth. During construction, access to some parks and recreation facilities could be disrupted as the result of roadway construction. These types of temporary impacts would be temporary and site-specific rather than cumulative in nature. Like the proposed Project, all projects would implement standard measures to coordinate in advance with City parks services to ensure that detours are provided, and park users are aware of the temporary disruptions, as feasible. Therefore, there would be no cumulative impact.

### 18.1.17 Transportation and Traffic

The proposed Project does not contain features that would increase long-term demand for transportation services and facilities – there would be no population growth inducement and operations (e.g., staff levels) would be similar to existing levels. However, the proposed Project would increase vehicle use during construction activities, and also would require street and lane closures that would hinder full use of the local transportation system. For all projects occurring in the area, similar types of transportation effects could occur during construction. This is a potentially significant cumulative impact.

All projects would include general safety standards for traffic control, including measures to ensure traffic safety, bicycle and pedestrian access, and coordination with transit and emergency service providers. Though construction related traffic impacts would be temporary and short term, construction traffic associated with the proposed Project could be cumulatively considerable, when combined with construction traffic associated with surrounding projects. As part of mitigation measure 16-1, a TMP shall be prepared and approved by the City of San Mateo Department of Public Works prior to construction and implemented at all times during construction of the Project. The TMP will include provisions to limit construction activities to avoid peak hours and schedule deliveries and construction materials to periods of minimum traffic flow, as well as implement a Transportation Demand Management Program. Though there will be periods of higher traffic volumes, construction-related traffic related to the proposed Project will cease upon Project completion. Project operations will not result in a higher traffic volume within the Project area. Thus, implementation of the TMP would ensure that the contribution from implementation of the proposed Project to transportation impacts would not be at a cumulatively considerable level.

### 18.1.18 Utilities

The proposed Project does not contain features that would increase demand for water, solid waste, or wastewater during operations. For example, the Project would not induce population and housing growth. Although the proposed Project would result in a slight increased use of electricity during operation, this increase can be easily accommodated by existing and planned energy supplies. PG&E continues to invest in renewable and conventional energy production and future energy supplies to meet regional energy needs, including those of other potential projects. During construction, some utilities could be disrupted from construction within roadways. These types of temporary impacts would be site-specific rather than cumulative in nature. Like the proposed Project, all projects would implement standard measures to coordinate in advance with utility providers to avoid or minimize service interruptions. Therefore, there would be no cumulative impact.

## 18.2 Growth-Inducing Impacts

CEQA Guidelines Section 15126.2(d) requires that an EIR identify the likelihood that a proposed project could “foster” or stimulate “...economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.” The City and its satellite collection systems are subject to Cease and Desist Order No. R2-2009-0020, which requires elimination of SSOs and upgraded sewer capacity. The proposed Project is a component of the CWP, which is necessary to comply with Cease and Desist Order No. R2-2009-0020.

The existing WWTP is permitted to treat an average dry weather flow (ADWF) of 15.7 mgd and currently has sufficient hydraulic capacity to support this flow. The Project would not result in a change to the existing ADWF, but rather would provide adequate system capacity to efficiently convey PWWF and reduce SSOs in the City’s collection system; thus, the Project would not induce population growth.

## 18.3 Significant Irreversible Environmental Changes

CEQA Guidelines Section 15126.2(c) requires agencies to consider to the fullest extent possible irreversible and irretrievable commitments of resources that would be involved in the proposed action should it be implemented. Nonrenewable resources committed for construction of the proposed Project might be irreversible, because commitments of such resources might permanently remove the resources from further use. CEQA requires an evaluation of irretrievable resources to assure that consumption is justified. For example, cultural resources are nonrenewable; therefore, any destruction or loss of those resources is irreplaceable.

The proposed Project would result in the use of construction materials that could not be restored (e.g., metal materials; excavation and/or importing of soils and rocks; and energy used to manufacture, transport, or install the new pipelines) and the use of nonrenewable resources (e.g., fuel) to operate construction equipment. In addition, operation of the facilities would result in minor use of energy resources (e.g., fossil fuels and electricity). Consumption of these nonrenewable energy resources would be minimal and would not represent a significant impact on irreversible and irretrievable environmental commitments.

## 18.4 Significant and Unavoidable Impacts

CEQA Guidelines Section 15126.2(b) requires agencies to describe the significant environmental effects that cannot be avoided if the proposed Project is implemented. Based on the analysis in Chapters 3 through 17, one environmental effect was identified as significant and unavoidable:

- Impact 12-1. Construction of the proposed Project could result in generation of noise levels in excess of standards. On occasion, individual construction equipment could generate noise that exceeds 90 dBA at 25 feet and may exceed 90-dBA at property line depending on where they operate, which is a potentially significant impact. Though temporary, impacts from construction would be significant and unavoidable, depending on the equipment type and location used, for the Project.

All other environmental effects would be mitigated to a less-than-significant level.