San Mateo County Climate Action Plan and General Plan Climate Element

Final Initial Study – Negative Declaration

prepared for

San Mateo County
455 County Center, 4th Floor
Redwood City, California 94063
Contact: Avana Andrade

prepared by

Rincon Consultants, Inc.
449 15th Street, Suite 303
Oakland, California 94612

June 8, 2022

RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers
rinconconsultants.com

Table of Contents

Tables

Figures

Appendices

Initial Study

Proposed Plans Title

San Mateo County Climate Action Plan (CAP) and General Plan Climate Element (GPCE)

Lead Agency/Plan Sponsor and Contact

Lead Agency/Plan Sponsor

San Mateo County
455 County Center, 4th Floor
Redwood City, California 94063

Contact Person

Avana Andrade
(970) 566-1464
aandrade@smcgov.org

Plan Location and Physical Setting

The San Mateo County CAP and GPCE apply to all areas and plans/projects within unincorporated County limits.[1] Figure 1 shows the regional location, and Figure 2 shows the plan location. The plan location includes all of unincorporated San Mateo County lands.

Regional Location and Setting

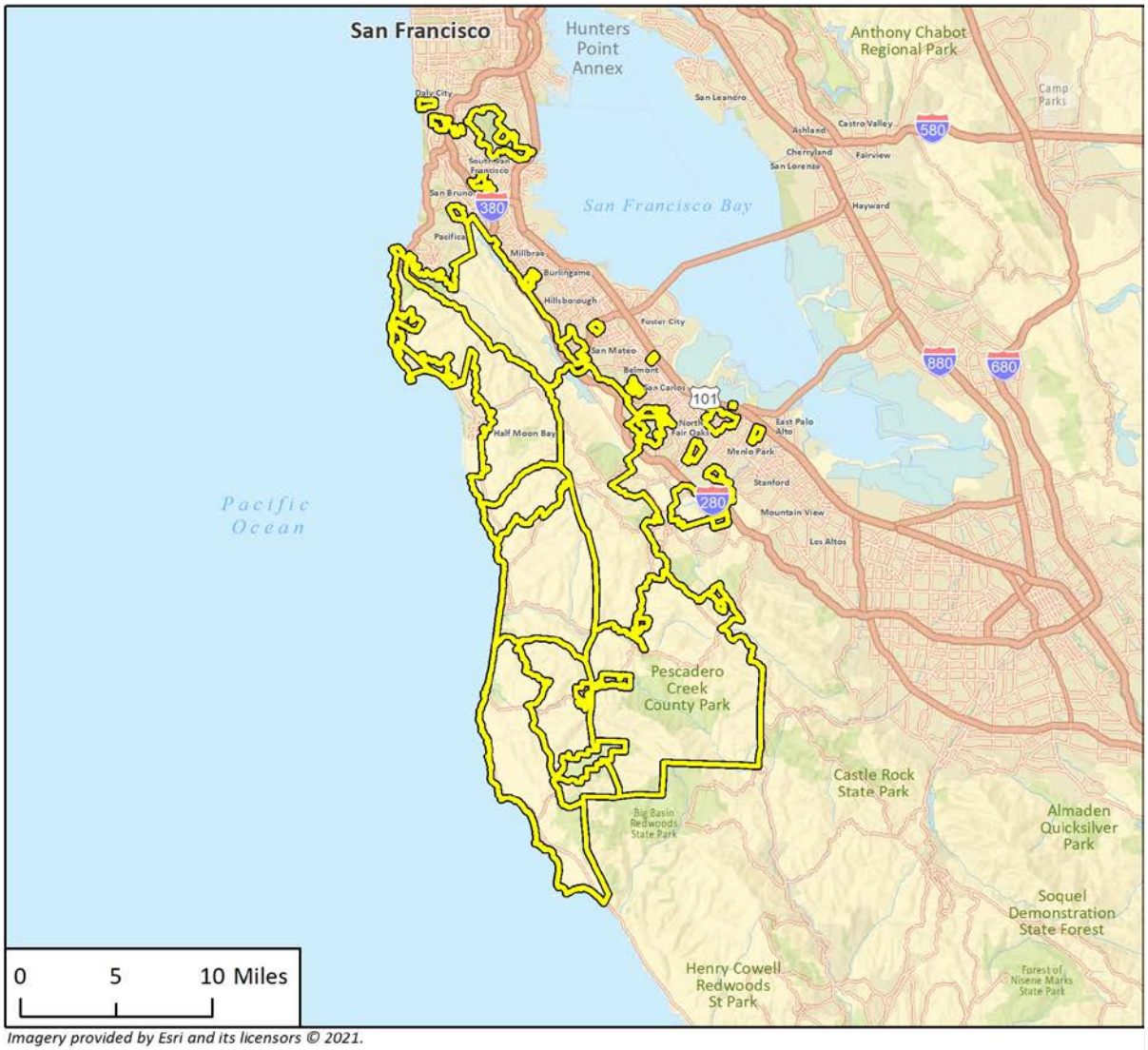
Unincorporated San Mateo County is 305.68 square miles in the Peninsula region of the San Francisco Bay Area. The County is generally bordered by the City and County of San Francisco to the north, the San Francisco Bay to the east, Santa Clara County to the south, and the Pacific Ocean to the west. There are 20 incorporated cities within the County; however, incorporated areas of the County are not addressed as part of the San Mateo County CAP, GPCE, or this Initial Study-Negative Declaration (IS-ND). There are 49 unincorporated areas within the County including but not limited to the areas of Broadmoor, Burlingame Hills, Devonshire, El Granada, Emerald Lake Hills, La Honda, Loma Mar, Menlo Oaks, Miramar, Moss Beach, Montara, North Fair Oaks, Palomar Park, Pescadero, Princeton, San Gregorio, South Coast/Skyline, Sequoia Tract, Stanford Lands, and West Menlo Park.

Vehicular access throughout the County is primarily provided by Interstate (I) 280, State Route (SR) 1, SR 101, SR 92, SR 84, and SR 82. The County is served by several public transit facilities including the Bay Area Rapid Transit (BART) and Caltrain rail lines and San Mateo County Transit District (SamTrans) buses. In addition, the San Francisco International Airport is located northeast of the County, and the San Jose International Airport is located southeast of the County.[2]

[1] Throughout this document, references to areas within the County indicate areas within unincorporated San Mateo County.

[2] San Mateo County. 2017. 2017-2019 Profile. Available: <https://www.smcgov.org/sites/smcgov.org/files/documents/files/BudgetProfile_2017-19.pdf>. Accessed October 1, 2021.

Figure 1 Regional Location



Imagery provided by Esri and its licensors © 2021.

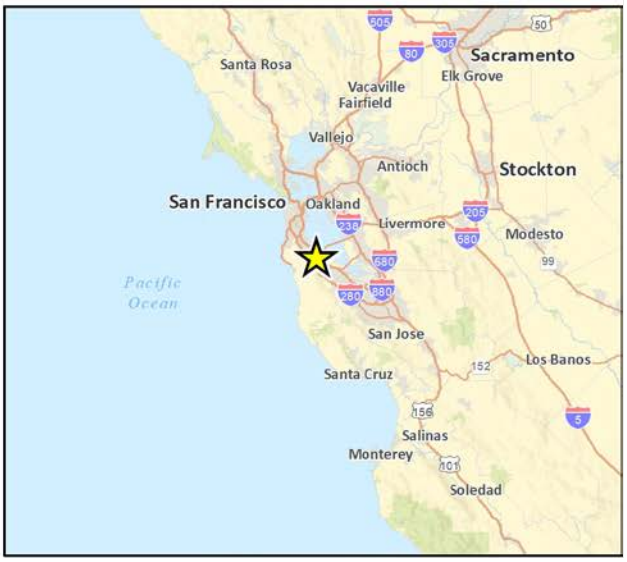
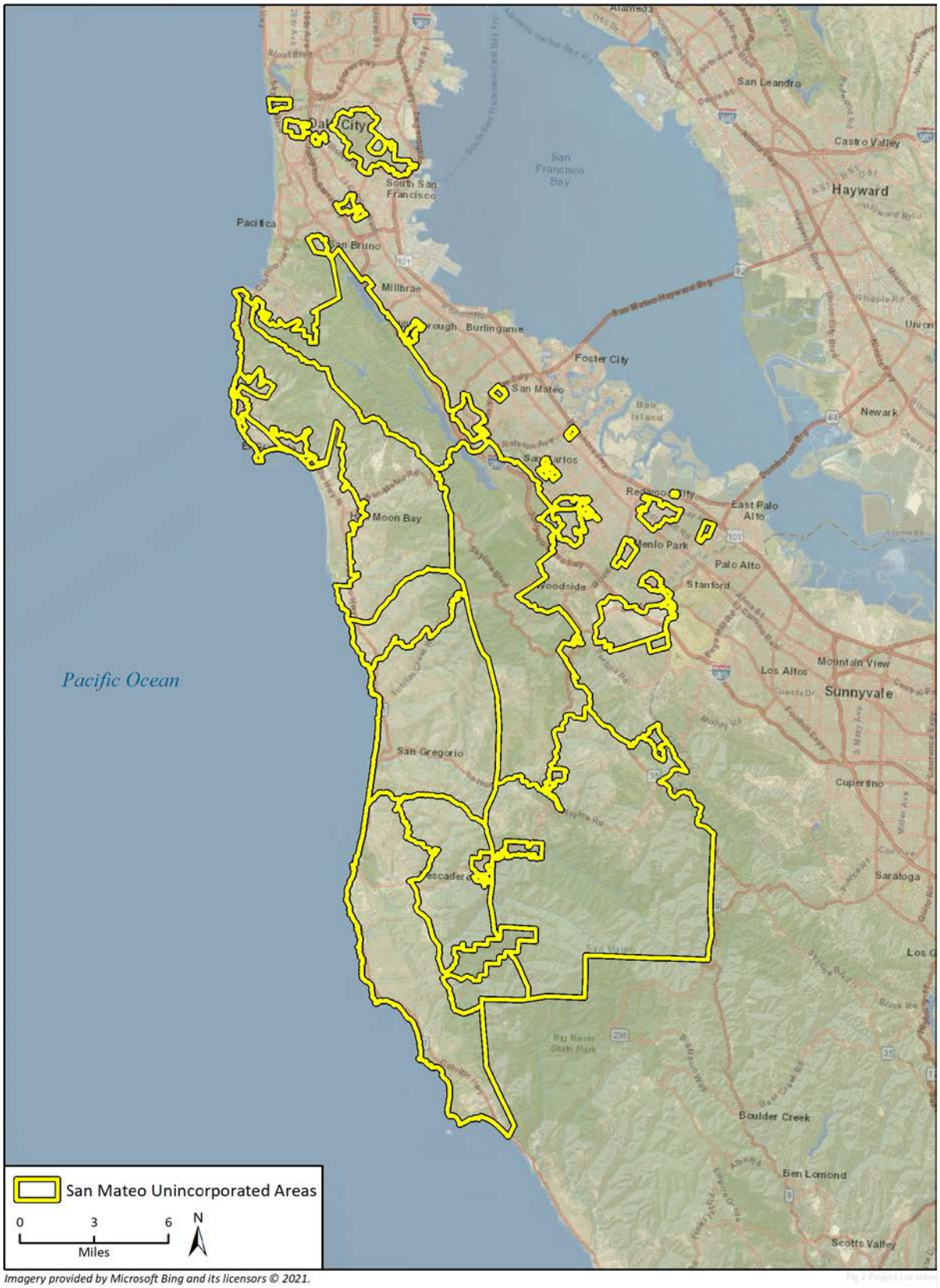


Figure 2 Plan Location



Local Physical Setting

The unincorporated County is characterized by suburban and rural residential land use patterns primarily within the western portions of the County. The County supports a diverse range of industries, including tech and social media companies, agriculture, tourism, manufacturing, and healthcare/pharmaceuticals. Open space, parks, and agricultural uses also comprise a large portion of land uses within the unincorporated portions of the County, with scattered urban and suburban development concentrated along the Pacific Ocean coast and in the northeastern areas of the unincorporated County.[3,4]

The County has a varied topography, with elevations ranging from sea level to 2,572 feet above mean sea level. The Santa Cruz Mountains run north-south through the County and divide the County into a coastal region and bayside region. The coastal region consists of foothills on the western face of the mountains, transitioning to broad, relatively flat coastal terraces. In some areas, coastal terraces with steep cliffs have formed due to wave erosion. The bayside is characterized by mudflats, marshes, and flat alluvial plains near the bay, with rolling foothills to the west at the base of the mountains. The County's varied topography results in microclimates, with the coastal area exhibiting a marine climate with cool, foggy summers and wet winters. In comparison, the bayside region is warmer and sunny in the summers with wet, cool winters.[5]

Existing Sustainability Setting

San Mateo County Sustainability and GHG Reduction Efforts

The County has implemented a variety of environmental programs since 2011 contributing to GHG reductions. The following is a list of primary sustainable and climate protection programs:

- Developed the Regionally Integrated Climate Action Planning Suite working group comprised of the County and the 20 incorporated cities in 2011
- Adopted the Government Operations Climate Action Plan in 2012 and plan update in 2021
- Adopted the communitywide Energy Efficiency Climate Action Plan in 2013
- Joined Bay Area Regional Energy Network (BayREN) in 2013
- Formed Office of Sustainability in 2014
- Peninsula Clean Energy was formed as a community choice aggregate energy agency in 2016
- Began installing electric vehicle (EV) chargers throughout the County in 2016
- Adopted the Municipal Green Building Policy in 2017
- Adopted a resolution affirming the Paris Climate Accord in 2017
- Declaration of Climate Emergency in 2019
- Updated the Building Reach Code in 2020

[3] San Mateo County. 2017. 2017-2019 Profile. Available: <https://www.smcgov.org/sites/smcgov.org/files/documents/files/BudgetProfile_2017-19.pdf>. Accessed October 1, 2021.

[4] San Mateo County. 2021. Planning and Building Map Viewer. Available: <https://gis.smcgov.org/Html5Viewer/Index.html?configBase=https://gis.smcgov.org/Geocortex/Essentials/REST/sites/publicplanning/viewers/HTML52110/virtualdirectory/Resources/Config/Default>. Accessed October 1, 2021.

[5] San Mateo County. 1986. San Mateo County General Plan Overview and Background Issues. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/SMC-GP%201986.pdf>. Accessed October 1, 2021.

Regional Sustainability and GHG Reduction Efforts

In coordination with the State of California and the federal government, San Mateo County has committed to implementing regional and State policies related to GHG emissions reduction. As follows is a summary of the regional GHG emissions reduction efforts, which the San Mateo County CAP and GP Climate Element is intended to be consistent with or exceed.

Plan Bay Area: Strategy for a Sustainable Region

The Metropolitan Transportation Commission (MTC) adopted the Plan Bay Area 2050 in October 2021, which identifies how the Bay Area will meet its GHG emission reduction targets.[6] Plan Bay Area is also considered the Association of Bay Area Governments (ABAG)/MTC Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). In accordance with SB 743, the Plan Bay Area included elements designed to encourage the type of land-use development to meet three primary objectives. First, Roadway Level of Service (LOS) could not be considered an environmental impact under the California Environmental Quality Act (CEQA). Second, it introduced changes to Vehicle Miles Traveled (VMT) per capita as a determinant of environmental impact. Third, the use of VMT as an environmental impact in CEQA is considered a mechanism for achieving State and regional GHG reduction goals.

San Mateo Countywide Transportation Plan 2040

In 2017, the City/County Association or Governments (C/CAG) Board of Directors adopted the San Mateo Countywide Transportation Plan 2040 to provide San Mateo County with a long-range, comprehensive transportation plan for identifying and resolving transportation issues. Transportation planning objectives and policies include integration of transportation and land use plans for sustainable commuting with surrounding counties in the Bay Area.

State Sustainability and GHG Reduction Efforts

As follows is a summary of the State GHG emissions reduction efforts, which the San Mateo County CAP and GP Climate Element is intended to be consistent with or exceed.

California Senate Bill 375

In 2008, Senate Bill 375 (SB 375) enhanced the State's ability to reach AB 32 targets by directing the California Air Resources Board (CARB) to develop regional GHG emissions reduction targets to be achieved from passenger vehicles for 2020 and 2035. In addition, SB 375 directs each of the State's 18 major Metropolitan Planning Organizations (MPO) to prepare a sustainable community's strategy (SCS) that contains a growth strategy to meet such regional GHG emissions reduction targets for inclusion in the respective regional transportation plan (RTP).

On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. ABAG was assigned targets of a ten percent reduction in per capita GHG emissions from passenger vehicles by 2020 and a 19 percent reduction in per capita GHG emissions from passenger vehicles by 2035. On December 10, 2020, ABAG formally adopted the 2020 RTP/SCS, which meets the requirements of SB 375.

[6] Association of Bay Area Governments/Metropolitan Transportation Commission (ABAG/MTC). 2020. Plan Bay Area 2050. Available: <https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_October_2021.pdf>. Accessed July 13, 2020.

California Executive Order S-3-05

In 2005, the California governor issued Executive Order (EO) S-3-05, which identifies Statewide GHG emissions reduction targets to achieve long-term climate stabilization as follows:

- Reduce GHG emissions to 1990 levels by 2020
- Reduce GHG emissions to 80 percent below 1990 levels by 2050

In response to EO S-3-05, California Environmental Protection Agency (CalEPA) created the Climate Action Team (CAT), which in March 2006 published the Climate Action Team Report (the "2006 CAT Report"). The *2006 CAT Report* identified a recommended list of strategies that the State could pursue to reduce GHG emissions. These are strategies that could be implemented by various State agencies to ensure that the emission reduction targets in EO S-3-05 are met and can be met with existing authority of the State agencies. The strategies include the reduction of passenger and light duty truck emissions, the reduction of idling times for diesel trucks, an overhaul of shipping technology/infrastructure, increased use of alternative fuels, increased recycling, and landfill methane capture, among others.

California Assembly Bill 32

In 2006, the California legislature signed Assembly Bill (AB) 32 – the Global Warming Solutions Act – into law, requiring a reduction in Statewide GHG emissions to 1990 levels by 2020 and California Air Resources Board (CARB) preparation of a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 required CARB to adopt regulations to require reporting and verification of Statewide GHG emissions. Based on this guidance, CARB approved a 1990 Statewide GHG level and 2020 limit of 427 MT of CO_2e.

California Climate Change Scoping Plan

In 2008, CARB approved the original California Climate Change Scoping Plan, which included measures to address GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures. Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted and implemented since approval of the Scoping Plan.

California Climate Change Scoping Plan Update (2013)

In 2013, CARB approved the first update to the California Climate Change Scoping Plan. The 2013 Scoping Plan Update defined CARB climate change priorities for the next five years and set the groundwork to reach post-2020 Statewide GHG emissions reduction goals. The 2013 Scoping Plan Update highlighted California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluated how to align the State's longer-term GHG reduction strategies with other State policy priorities, including those for water, waste, natural resources, clean energy, transportation, and land use.

California Executive Order B-30-15

In 2015, the California governor issued Executive Order B-30-15, which established a Statewide mid-term GHG reduction target of 40 percent below 1990 levels by 2030.

California Senate Bill 32

In 2016, the California legislature signed Senate Bill 32 (SB 32) into law, extending AB 32 by requiring further reduction in Statewide GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, as well as implementation of recently adopted policies and policies, such as SB 350 and SB 1383 (see below).

California Climate Change Scoping Plan Update (2017)

In 2017, CARB approved the second update to the California Climate Change Scoping Plan. The 2017 Scoping Plan put an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan Update, the 2017 Scoping Plan Update does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally-appropriate quantitative thresholds consistent with Statewide per-capita goals of six MT of CO_2e by 2030 and two MT of CO_2e by 2050. As stated in the 2017 Scoping Plan Update, these goals may be appropriate for plan-level analyses (city, county, subregional, or regional level), but not for specific individual projects, because they include all GHG emissions sectors in the State.[7]

California Executive Order B-55-18

In 2018, the California governor issued Executive Order B-55-18, which established a new Statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing Statewide GHG reduction targets established by SB 32.

For more information on the Senate and Assembly Bills, Executive Orders, and Scoping Plans discussed above, and to view reports and research referenced above, please refer to the following websites: www.climatechange.ca.gov and www.arb.ca.gov/cc/cc.htm.

Assembly Bill 197, State Air Resources Board Greenhouse Gases Regulations

In 2016, the California legislature approved AB 197, a bill linked to SB 32, which increases legislature oversight over the California Air Resources Board and directs the California Air Resources Board to prioritize disadvantaged communities in its climate change regulations, and to evaluate the cost-effectiveness of measures it considers. AB 197 requires the ARB to "protect the State's most impacted and disadvantaged communities [and] consider the social costs of the emissions of greenhouse gases" when developing climate change programs. The bill also adds two new legislatively appointed non-voting members to the ARB, increasing the Legislature's role in the ARB's decisions.

Senate Bill 350, Clean Energy and Pollution Reduction Act of 2015

In October 2015, SB 350 was signed into law, establishing new clean energy, clean air, and GHG reduction goals for 2030 and beyond. SB 350 codifies Governor Jerry Brown's aggressive clean energy goals and establishes California's 2030 GHG reduction target of 40 percent below 1990 levels. To achieve this goal, SB 350 increases California's renewable electricity procurement goal

[7] California Air Resources Board (CARB). 2017. California's 2017 Climate Change Scoping Plan. Available: <https://ww2.arb.ca.gov/sites/default/files/classic//cc/scopingplan/scoping_plan_2017.pdf>. Accessed March 23, 2021.

from 33 percent by 2020 (legislation originally enacted in 2002) to 50 percent by 2030. Renewable resources include wind, solar, geothermal, wave, and small hydroelectric power. In addition, SB 350 requires the State to double State-wide energy efficiency savings in electricity and natural gas end uses by 2030 from a base year of 2015.

Senate Bill 100, The 100 Percent Clean Energy Act of 2018

In September 2018, Governor Brown signed SB 100, requiring that the State's load serving entities (including energy utilities and community choice energy programs) must procure energy generated 100 percent from Renewables Portfolio Standard (RPS) for eligible renewable resources by 2045.

California Energy Efficiency Strategic Plan of 2008

In September 2008, the California Public Utilities Commission (CPUC) adopted California's first Long Term Energy Efficiency Strategic Plan, presenting a single roadmap to achieve maximum energy savings across all major groups and sectors in California. The Strategic Plan was subsequently updated in January 2011 to include a lighting chapter. The Strategic Plan sets goals of all new residential construction and all new commercial construction in California to be zero net energy (ZNE) by 2020 and 2030, respectively. In 2018, the California Energy Commission voted to adopt a policy requiring all new homes in California to incorporate rooftop solar. This change will go into effect in January 2020 with the adoption of the 2019 Title 24 Code and is a step towards the State achieving its goal of all residential new construction being ZNE by 2020. Additionally, the Strategic Plan sets goals of 50 percent of existing commercial building to be retrofit to ZNE by 2030 and all new State buildings and major renovations to be ZNE by 2025.

California Code of Regulations Title 24 (California Building Code)

Updated every three years through a rigorous stakeholder process, Title 24 of the California Code of Regulations (CCR) requires California homes and businesses to meet strong energy efficiency measures, thereby lowering their energy use. Title 24 contains numerous subparts, including Part 1 (Administrative Code), Part 2 (Building Code), Part 3 (Electrical Code), Part 4 (Mechanical Code), Part 5 (Plumbing Code), Part 6 (Energy Code), Part 8 (Historical Building Code), Part 9 (Fire Code), Part 10 (Existing Building Code), Part 11 (Green Building Standards Code), Part 12 (Referenced Standards Code). The California Building Code is applicable to all development in California. (Health and Safety Code §§ 17950 and 18938(b).)

The regulations receive input from members of industry, as well as the public, with the goal of "[r]educing of wasteful, uneconomic, inefficient, or unnecessary consumption of energy." (Pub. Res. Code § 25402.) These regulations are carefully scrutinized and analyzed for technological and economic feasibility (Pub. Res. Code § 25402(d)) and cost effectiveness (Pub. Res. Code § 25402(b)(2) and (b)(3)).

PART 6 – BUILDING ENERGY EFFICIENCY STANDARDS

CCR Title 24 Part 6 is the Building Energy Efficiency Standards. This code, originally enacted in 1978, establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California's energy demand. The Building Energy Efficiency Standards is updated periodically to incorporate and consider new energy-efficiency technologies and methodologies as they become available. New construction and major renovations must demonstrate their compliance with the current Building Energy Efficiency Standards through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the CEC. Under the 2019

standards, nonresidential buildings will be 30 percent more energy efficient compared to the 2016 standards, and residential homes will be 7 percent more energy efficient. When accounting for the electricity generated by the solar photovoltaic system, residences would use 53 percent less energy compared to homes built to the 2016 standards.

The 2019 Building Energy Efficiency Standards, adopted on May 9, 2018, became effective on January 1, 2020. The 2019 Standards move toward cutting energy use in new homes by more than 50 percent and will require installation of solar photovoltaic systems for single-family homes and multi-family buildings of three stories and less. The 2019 Standards focus on four key areas: 1) smart residential photovoltaic systems; 2) updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa); 3) residential and nonresidential ventilation requirements; 4) and nonresidential lighting requirements. Under the 2019 Standards, nonresidential buildings will be 30 percent more energy-efficient compared to the 2016 Standards, and single-family homes will be seven percent more energy-efficient. When accounting for the electricity generated by the solar photovoltaic system, single-family homes would use 53 percent less energy compared to homes built to the 2016 standards.

PART 11 – CALIFORNIA GREEN BUILDING STANDARDS

The California Green Building Standards Code, referred to as CALGreen, was added to CCR Title 24 as Part 11 first in 2009 as a voluntary code, which then became mandatory effective January 1, 2011 (as part of the 2010 CBC). The 2016 CALGreen institutes mandatory minimum environmental performance standards for all ground-up new construction of non-residential and residential structures. It also includes voluntary tiers (I and II) with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory Green Building Standards and may adopt additional amendments for stricter requirements.

The mandatory standards require:

- 20 percent reduction in indoor water use relative to specified baseline levels;
- 50 percent construction/demolition waste diverted from landfills;
- Inspections of energy systems to ensure optimal working efficiency;
- Low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particleboards;
- Dedicated circuitry to facilitate installation of EV charging stations in newly constructed attached garages for single-family and duplex dwellings; and
- Installation of EV charging stations at least three percent of the parking spaces for all new multi-family developments with 17 or more units.

Similar to the compliance reporting procedure for demonstrating Building Energy Efficiency Standards compliance in new buildings and major renovations, compliance with the CALGreen water-reduction requirements must be demonstrated through completion of water use reporting forms for new low-rise residential and non-residential buildings. Buildings must demonstrate a 20 percent reduction in indoor water use by either showing a 20 percent reduction in the overall baseline water use as identified in CALGreen or a reduced per-plumbing-fixture water use rate.

Senate Bill 1275, Charge Ahead Initiative

In September 2014, Senate Bill 1275 was signed into law, establishing a State goal of one million zero-emissions and near-zero-emissions vehicles in service by 2020 and directing the Air Resources Board to develop a long-term funding plan to meet this goal. SB 1275 also established the Charge Ahead California Initiative requiring planning and reporting on vehicle incentive programs and increasing access to and benefits from zero-emissions vehicles for disadvantaged, low-income, and moderate-income communities and consumers.

Assembly Bill 1493, the Pavley Bill

In 2002, the California State Legislature enacted Assembly Bill 1493 (aka "the Pavley Bill"), which directs the Air Resources Board to adopt standards that will achieve "the maximum feasible and cost-effective reduction of greenhouse gas emissions from motor vehicles," taking into account environmental, social, technological, and economic factors. In September 2009, the ARB adopted amendments to the "Pavley" regulations to reduce GHG emissions in new passenger vehicles from 2009 through 2016. The Pavley Bill is considered to be the national model for vehicle emissions standards. In January of 2012, the ARB approved a new emissions control program for vehicle model years 2017 through 2025. The program combines the control of smog, soot, and greenhouse gases and the requirement for greater numbers of zero emission vehicles into a single package of standards called Advanced Clean Cars.

Assembly Bill 117, Community Choice Aggregation

Assembly Bill 117 establishes the creation of Community Choice Aggregation (CCA) that fosters clean and renewable energy markets. CCA allows cities and counties to aggregate the buying power of individual jurisdictions. The California CCA markets were created as an answer to the brownouts and energy shortages of the early 2000's. AB 117 was passed in 2002 as an answer to California's increased energy independency by incorporating more alternative and renewable energy sources into its energy portfolio. With AB 117, municipalities can provide alternative energy choices to their local carrier (e.g., the Pacific Gas and Electric Company [PG&E]). Marin Clean Energy was the first CCA in the State of California to go online with a 50 percent to 100 percent clean energy portfolio in 2010. Peninsula Clean Energy (PCE) was created in February 2016 when all 20 towns/cities in San Mateo County, plus the County of San Mateo, voted unanimously to form a Joint Powers Authority to administer the program. PCE is a public, locally controlled electricity provider that gives PG&E customers in San Mateo County the choice of having 50 percent to 100 percent of their electricity supplied from clean, renewable sources at competitive rates. CCAs are governed by the California Public Utilities Commission (CPUC). SB 790 further ensures fair and transparent competition by creating a code of conduct and guiding principles for entrants into the CCA field.

Senate Bill 97, CEQA Guidelines for Addressing GHG Emissions

The California Environmental Quality Act (CEQA) requires public agencies to review the environmental impacts of proposed projects, including general plans, specific plans, and specific kinds of development projects. In February 2010, the California Office of Administrative Law approved the recommended amendments to the State CEQA Guidelines for addressing GHG emissions. The amendments were developed to provide guidance to public agencies regarding the analysis, mitigation, and effects of GHG emissions in draft CEQA documents.

Bay Area Air Quality Management District CEQA Guidelines

The Bay Area Air Quality Management District (BAAQMD) encourages local governments to adopt a GHG Reduction Strategy that is consistent with AB 32 goals. The GHG Reduction Strategy may streamline environmental review of community development projects. According to the BAAQMD, if a project is consistent with a GHG Reduction Strategy, then it can be presumed that the project will not have significant GHG impacts. This approach is consistent with State CEQA Guidelines, Section 15183.5:

"Lead agencies may analyze and mitigate the significant impacts of greenhouse gas emissions at a programmatic level, such as…a plan to reduce greenhouse gas emissions. Later project-specific environmental documents may tier from and/or incorporate by reference that existing programmatic review. Project-specific environmental documents may rely on an [Environmental Impact Report] containing a programmatic analysis of greenhouse gas emissions."

The CAP provides a foundation for future development efforts in the County. It is anticipated that environmental documents for future development projects will identify and incorporate applicable GHG reduction measures from the CAP.

Description of the Plans (CAP and GPCE)

The CAP and GPCE incorporate the many climate protection programs noted above that San Mateo County has in place and will continue to reduce GHG emissions. Upon its adoption, the CAP will reflect San Mateo County engagement for the plan's 9-year planning horizon (i.e., by 2030) in addressing climate change, sustainability, and reductions in GHG emissions.

The County has developed the CAP in order to achieve a number of objectives, including reducing GHG emissions, improving quality of life and public health, cultivating community resilience and adaptability, and promoting thriving ecosystems and a thriving economy. The strategies and actions of the CAP would also be incorporated into the County GPCE as policies and sub-policies. As such, in order to incorporate the new GPCE into the GP, the GP would be updated concurrently with the CAP development. The CAP and GPCE have an anticipated horizon year of 2030.

The CAP addresses communitywide GHG emissions and includes a new 2030 target and longer-term 2045 goal for reducing GHG emissions and is intended to provide a framework through its actions for a safer future and enhanced quality of life for the community, new economic opportunities through green jobs, enhanced social equity and citizen engagement on the issue of climate change, and reduced obstacles for building affordable housing. The CAP provides a foundation for future sustainable development efforts in the County. It is anticipated that environmental documents for future development projects would identify and incorporate applicable GHG reduction strategies and actions from the CAP.

The CAP includes a target of reducing communitywide GHG emissions output to 254,621 MT of CO_2e by 2030 (exceeding the California Senate Bill 32 target of 40 percent below 1990 emissions by 2030, which would translate into 277,726 MT of CO_2e by 2030 for San Mateo County). The CAP also includes a longer-term goal of carbon neutrality by 2040 (exceeding the California Executive Order B-55-18 goal of carbon neutrality by 2045). The County is using 2015 as the baseline emissions (i.e., latest GHG emissions inventory) year for the CAP. The CAP assessed herein is based upon the 2015 community-level inventory, contains a list of strategies and respective supporting actions to achieve San Mateo County's sustainability goals, and focuses on actions through 2030 for purposes of meeting the San Mateo County 2030 GHG emissions target.

The 2015 GHG emissions inventory provides an important foundation for the CAP, providing the basis for an emissions back-cast to 1990 to serve as the reference year from which the County's target to reduce emissions 45 percent below 1990 levels by 2030 has been developed. Approximately 396,922 MT of CO_2e total were emitted in unincorporated San Mateo County in 2015. The 2015 inventory also provided the basis for the GHG emissions forecast, against which progress toward the County's 2030 target can be measured. GHG emissions in the 2015 inventory were emitted from the building energy (residential, commercial, and industrial), transportation (on-road, off-road, and rail), waste, water/wastewater, and agriculture sectors. The building energy sector represents emissions that result from electricity and natural gas used in both private and public sector buildings and facilities. The transportation sector includes emissions from gasoline and diesel sales within the County. The transportation sector was the largest contributor to unincorporated San Mateo County's GHG emissions in 2015, followed by building energy. Table 1 provides the unincorporated San Mateo County community GHG emissions in 2015 by sector as well as each sector's percentage of communitywide emissions.

Table 1 Unincorporated San Mateo County 2015 GHG Emissions by Sector

Sector	GHG Emissions (MT of CO_2e)	Percentage of GHG Emissions
Transportation	**211,495**	**53.28%**
VMT (gasoline)	155,782	39.24%
VMT (diesel)	21,097	5.32%
Off-road Equipment (all types)	34,012	8.57%
Rail (Caltrain and freight)	604	0.15%
Building Energy	**170,869**	**43.04%**
Commercial/Industrial (natural gas)	75,222	18.95%
Commercial/Industrial (electricity)	24,743	6.23%
Residential (natural gas)	45,466	11.45%
Residential (electricity)	25,438	4.80%
Waste	**5,990**	**1.51%**
Landfilled Waste	5,608	1.41%
Alternative Daily Cover (ADC)	382	0.10%
Water/Wastewater	**2,379**	**0.60%**
Water Supply	583	0.15%
Wastewater Treatment	1,796	0.45%
Agriculture (livestock, diesel pumps, fertilizer)	**6,189**	**1.56%**
Total	**396,922**	**100%**

MT of CO_2e = metric tons of carbon dioxide equivalent; Total and subtotal numbers may not add up due to rounding.

As shown in Table 1, the largest sectors of GHG emissions are related to transportation (specifically on-road vehicle gasoline sales) and building energy use (specifically commercial/industrial natural gas and residential natural gas use). As part of the CAP, San Mateo County is committed to a total emissions reduction target of 45 percent below 1990 levels by 2030. This 2030 GHG emissions goal is selected to be consistent with SB 32 State emissions targets and BAAQMD regional passenger vehicle emissions targets, to be consistent with CEQA for a qualified GHG emissions reduction strategy, and to be achievable by County-supported measures identified in the CAP. The CAP

includes a business-as-usual (BAU) forecast of GHG emissions as well as an adjusted BAU forecast of GHG emissions that accounts for State legislation-based GHG emissions reductions that will enable San Mateo County to estimate the amount of emissions reductions needed to be implemented by the County in order to meet County reduction targets.

The CAP includes strategies and actions to improve energy efficiency, electrify buildings and transportation, and use microgrids to generate local renewable energy. It recommends development patterns that reduce urban sprawl, preserve agricultural lands, and emphasize multi-modal transportation that allow people to go about their business on foot, by bicycle, or via public transportation. It also offers ways to divert organic and inorganic waste that would otherwise go to landfills. In addition, the CAP includes actions to increase carbon sequestration on agricultural lands and urban green spaces and to provide community education and outreach regarding the CAP and local sustainability efforts. Table 2 includes a complete list of the CAP strategies and descriptions of respective supporting actions, which are the same as the GPCE policies and sub-policies, as well as anticipated annual GHG reductions by 2030 and 2040.

Table 2 CAP Strategies/Actions and GPCE Policies/Sub-policies

Action ID #	Strategies/Policies and Respective Supporting Actions/Sub-policies	Anticipated GHG Emissions Reduction (MT of CO_2e)[1]
Building Energy		
B-1: Transition to all-electric new construction		
B-1.1a	**Electrification Ordinance Adoption:** Adopt an electrification ordinance/reach code to ban natural gas in new buildings while providing minimal exceptions to building types as necessary by 2021	2030: 4,526 2040: 9,902
B-1.1	**Reach Code Implementation:** Support Planning and Building Department to implement existing reach code and ensure that the cost of permitting for all-electric projects does not exceed natural gas alternatives.	Supportive
B-1.2	**Heat Pump Water Heater Installation in New Homes:** Partner with Bay Area Regional Energy Network (BayREN) and Peninsula Clean Energy (PCE) to develop a pilot for deploying heat pump water heaters in new single-family and multi-family construction or major remodel or addition projects.	Supportive
B-1.3	**Heat Pump Water Heater Incentives:** Initiate a public-private partnership to create mid-stream incentives and/or bulk purchasing of heat pump appliance technology. Prioritize partnerships with small and underrepresented businesses.	Supportive
B-1.4	**Renewable Energy and Storage Technologies:** Partner with PCE and Pacific Gas and Electric Company (PG&E) to identify locations for installing storage technology in tandem with renewable energy infrastructure. Prioritize community centers and libraries as backup power centers and resiliency hubs.	Supportive
B-1.5	**Electricity Rate Increase Minimization:** Work with PCE, BayREN, and other stakeholders to ensure that future ratemaking and rate-cases do not result in disproportionately high residential electricity rates for lower income residents.	Supportive
B-1.6	**Energy Efficiency in New Construction:** Improve energy efficiency in new construction through enhancements in the building envelope (aspects such as insulation, windows, door seals, airflow, façade materials) by adopting a more aggressive climate zone in the building code.	Supportive

Action ID #	Strategies/Policies and Respective Supporting Actions/Sub-policies	Anticipated GHG Emissions Reduction (MT of CO_2e)[1]
B-1.7	**Industry and Workforce Development:** Provide and promote accessible local workforce development opportunities related to building electrification. Create new partnerships and economic opportunities to provide maximum benefit in the form of employment opportunities for the local workforce, residents with barriers to employment, and communities most affected by climate change.	Supportive
B-2: Convert existing buildings to all-electric		
B-2.1	**Natural Gas Phase Out:** Coordinate with PG&E and PCE to eliminate natural gas as an energy source in residential and commercial buildings throughout unincorporated areas by 2040. (Consistent with current CPUC goals.)	2030: 19,611 2040: 123,666
B-2.2	**Existing Building Electrification:** Investigate regulatory pathways for converting existing buildings to all-electric. Conduct a feasibility analysis for options including, but not limited to, a point-of-sale or listing requirement, replacement on burnout requirement for gas powered appliances, and a ban of sale of gas fired equipment, among others.	Supportive
B-2.3	**Electrification Retrofit Pilot:** Partner with BayREN and PCE to develop a pilot for deploying heat pump appliance technology along with electric panel upgrades in large-scale retrofit opportunities in existing multi-family buildings, and other buildings such as homeless shelters and farmworker housing.	Supportive
B-2.4	**Electrification Opportunities Assessment:** Perform a County-wide electrification opportunities assessment in partnership with PG&E and PCE to identify priority buildings and neighborhoods for targeted electrification incentives.	Supportive
B-2.5	**Pilot Improvements for Existing Homes:** Accelerate uptake of energy efficiency programs by landlords and renters of both multi- and single-family households. Utilize findings from County-wide electrification opportunities assessment and partner with BayREN, PCE, the Department of Housing, and community-based organizations to deploy an electrification, energy efficiency, and environmental health pilot.	Supportive
B-2.6	**Electrification and Renewable Energy On-Bill Financing:** Partner with PG&E or PCE to set up on-bill or accessible financing solutions for electrifying buildings and/or local renewable installations, including offering low-interest loans.	Supportive
B-2.7	**Utility User Fee Evaluation:** Evaluate feasibility and equity-related concerns of a utility user fee increase that could fund electrification projects. If feasible, and if it will not accrue disproportionately to minority groups and historically underserved communities, partner with PG&E and PCE to implement.	Supportive
B-2.8	**Electrification Outreach:** Facilitate electrification of appliances (water heaters, space heaters, stoves, and dryers) by expanding and improving targeted outreach for existing electrification programs and incentives.	Supportive
B-2.9	**Rental Property Owner Incentives:** Partner with the Department of Housing and local realtors to educate, engage, and incentivize building owners, and real estate and property management representatives to address split-incentive issues, with a focus on rental protection and minimizing cost increases for low-income renters.	Supportive
B-2.10	**Energy Efficiency in Existing Buildings:** Improve energy efficiency in large additions (400 square feet or larger) by adopting a higher climate zone in the building code that more accurately reflects anticipated climatic shifts. By responding to changes in climatic conditions, new energy efficiency building standards become cost-effective and can be adopted.	Supportive

Action ID #	Strategies/Policies and Respective Supporting Actions/Sub-policies	Anticipated GHG Emissions Reduction (MT of CO_2e)[1]
B-2.11	**Green Business Program Expansion:** Expand the reach of the Green Business Program to support 10% more small and medium businesses and establish a GHG reduction goal specifically for unincorporated businesses.	Supportive
B-3: Use microgrids to generate local renewable energy and improve resiliency		
B-3.1	**Capacity Mapping:** Use utility distribution system capacity maps to investigate the feasibility of siting and maintaining microgrid, solar, or wind combined with storage, and other distributed energy resource project opportunities.	Supportive
B-3.2	**Microgrid Pilots:** Establish microgrid pilot projects and distributed energy resources at critical facilities across San Mateo County (e.g., schools, hospitals, fire, police).	Supportive
B-3.3	**Battery Storage:** Support and enhance PCE's existing battery storage incentive program.	Supportive
B-4: Pursue integrated opportunities to address climate adaptation and mitigation		
B-4.1	**Cool Roof Technology:** Develop and adopt regulations or modify existing adopted regulations to require reroofing projects to meet or exceed the most current cool roof efficiency standards as determined by the California Energy Commission for Building Climate Zone 11 (or whichever zone deemed best).	Supportive
B-4.2	**At-Risk Housing and Community Facility Electrification:** Explore electrification opportunities when developing adaptation strategies for housing and community facilities. Provide technical assistance and support to public schools and communities to plan for electrification of housing and community facilities vulnerable to climate risks.	Supportive
Transportation		
T-1: Increase electric vehicle adoption		
T-1.1	**EV Charging Requirements:** Evaluate the energy and green building standards at each California Building Standards code cycle to ensure that building electrification and EV charging station requirements are sufficient to meet community needs and climate goals.	2030: 18,512 2040: 126,145
T-1.2	**Public Charging Stations:** Install public EV charging stations, with an emphasis on daytime charging. Investigate options for shared EV charging, paired with solar and storage capacity.	
T-1.3	**EV Readiness Plan:** Prepare an EV readiness plan to identify suitable, equitable, and cost-feasible opportunities for installation and maintenance of EV charging station locations throughout the County.	
T-1.4	**Alternative Fuel Outreach:** Collaborate with key partners such as PCE to conduct alternative fuel outreach, focusing on electric vehicles and lawn equipment.	Supportive
T-1.5	**End-Of-Life Vehicle Conversion:** Partner with City/County Association of Governments (C/CAG) and regional partners to develop a program to help transition private-use vehicles to zero emission vehicles at end of life, with a focus on supporting new EV purchases for low-income demographics.	Supportive
T-1.6	**Electric Leaf Blowers:** Assess opportunities for a program to support the transition to electric leaf blowers.	Supportive

Action ID #	Strategies/Policies and Respective Supporting Actions/Sub-policies	Anticipated GHG Emissions Reduction (MT of CO_2e)[1]
T-2: Encourage urban density and the revision of parking standards, and support bicycle and pedestrian-friendly planning		
T-2.1	**Mixed-Use Development Requirements:** Update the General Plan and Local Coastal Plan with neighborhood mixed use, commercial mixed use, industrial mixed use, and multi-family residential designations to enable mixed-used development where feasible.	2030: 1,592 2040: 2,231
T-2.2	**Affordable Housing Near Transportation:** Continue interdepartmental coordination and collaboration to update policies according to Housing Element updates to enable and promote affordable housing near transit.	
T-2.3	**Traffic-calming and Complete Streets:** Pursue bicycle and pedestrian-friendly design by maximizing opportunities to implement traffic calming and complete streets measures into infrastructure projects. Identify opportunities to incorporate green infrastructure and pavement-to-parks concepts.	
T-2.4	**Transportation Demand Management Ordinance:** Update the County's Transportation Systems Management Ordinance to reflect updated regional policies, including but not limited to the San Mateo County Congestion Management Plan Transportation Demand Management Policy.	
T-2.5	**Transit Improvements to Reduce VMT:** Coordinate interdepartmental coordination to develop and adopt local guidelines, policies, and tools to implement changes to the California Environmental Quality Act's transportation significance metric and criteria (SB 743).	
T-2.6	**Active Transportation Plan Implementation:** Support the implementation of the Active Transportation Plan by implementing priority pedestrian and bikeway projects, with a focus on those in historically underserved neighborhoods.	
T-2.7	**Regional Coordination to Increase Multimodal Travel:** Collaborate with local and regional partners to study existing parking policies, practices, programs, and demand, and opportunities to support increased multimodal travel.	Supportive
T-2.8	**Bicycle Parking and Amenities:** Review and revise existing bike parking requirements if they are inadequate for current and future demand. In districts without current bike parking requirements, evaluate opportunities for developing them.	Supportive
T-3: Implement programs for shared transit that reduce VMT		
T-3.1	**Access to Transportation:** Work with partners to implement policies, programs, and pilot projects that support access to transit, for example a first mile-last mile shuttle program or a school district-oriented transportation pilot. Prioritize efforts that provide access for households without access to a car, low-income, disabled, senior, and racial or ethnic minority populations.	Supportive
T-3.2	**Zero Emissions Buses:** Support the transition of public and private buses and shuttles to zero emission vehicles.	Supportive
T-3.3	**Micro-Mobility and Shared Transportation Model Policies:** Develop model policies for micro-mobility and shared transportation options (bike, scooter, and car share) that facilitate equitable access to mobility services and region-wide transit (first mile-last mile).	Supportive

Action ID #	Strategies/Policies and Respective Supporting Actions/Sub-policies	Anticipated GHG Emissions Reduction (MT of CO_2e)[1]
T-3.4	**Programs to Facilitate Transportation Equity:** Facilitate transportation equity through targeted provision of programs and infrastructure that encourage low-income, disabled, senior, and racial or ethnic minority populations to take transit, walk, bike, and use ride- or car-share.	Supportive
T-3.5	**Tax Transit Network Company Trips:** Explore opportunities for applying a tax on all transit network company trips (rides provided by commercial ride-hail companies and private transit services) that originate in San Mateo County to support transit and complete streets and safety improvements.	Supportive
Waste and Consumption		
W-1: Reduce construction materials and waste		
W-1.1	**Building Regulations for Deconstruction and Waste Management:** Update the building regulations to require deconstruction surveys for single family home demolitions that allow 10 days for salvage and require waste management plans for renovations over $50,000 in total job value.	Supportive
W-2: Reduce organics in the waste stream		
W-2.1	**Organics Diversion:** Work with franchised waste haulers and waste authorities to ensure the goals of SB1383, the Short-lived Climate Pollutant Reduction law, are met by 2025.	2030: 6,367 2040: 6,551
W-2.2	**Edible Food Recovery Program:** Implement an Edible Food Recovery Program for unincorporated areas as required under SB 1383. Increase the coverage of the Edible Food Recovery Program for densely populated, unincorporated areas, such as North Fair Oaks, and further assist food recovery organizations to increase pickup and redistribution.	
W-2.3	**Recycling and Composting Outreach and Technical Assistance:** Enhance recycling and composting outreach and technical assistance and investigate offering incentives to commercial and agricultural entities in unincorporated areas of San Mateo County.	Supportive
W-2.4	**Improvement Projects for Organic Waste:** Reduce the amount of organics in the landfill by pursuing additional opportunities to repurpose organic materials, which may include creating additional sites to the Countywide community compost collaborative, exploring development of a composting facility on the coast, and exploring feasible capital improvement projects for reducing organics in the waste stream, such as organics extraction presses and anerobic digesters.	Supportive
W-2.5	**Community Carbon Sequestration Training:** Partner with agriculture-related organizations, public school and community college districts, local community-based organizations, and other stakeholders, to develop a home carbon sequestration and soil health education campaign for residents and training opportunities for landscape professionals, and local government parks and recreation staff.	Supportive
W-2.6	**Local Garden Program:** Develop a local garden program to facilitate the creation of compost and promote the use of compost at community and school gardens. Prioritize schools serving low-income communities.	Supportive
W-2.7	**Agricultural Waste Diversion:** Partner with agriculture-related organizations, producers, and businesses to reduce and divert waste generated in the agriculture sector, including farms, ranches, and equestrian facilities through composting and biodigestion.	Supportive

Action ID #	Strategies/Policies and Respective Supporting Actions/Sub-policies	Anticipated GHG Emissions Reduction (MT of CO_2e)[1]
W-3: Reduce inorganic waste sent to landfills		
W-3.1	**Business Outreach Promoting Reusables:** Conduct outreach and engagement to inform businesses of current ordinances for reducing/regulating single-use product and shipping packaging and/or promoting reuse, such as food service ware, home meal delivery services, and other packaging.	Supportive
W-3.2	**Funding for Local Waste-Related Outreach:** Expand opportunities to provide funding and technical assistance to non-profit organizations, schools, and other entities to implement projects relating to reuse, source reduction, recycling, and composting.	Supportive
W-3.3	**County Contract and Event Permit Updates:** Ensure that all County contracts and event permits require all third-party vendors provide and utilize compostable and/or reusable food service items to serve 50 or more people and provide recycling and composting infrastructure.	Supportive
W-3.4	**Reuse and Waste Reduction Programs:** Partner with public institutions, private businesses, and nonprofits (like thrift stores) to develop and implement programs that encourage reduce and reuse.	Supportive
W-3.5	**Extended Producer Responsibility Requirements for County Contracts:** Require extended producer responsibility (EPR) when an option to advance greater EPR exists. Scale these efforts by partnering with public school and community college districts to determine if a similar effort or policy would be feasible.	Supportive
W-3.6	**Public Outreach and Marketing:** Continue to collaborate with other local governments (for example. through the Bay Area Recycling Outreach Coalition) to implement a regional outreach and marketing campaign.	Supportive
W-3.7	**Public Education and Civic Engagement:** Expand educational offerings and resources for improving community resource conservation (addressing the "4Rs," (reduce, reuse, recycle, rot) through existing and new offerings. Explore development of a Youth Conservation Corps program that would provide local mentorship, volunteer, internship, and/or employment opportunities for youth and young adults in the solid waste reduction field.	Supportive
W-3.8	**Workforce Development in Solid Waste Reduction:** Provide and promote accessible local workforce development opportunities related to solid waste programs. Create new partnerships and economic opportunities to provide maximum benefit in the form of employment opportunities for the local workforce, residents with barriers to employment, and communities most affected by climate change.	Supportive
Working Lands		
L-1: Support technical assistance, education, and data collection efforts to scale climate beneficial agriculture in San Mateo County		
L-1.1	**Carbon Farming Investments:** Implement a County funding program, such as Santa Clara County's Agricultural Resilience Incentive, for farmers and ranchers to implement and maintain climate beneficial practices.	2030: 7,900 2040: 13,557

Action ID #	Strategies/Policies and Respective Supporting Actions/Sub-policies	Anticipated GHG Emissions Reduction (MT of CO_2e)[1]
L-1.2	**External Funding Programs for Carbon Farming:** ▪ Support land partners to leverage private, regional, State, and federal funding for producers' implementation of climate beneficial agricultural practices. ▪ Develop a program or mechanism for San Mateo County businesses, philanthropic institutions, and supportive community members to support local carbon farming projects.	
L-1.3	**Compost Procurement:** Where feasible, County-procured compost through SB 1383 compliance should be made available to farmers and ranchers at a reduced cost or for free.	
L-1.4	**Cost Saving Methods:** Explore opportunities for establishing a bulk purchasing program for cost savings, such as for cover crop seed.	
L-1.5	**Climate Beneficial Communications:** Assess potential of a communication or labeling program to raise awareness of climate beneficial agricultural practices of San Mateo County producers, potentially as part of *As Fresh As It Gets*. Assess potential of such program to increase revenue for producers.	
L-1.6	**Public Benefit Communications:** Assess and report the estimated public benefits and cost savings provided by climate beneficial agricultural practices to the agricultural and larger San Mateo County communities.	
L-2: Support technical assistance, education, and data collection efforts to scale climate beneficial agriculture in San Mateo County		
L-2.1	**Technical Assistance Provider Support:** Support land partners in providing technical assistance to agricultural producers to scale carbon farming and GHG-reducing practices. Support adequate staffing for technical assistance providers to undertake outreach, planning, implementation, monitoring, and maintenance.	Supportive
L-2.2	**On-Farm Research and Demonstration:** Support trials, research and monitoring by agricultural producers, land partners, and higher education institutions to refine local data on carbon sequestration and GHG reduction occurring from existing and new climate beneficial practices.	Supportive
L-2.3	**Educational Opportunities for Land Managers:** Support land partners in providing educational opportunities to assist producers in evaluating and adopting climate beneficial agricultural practices, including trainings and peer-to-peer learning opportunities.	Supportive
L-3: Secure access to key implementation infrastructure		
L-3.1	**Carbon Farming Implementation Infrastructure Access:** ▪ Support development of key infrastructure, such as a bulk purchasing program for cost savings for carbon farming. ▪ Investigate feasibility of equipment share or low-cost rental program to increase access to essential equipment to facilitate carbon farming practices, such as compost spreader or no-till drill, and, if feasible, support and finance equipment purchasing, coordination and maintenance of such a program. ▪ Improve and increase the availability of high quality and affordable local agricultural compost.	Supportive

Action ID #	Strategies/Policies and Respective Supporting Actions/Sub-policies	Anticipated GHG Emissions Reduction (MT of CO_2e)[1]
L-3.2	**Climate-Beneficial Practices that Reduce GHG Emissions:** ▪ Support work to improve irrigation efficiency and increase use of on-farm GHG-reducing equipment and alternative energy, such as solar. ▪ Fund chipping program to reduce annual burning of pruning waste. ▪ Assist in the development of infrastructure that supports the local agricultural economy while reducing travel, such as development of agricultural services or markets in San Mateo County. ▪ Support efforts that assist producers with agricultural waste reduction, reuse, and recycling. ▪ Ensure that woody material removed for fuel load reduction projects be recycled into a beneficial use, such as compost or biochar. Investigate feasibility of procuring a mobile pyrolysis facility and establish shared funding mechanism for ongoing costs of repair and maintenance. ▪ Partner with PG&E and PCE to assess the feasibility of establishing an incentive program that would help producers plan for and install solar panels and battery storage for on-farm operations. ▪ Partner with PG&E and PCE to provide producers with on-farm energy audits to identify energy efficiency opportunities and connect them to existing county and Statewide energy upgrade programs, including incentives, rebates, and financing.	Supportive
L-3.3	**Progress Tracking:** Develop a platform for tracking and reporting on climate goals and on-farm benefits of climate beneficial agricultural projects.	Supportive
L-4: Address permitting barriers		
L-4.1	**Permit Barrier Identification and Minimization:** ▪ Assess local permitting and ordinances to identify barriers to efficient and effective planning and implementation of climate beneficial agricultural practices. ▪ Participate in Statewide Cutting Green Tape initiative. ▪ Engage in efforts to reduce regulatory barriers to efficient and effective climate beneficial agricultural practices. ▪ Align local regulations to Statewide streamlining permitting efforts for on-farm composting and climate beneficial agricultural practices.	Supportive
L-5: Ensure agricultural lands are preserved for agricultural production		
L-5.1	**Agricultural Land Preservation:** Support efforts to improve access, tenure, and ownership for next generation and new and beginning farmers and ranchers.	Supportive
L-6: Support carbon sequestration and ecological restoration on natural lands		
L-6.1	**Stewardship and Ecological Restoration on Natural Lands:** ▪ Explore opportunities to encourage and support ecological restoration efforts where feasible. ▪ Explore opportunities to provide tribal access to land for indigenous agriculture and other cultural activities and events that are dedicated to tribal citizens as well as shared opportunities for members of the broader public to visit the land and learn about and tend native plants. Support development of accompanying place-based public education opportunities focused on local microclimates, indigenous plant communities, and land stewardship.	Supportive

Action ID #	Strategies/Policies and Respective Supporting Actions/Sub-policies	Anticipated GHG Emissions Reduction (MT of CO_2e)[1]
L-6.2	**Carbon Sequestration on Natural Lands and Urban Green Spaces:** Develop strategies through diverse stakeholder participation for carbon sequestration and climate adaptation on natural lands and urban green spaces, including urban forests.	Supportive

MT of CO_2e = metric tons of carbon dioxide equivalent

Source: Compiled by Rincon based on information contained in the Draft CAP and Draft GPCE

The measures included in the CAP (shown above in Table 2), combined with Statewide legislation and participation in PCE, will enable San Mateo County to meet its GHG emissions reduction target of 45 percent below 1990 levels by 2030. Table 3 shows the contribution of the Statewide initiatives in conjunction with the CAP measures to reduce unincorporated San Mateo County projected total emissions in 2030.

Table 3 Unincorporated San Mateo County 2030 GHG Reduction Target by Sector

Initiative(s) and/or Plans(s)	2030 Reduction in Total Emissions (MT of CO_2e)
A. Total State Initiative Emissions Reductions	77,181
B. Total PCE Participation Emissions Reductions	34,104
C. Total County CAP Emissions Reductions	58,508
D. Total Expected Emissions Reductions (A+B+C)	169,793
E San Mateo County Emissions Reduction Requirement per SB 32	145,628
F. Meets/exceeds State Goals? (D > E)	Yes

MT of CO_2e = metric tons of carbon dioxide equivalent

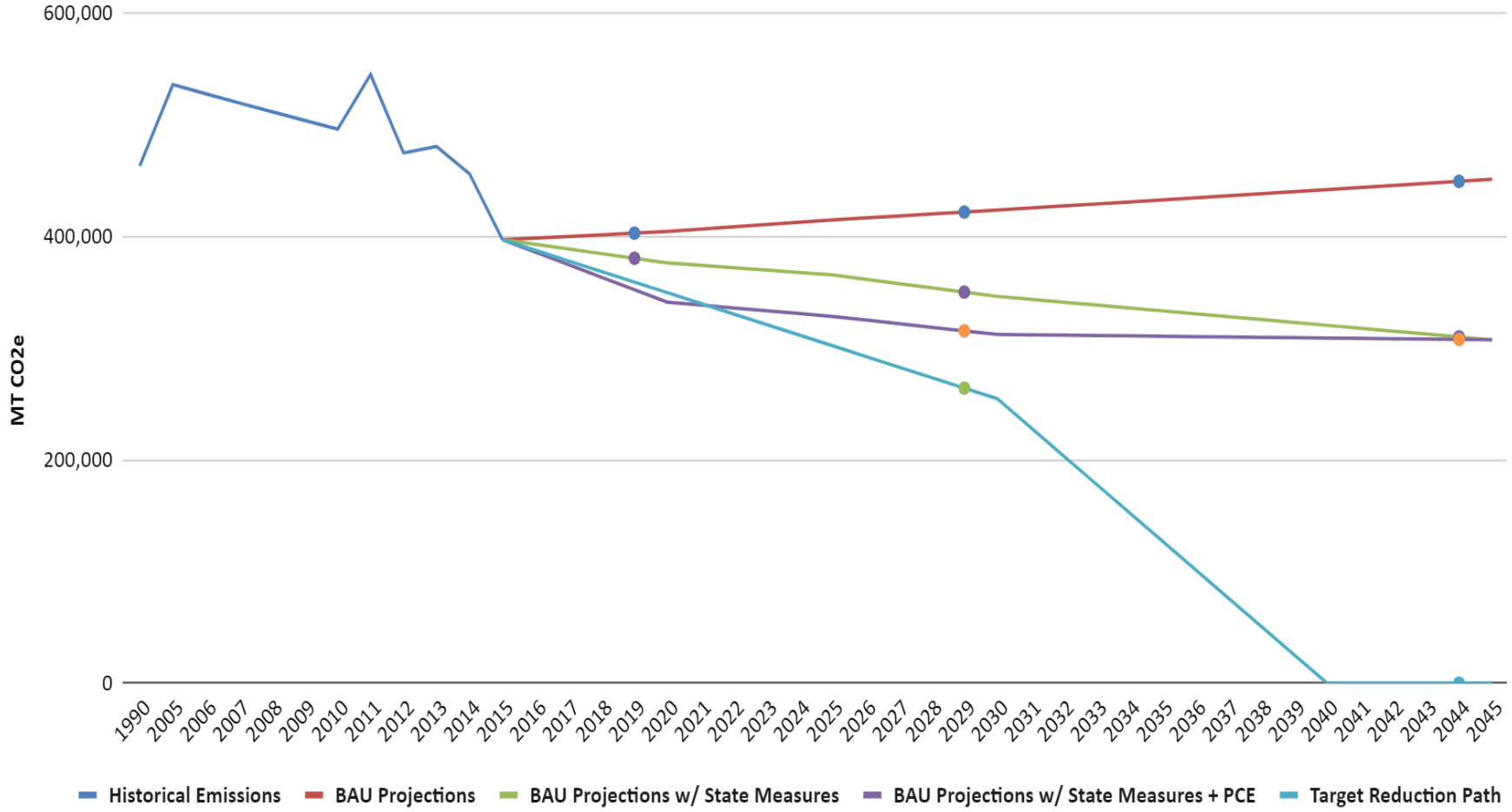
Table 4 shows the 2030 GHG emissions and targets for unincorporated San Mateo County, including the expected emissions once the measures listed in Table 2 are implemented. Figure 3 illustrates, in total emissions, historical emissions since 1990 (in dark blue) as well as how the BAU forecast emissions are estimated to increase (in red), thus widening the emissions reductions needed by 2030. In addition, Figure 3 shows the adjusted BAU forecast emissions, after State-level initiatives are accounted for (in green), as well as after both State-level initiatives and PCE participation is accounted for (in purple). Finally, Figure 3 the emissions target/goal pathway trajectory chosen by San Mateo County, and the emissions reductions after all State-level actions, PCE participation, and San Mateo County CAP strategies/actions are applied (in light blue).

Table 4 Unincorporated San Mateo County GHG Emissions Projections and Targets

Description	2030 Emissions (MT of CO_2e total)
1990 Emissions	462,947
2015 Emissions	396,922
2030 BAU Emissions	423,396
2030 BAU Emissions with State Measures	312,211
2030 BAU Emissions with State Measures and PCE	277,768
2030 Target Emissions (45% below 1990)	254,621
2030 Emissions with Implementation of County CAP Strategies + Actions	253,603

MT of CO_2e = metric tons of carbon dioxide equivalent

Figure 3 Unincorporated San Mateo County GHG Emissions Projections and Targets



Historical Emissions (dark blue): historic emissions based on past inventories.

BAU Projections (red): Business-as-usual projections: what would happen if everything stayed the same as it was in 2015 (electricity emissions factor, efficiency of cars, etc.) but County continued to grow.

Adjusted Forecast (green): same as "BAU" but also incorporates key State policies (Clean Car Standards, RPS, ZNE buildings, organic recycling).

Adjusted Forecast with Peninsula Clean Energy (PCE) (purple): same as "Adjusted" but also incorporates impact of PCE at current participation rates

Target Reduction Path (light blue): estimated path needed by County to achieve the 2030 and 2040 emissions reduction targets

General Plan Designation and Zoning

The CAP and GPCE would be implemented throughout the unincorporated County and would occur in all unincorporated San Mateo County GP designations and zoning designations. The CAP and GPCE include Action/Sub-policy T-2.1, which directs the County to update the General Plan and Local Coastal Plan with neighborhood mixed use, commercial mixed use, industrial mixed use, and multi-family residential development where feasible. However, the CAP and GPCE would not alter existing land use designations or zoning themselves. The County's implementation of these policies and sub-policies would include a future technical update to the other elements of the General Plan and the rezoning of some sites to achieve the County's GHG reduction targets.

It is important to note that the approval of the CAP and GPCE does not grant approval of potential land use designation or zoning changes but rather indicates that some land use parcels may need redesignation or rezoning in the future to help achieve the County's GHG reduction targets. The rezoning process and any amendments to the General Plan land uses would require discretionary review by the County Planning Commission and California Coastal Commission, where applicable, with the future changes ultimately adopted by the County Board of Supervisors and certified by the California Coastal Commission, where applicable. With that additional discretionary approval required, appropriate CEQA review of those land use parcels that require zone changes would be necessary at the time those parcels are being considered for rezoning. Therefore, the County's land use designation updates and potential rezoning program would be a separate project under CEQA and evaluated in accordance with CEQA at the time of its review. Prior to the approval of any changes in land use, the County would evaluate the potential environmental impacts from the rezoning or changes in the General Plan Land Use Element.

Environmental Review Context

Implementation of the CAP strategies and actions and GPCE policies and sub-policies listed in Table 2 could result in physical changes to the environment that could potentially have an impact on the environment. While individual projects resulting from these measures have not been identified for the purposes of this document, the types of actions that could result from realization of the CAP and GPCE are taken into account in considering potential environmental impacts that could occur through implementation of the CAP and GPCE. For example, projects or actions requiring ministerial approval, such as installation of electric vehicle charging stations and supporting infrastructure, as well as new bicycle or pedestrian facilities, would introduce physical changes related to the temporary presence and operation of construction vehicles and equipment during installation of required facilities and the long-term presence of new facilities such as bike and pedestrian facilities, solar arrays, and electric vehicle charging stations, which could alter pedestrian and vehicular traffic patterns. Future plans or projects (including potential changes to land use designations or zoning) requiring discretionary approval would be subject to environmental review under CEQA, and individual impact analyses would identify required plan- or project-specific mitigation measures where applicable.

Cumulative Projects Scenario

For purposes of CEQA cumulative impacts analysis of the CAP and GPCE, the cumulative projects scenario is the projected population, employment, and housing for the unincorporated County in 2030. The RTP/SCS projects that unincorporated San Mateo County would have 65,835 residents, 24,865 jobs, and 22,990 housing units in the year 2030.[8,9] These are slightly higher than the San Mateo County CAP job and housing unit projections for 2030 but are utilized to provide a conservative analysis.

Required Approvals

San Mateo County

Required approvals include:

- Adoption of the CAP and GPCE Initial Study-Negative Declaration;
- Approval of the CAP; and
- General Plan Amendment to adopt GPCE.

Although individual plans or projects may be implemented later under the umbrella of the CAP and GPCE, each individual plan or project or potential changes to land use designations or zoning would be subject to separate environmental review under CEQA.

Other Public Agencies

San Mateo County has sole approval authority over the CAP and GPCE. There are no other public agencies whose approval is required.

[8] Plan Bay Area is also considered the Association of Bay Area Governments (ABAG)/MTC Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

[9] Association of Bay Area Governments. 2017. Plan Bay Area 2040: Projections 2040. Available: <http://projections.planbayarea.org/>. Accessed October 1, 2021.

Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is "Potentially Significant" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☐ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

Determination

Based on this initial evaluation:

■ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ 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 revisions to the project have been made by or agreed to by the project proponent. A MITIGATED 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.

☐ I find that the proposed project MAY have a "potentially significant impact" or "less than significant with mitigation incorporated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Lead Agency Representative Signature

May 25, 2022

Date

Carolyn Bloede

Lead Agency Representative Printed Name

Director, Office of Sustainability

Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect on a scenic vista or views from public lands, water bodies, or roads?	☐	☐	■	☐
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	☐	☐	■	☐
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	■	☐
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☐	☐	■	☐
e. Be adjacent to a designated Scenic Highway or within a State or County Scenic Corridor?	☐	☐	■	☐
f. Be within a Design Review District and conflict with applicable General Plan or Zoning Ordinance provisions?	☐	☐	■	☐
g. Visually intrude into an area having natural scenic qualities?	☐	☐	■	☐

a. Would the project have a substantial adverse effect on a scenic vista?

b. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

e. Would the project be adjacent to a designated State scenic highway or within a State or County Scenic Corridor?

The San Mateo County GP identifies scenic resources within and nearby the County as the Pacific Ocean and coastal landforms, San Francisco Bay, San Bruno Mountain and the Santa Cruz Mountains, rolling foothills, agricultural landscapes, and the abundant wooded and natural areas within the County. The San Mateo County GP does not identify specific scenic vistas or vantage points, but a variety of potential scenic vistas are available throughout the County from publicly accessible areas such as scenic roadways and public parks.[10] The County contains three designated State scenic highways: SR 1 that runs along the Pacific coast, SR 280 that runs through the eastern foothills of the Santa Cruz Mountains, and SR 35 that runs along the ridge of the Santa Cruz Mountains in the central portion of the County.[11] The San Mateo County GP and Local Coastal Program (LCP) also identify SR 92, SR 84, Huggins-Purisma Road, Tunitas Creek Road, Pescadero Road, Stage Road, Cloverdale Road, and Gazos Creek Road as County Scenic Roads and Corridors.[12,13]

As policy documents, the CAP and GPCE would not result in impacts related to scenic vistas and scenic highways. However, implementation of some CAP strategies and actions/GPCE policies and sub-policies may promote infrastructure development and redevelopment that may alter the visual setting of future project sites. CAP Actions/GPCE Sub-policies B-1.4, B-3.2, B-3.3, and L-3.2 promote installation of solar PV and other renewable energy microgrid systems and associated battery energy storage facilities to provide greener renewable electricity within the County. CAP Strategy/GPCE Policy T-2 involves actions to reduce vehicle miles traveled (VMT) and improve the multi-modal circulation system, including the installation of new bicycle, pedestrian, and public transit infrastructure such as new bike lanes, traffic calming features such as street trees, and replacing excess existing parking with parklets and green infrastructure. CAP Strategy/GPCE Policy T-1 encourages the installation of electric vehicle charging stations and supporting infrastructure. CAP Action/GPCE Sub-policy W-2.4 may result in new or expanded organic waste recycling facilities, including a compost facility to serve coastal areas of the County.

The CAP and GPCE would promote infrastructure development and redevelopment that is complimentary to existing development and land uses and would primarily be concentrated in the existing urbanized areas of the County. Though the implementation of the CAP and GPCE may result in future infrastructure development, CAP- and GPCE-related projects and actions, including those identified above, would be required to adhere to County development zoning and regulations, including the LCP, San Mateo County GP, North Fair Oaks Community Plan and other San Mateo County specific plans, Community Design Manual, and San Mateo County Zoning Ordinance. LCP Policies 3.15, 8.5, 8.6, 8.9, 8.10, 8.12, 8.13, and 8.32 regulate visual quality within the Coastal Zone, including policies to reduce impacts to public viewpoints, protect natural features such as streams, trees, vegetation and landforms, and preserve the visual quality of designated scenic corridors.[14] The San Mateo County GP includes a number of policies in Chapter 4, Visual Quality, that provide protection of visual quality in rural and urban areas by establishing policies to protect coastal and

[10] San Mateo County. 1986. San Mateo County General Plan Overview and Background Issues. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/SMC-GP%201986.pdf>. Accessed October 27, 2021.

[11] California Department of Transportation. 2021. California State Scenic Highway System Map. Available: <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa>. Accessed October 28, 2021.

[12] San Mateo County. 1986. General Plan Scenic Corridors Map. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/GP_Scenic_Corridor.pdf>.Accessed October 28, 2021.

[13] San Mateo County. 2012. Local Coastal Program Policies. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC_Midcoast_LCP_2013.pdf>. Accessed October 28, 2021.

[14] San Mateo County. 2012. Local Coastal Program Policies. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC_Midcoast_LCP_2013.pdf>. Accessed October 28, 2021.

ridgeline features, preserve the aesthetic qualities of Scenic Corridors, require landscaping and other screening features for new developments, and regulate outdoor lighting.[15] The San Mateo County Community Design Manual includes requirements for grading, preservation of existing vegetation and landforms, landscaping, view preservation, open space, signs, utilities, and scale of new development to ensure that structures are located and designed to blend with the existing natural vegetation and landforms of a site and are complementary to existing development in the vicinity.[16] The San Mateo Zoning Ordinance establishes criteria for the aesthetic qualities of new development in the County including scale and setbacks, design, architecture, lighting, and signage and sets requirements for the development and design review process.[17] Compliance with the San Mateo County Community Design Manual and Zoning Ordinance would ensure that potential future infrastructure development and redevelopment related to the CAP and GPCE would be carefully integrated with the existing character of the County, minimizing potential aesthetic impacts. In addition, CAP and GPCE projects or actions would be reviewed for consistency with the San Mateo County LCP and GP policies related to scenic resources prior to approval. As such, the CAP and GPCE would not result in substantial adverse impacts related to scenic vistas, public views, scenic resources within State scenic highways, or County Scenic Corridors within the County. Therefore, the CAP and GPCE would result in ***less-than-significant impacts*** related to scenic vistas and scenic highways.

c. *Would the project in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

f. *Would the project be within a Design Review District and conflict with applicable General Plan or Zoning Ordinance provisions?*

g. *Would the project visually intrude into an area having natural scenic qualities?*

San Mateo County contains a mix of suburban and rural areas generally straddling the Santa Cruz Mountains along the San Francisco Peninsula. It is bordered on the north by the City and County of San Francisco and on the east generally by incorporated cities within the County. Open space, parks, and agricultural uses with natural scenic qualities comprise a large portion of land uses within the unincorporated portions of the County, with scattered urban and suburban development concentrated along the Pacific Ocean coast and in the northeastern areas of the unincorporated County.[18],[19] As such, the following analysis discusses both whether the CAP and GPCE would substantially degrade the existing visual character or quality of public views of the County and its surroundings or conflict with applicable land use and other regulations governing visual

[15] San Mateo County. 2013. General Plan Policies. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC-GP%20Policies%202013.pdf>. Accessed October 28, 2021.

[16] San Mateo County. 1976. Community Design Manual. Available:<https://planning.smcgov.org/sites/planning.smcgov.org/files/Community_Design_Manual_1.pdf>. Accessed October 28, 2021.

[17] San Mateo County. 2022. Zoning Regulations. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/SMC_Zoning_Regulations.pdf>. Accessed October 28, 2021.

[18] San Mateo County. 2017. 2017-2019 Profile. Available: <https://www.smcgov.org/sites/smcgov.org/files/documents/files/BudgetProfile_2017-19.pdf>. Accessed October 1, 2021.

[19] San Mateo County. 2021. Planning and Building Map Viewer. Available: <https://gis.smcgov.org/Html5Viewer/Index.html?configBase=https://gis.smcgov.org/Geocortex/Essentials/REST/sites/publicplanning/viewers/HTML52110/virtualdirectory/Resources/Config/Default>. Accessed October 1, 2021.

character/scenic quality. Visual character and scenic quality refer to the character of the CAP and GPCE Area or existing development in the surrounding area and existing natural topography and scenic resources. San Mateo County GP contains the following applicable visual character/quality goals and objectives:

- **Goal 4.1 – Protection of Visual Quality:**
  - Protect and enhance the natural visual quality of San Mateo County.
  - Encourage positive visual quality for all development and minimize adverse visual impacts.
  - Encourage citizen awareness and interest in San Mateo County's scenic resources.
- **Goal 4.2 – Protection of Shorelines**:
  - Protect and enhance the visual quality of and from shorelines of bodies of water including lakes, reservoirs, streams, bays, ocean, sloughs.
  - Maximize the preservation of significant public ocean views.
- **Goal 4.3 – Protection of Vegetation**: Minimize the removal of visually significant trees and vegetation to accommodate structural development.
- **Goal 4.4 – Appearance of Rural and Urban Development**: Promote aesthetically pleasing development in rural and urban areas.

The San Mateo County GP also includes 10 general policies, 12 policies for rural areas, four policies for urban areas, and 30 policies for areas in scenic corridors that further regulate visual quality and resources.[20] In addition, the San Mateo County LCP applies to areas within the Coastal Zone nearby the Pacific Ocean and contains a number of policies regulating development and scenic quality. The San Mateo County LCP include regulations to protect natural features and landforms include coastal landforms, water features, skylines and ridgelines, vegetation and trees; establish siting, design guidelines, and design review criteria for new development in urban and rural areas; and preserve scenic views and scenic corridors.[21]

The CAP and GPCE would promote sustainable infrastructure development and redevelopment through policies and programs related to the building energy, transportation, solid waste, and agriculture sectors. Implementation of some CAP strategies and actions/GPCE policies and sub-policies may alter the visual setting of future project sites and could impact visual character and scenic quality, including in areas designated as Design Review Districts. CAP Actions/GPCE Sub-policies B-1.4, B-3.2, B-3.3, and L-3.2 promote installation of solar PV and other renewable energy microgrid systems and associated battery energy storage facilities to provide greener renewable electricity within the County. CAP Strategy/GPCE Policy T-2 involves actions to reduce VMT and improve the multi-modal circulation system, including the installation of new bicycle, pedestrian, and public transit infrastructure such as new bike lanes, traffic calming features such as street trees, and replacing excess existing parking with parklets and green infrastructure. CAP Strategy/GPCE Policy T-1 encourages the installation of electric vehicle charging stations and supporting

[20] San Mateo County. 2013. General Plan Policies. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC-GP%20Policies%202013.pdf>. Accessed October 28, 2021.

[21] San Mateo County. 2012. Local Coastal Program Policies. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC_Midcoast_LCP_2013.pdf>. Accessed October 28, 2021.

infrastructure. CAP Action/GPCE Sub-policy W-2.4 may result in new or expanded organic waste recycling facilities, including a compost facility to serve coastal areas of the County.

Implementation of solar panels and battery storage, construction of new organic waste processing facilities, introduction of new active transportation, EV charging, and public transit infrastructure, and replacing paved areas with new green spaces, trees, and green infrastructure may slightly change the visual character and scenic quality of the County. However, future CAP- and GPCE-related projects would be located and designed to be complimentary to existing land uses as well as existing natural topography and scenic resources and would be required to adhere to County development and zoning regulations, including the San Mateo County Community Design Manual and Zoning Ordinance, that seek to preserve the character of the County and minimize environmental impacts. In addition, CAP/GPCE projects and actions would be reviewed for consistency with the San Mateo County GP and, if located in the Coastal Zone, the LCP goals and policies highlighted above to ensure conformance with the County's visual and aesthetic policies. Therefore, the CAP and GPCE would not substantially degrade the existing visual character or quality of public views of the County and its surroundings, including natural areas, or conflict with applicable land use and other regulations governing visual character and scenic quality and would result in a ***less-than-significant impact***.

d. Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

The CAP and GPCE would promote sustainable infrastructure development and redevelopment that is complimentary to existing development and land uses. As policy documents, the CAP and GPCE would not directly result in impacts related to light and glare. However, implementation of CAP Actions/GPCE Sub-policies B-1.4, B-3.2, B-3.3, and L-3.2 promote installation of solar PV and other renewable energy microgrid systems and associated battery storage facilities. These Actions/Sub-policies emphasize placement of microgrid and battery storage systems in locations such as schools and colleges, hospitals, fire and police stations, and farms. Solar panels have the potential to result in new sources of glare within the County if not thoughtfully designed and located. The design and location of proposed solar infrastructure would be complimentary to existing development in the County, such as the expansion of existing solar arrays and addition of small-scale rooftop solar panels, in order to reduce potential glare impacts. Furthermore, CAP/GPCE projects and actions would be reviewed for consistency with the CCR Title 24 lighting standards (CCR Title 24 Part 6) and applicable sections of the San Mateo County LCP and Zoning Ordinance regulating lighting and design review.[22,23,24] In addition, CAP/GPCE projects or actions would be reviewed for consistency with the lighting policies of the San Mateo County GP and Title 24 lighting standards (CCR Title 24 Part 6) prior to approval. Compliance with these regulations would minimize environmental impacts related to light and glare by limiting the use of highly reflective materials and requiring the shielding and limitation of spillover of exterior lighting. Thus, the CAP and GPCE would result in a ***less-than-significant impact*** related to light and glare.

[22] California Energy Commission (CEC). 2019. 2019 Building Energy Efficiency Standards for Residential and Nonresidential Buildings. Available: <https://www.energy.ca.gov/sites/default/files/2021-06/CEC-400-2018-020-CMF_0.pdf>. Accessed October 15, 2021.

[23] San Mateo County. 2012. Local Coastal Program Policies. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC_Midcoast_LCP_2013.pdf>. Accessed October 28, 2021.

[24] San Mateo County. 2022. Zoning Regulations. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/SMC_Zoning_Regulations.pdf>. Accessed October 28, 2021.

Cumulative Impacts

The cumulative projects scenario is the projected population, employment, and housing (65,835 residents, 24,865 jobs, and 22,990 housing units) for the unincorporated County in 2030. Cumulative impacts related to scenic resources, visual character, and increased light and glare would generally be site-specific, and the cumulative scenario is not anticipated to result in cumulative aesthetic impacts with adherence to San Mateo County GP and LCP policies, the Community Design Manual, and the Zoning Ordinance. Future development and infrastructure in the County, including any CAP/GPCE projects, would be required to comply with the County's Design Review process and would be reviewed against applicable San Mateo GP and LCP policies and County design standards for design quality and compatibility with adjacent land uses. Therefore, implementation of the CAP and GPCE would result in a ***less-than-significant cumulative impact*** related to aesthetics.

2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	■	☐
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	■	☐
c. Conflict with existing zoning for, or cause rezoning of, forest land (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))?	☐	☐	☐	■
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	■
e. 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 forest land to non-forest use?	☐	☐	■	☐
f. 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 within the Coastal Zone?	☐	☐	■	☐
g. Result in damage to soil capability or loss of agricultural land?	☐	☐	■	☐

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b. Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?

e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?

f. Would the project 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 within the Coastal Zone?

g. Would the project result in damage to soil capability or loss of agricultural land?

Much of unincorporated San Mateo County is characterized by rural development with agriculture land, parks and preserves, and other undeveloped areas comprising a large portion of the overall land uses in the County.[25,26] Agriculture is an important component of the economy in San Mateo County, with an estimated $93,156,500 of agricultural production in 2020.[27] According to the Farmland Mapping and Monitoring Program, the majority of land within the County is classified as "Other Land", which includes low-density rural development and brush, timber, and other areas not suitable for grazing or agricultural use.[28] Large areas classified as "Grazing Land" exist in the western portion of the County, adjacent to Santa Cruz Mountains, with smaller pockets of grazing land located in scattered areas to the east of the Santa Cruz Mountains. "Prime Farmland", "Unique Farmland", and "Farmland of Local Significance" are primarily concentrated in the western portion of the County, near the coast, with scattered farmland areas to the east of the Santa Cruz Mountains near the border of Santa Clara County.[29] There are numerous properties in the western portion of the County under Williamson Act contracts.[30] The San Mateo County GP contains goals and policies related to the protection and preservation of agricultural resources, such as Goal 2.5 to protect agricultural soil quality and Policy 9.31 to preserve agricultural lands within the county.[31]

The majority of CAP actions/GPCE sub-policies focus on electrification of buildings, improving active transportation, zero emission vehicle infrastructure, and increasing organic waste diversion. These CAP actions/GPCE sub-policies would primarily involve activities in the urbanized portions of San Mateo County and would not involve projects that would result in impacts related to conversion, division, or loss of farmland, including land identified as Class I or Class II Agriculture Soils and Class III Soils rated good or very good for artichokes or brussels sprouts within the Coastal Zone. Nor would these CAP actions/GPCE sub-policies result in damage to the soil capability of agricultural land.

However, CAP Actions/GPCE Sub-policies L-1.1, L-1.2, L-3.1, and L-3.2 seek to support climate smart practices on agricultural and working lands within the County, including potential incentives for carbon farming and installation of solar panels and battery storage facilities for on-farm operations, which could affect farming operations within San Mateo County. Common agricultural uses,

[25] San Mateo County. 2017. 2017-2019 Profile. Available: <https://www.smcgov.org/sites/smcgov.org/files/documents/files/BudgetProfile_2017-19.pdf>. Accessed October 1, 2021.

[26] San Mateo County. 2021. Planning and Building Map Viewer. Available: <https://gis.smcgov.org/Html5Viewer/Index.html?configBase=https://gis.smcgov.org/Geocortex/Essentials/REST/sites/publicplanning/viewers/HTML52110/virtualdirectory/Resources/Config/Default>. Accessed October 1, 2021.

[27] San Mateo County. 2021. 2020 Agricultural Crop Report. Available: <https://agwm.smcgov.org/sites/agwm.smcgov.org/files/documents/files/2020%20San%20Mateo%20County%20Crop%20Report.pdf>. Accessed October 26, 2021.

[28] California Department of Conservation. 2021. California Important Farmland Finder. Available: <https://maps.conservation.ca.gov/dlrp/ciff/>. Accessed October 26, 2021.

[29] California Department of Conservation. 2021. California Important Farmland Finder. Available: <https://maps.conservation.ca.gov/dlrp/ciff/>. Accessed October 26, 2021.

[30] San Mateo County. 2021. Planning and Building Map Viewer. Available: <https://gis.smcgov.org/Html5Viewer/Index.html?configBase=https://gis.smcgov.org/Geocortex/Essentials/REST/sites/publicplanning/viewers/HTML52110/virtualdirectory/Resources/Config/Default>. Accessed October 26, 2021.

[31] San Mateo County. 2013. General Plan Policies. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC-GP%20Policies%202013.pdf>. Accessed October 28, 2021.

including driving a tractor, tilling the soil, over-grazing, using fossil fuel-based fertilizers, pesticides and herbicides result in CO_2 release. Alternatively, carbon can be stored long term (decades to centuries or more) beneficially in soils in a process called soil carbon sequestration. Carbon farming involves implementing practices, such as applying compost, that are known to improve the rate at which carbon dioxide is removed from the atmosphere and converted to plant material and/or soil organic matter. Physical implementation of carbon farming could include compost application on existing agricultural and grazeland areas. As such, carbon farming could result in minor disruption to the use of agricultural lands. However, carbon farming would be beneficial to agricultural uses because it can help increase rangeland and crop productivity.

In addition, CAP Actions/GPCE Sub-policies L-3.2, B-3.2, and B-3.3 seek to increase solar, wind, and other renewable energy infrastructure within San Mateo County, future projects of which could be sited on agricultural lands and result in some conversion of agricultural land to renewable energy infrastructure. However, the intent of these CAP Actions/GPCE Sub-policies is not to replace farms with large-scale solar systems or carbon sequestration projects, but rather for farms to make use of solar panels and battery storage as clean energy sources to power equipment and climate friendly compost to support the continued use of working lands in the County. The use of solar panels and carbon farming practices on agricultural land would not preclude continued or future agricultural use and productivity of sites and future CAP/GPCE-related projects would be required to comply with the San Mateo County GP policies that protect agricultural resources and soil quality. Furthermore, CAP Strategies/GPCE Policies L-1 through L-5 support preservation of existing agricultural lands and operations within the County by creating new funding and technical support programs for climate beneficial agriculture, raising public awareness about local agriculture and its benefits, increasing access to key infrastructure for climate beneficial practices, reducing permitting barriers, and supporting efforts to improve access, tenure, and ownership for farmers and ranchers. Therefore, the CAP and GPCE would result in a ***less-than-significant impact*** related to degradation of agricultural resources, conversion of agricultural land to non-agriculture uses, damage to soil capability of agricultural land, and division of lands identified as Class I or Class II Agriculture Soils and Class III Soils rated good or very good for artichokes or brussels sprouts within the Coastal Zone. The CAP and GPCE also would not conflict with existing zoning or general plan land use designations or Williamson Act contracts.

c. *Would the project conflict with existing zoning for, or cause rezoning of, forest land (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))?*

d. *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

e. *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?*

Large portions of San Mateo County are comprised of open space, including forested open space. These areas have GP land use designations of Open Space, Parks, and Public Recreation. In addition, the County contains lands designated for Timber Production, which are areas specifically designated

for growing, harvesting, and processing timber products.[32,33,34] Timber products comprised approximately one percent of the total agricultural production values in San Mateo County in 2020, down from three percent in 2018 and 2019, due to the effects of recent wildfires and changing forest management policies.[35,36,37] The San Mateo County Significant Tree Ordinance and Heritage Tree Ordinance and Zoning Regulations Chapter 34, Timberland Preserve Zone (TPZ) District, Chapter 34A, Zoning, Rezoning, and Land Division in the TPZ, and Chapter 34B, Land Management Planning Requirements for Uses and Permits in the TPZ, establish policies, regulations, and standards necessary to ensure tree and timberland protection within the County.[38,39,40] In addition, the San Mateo County GP and LCP contain a number of goals, policies, and actions such as GP Policy 1.36 and 4.23, that protect timber harvesting areas and the basic scenic character of forest lands, and LCP Policy 8.9, Trees, that illustrate the County's commitment to managing and preserving San Mateo's forest lands.[41,42]

The CAP and GPCE align with the San Mateo County GP and LCP by including strategies and actions that emphasize the maintenance and expansion of the forests and greenspaces within the County, as well as programs to support local farmers and preserve agricultural and natural lands. CAP Action/GPCE Sub-policy T-2.3 emphasizes planting new street trees and converting paved areas to green spaces, which would increase the urban forest within San Mateo County. In addition, CAP Strategies/GPCE Policies L-5 and L-6 support the preservation of existing agricultural, working, and natural lands. CAP Actions/GPCE Sub-policies would also be required to comply with Chapters 34, 34A, and 34B of the San Mateo Zoning Regulations, as applicable, regarding permitted uses on areas

[32] San Mateo County. 2017. 2017-2019 Profile. Available: <https://www.smcgov.org/sites/smcgov.org/files/documents/files/BudgetProfile_2017-19.pdf>. Accessed October 1, 2021.

[33] San Mateo County. 2021. Planning and Building Map Viewer. Available: <https://gis.smcgov.org/Html5Viewer/Index.html?configBase=https://gis.smcgov.org/Geocortex/Essentials/REST/sites/publicplanning/viewers/HTML52110/virtualdirectory/Resources/Config/Default>. Accessed October 1, 2021.

[34] San Mateo County. 2013. General Plan Policies. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC-GP%20Policies%202013.pdf>. Accessed October 28, 2021.

[35] San Mateo County. 2021. 2020 Agricultural Crop Report. Available: <https://agwm.smcgov.org/sites/agwm.smcgov.org/files/documents/files/2020%20San%20Mateo%20County%20Crop%20Report.pdf>. Accessed October 26, 2021.

[36] San Mateo County. 2020. 2019 Agricultural Crop Report. Available: <https://agwm.smcgov.org/document/2019-san-mateo-county-crop-report>. Accessed October 26, 2021.

[37] San Mateo County. 2019. 2018 Agricultural Crop Report. Available: <https://agwm.smcgov.org/sites/agwm.smcgov.org/files/documents/files/2018%20Crop%20Report_0.pdff>. Accessed October 26, 2021.

[38] San Mateo County. 2021. Significant Tree Ordinance. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/Mjsaa0475(att%20b1_Trees)_(POST%20BOS%20of%2010-18-16)%20wpq.pdf>. Accessed October 29, 2021.

[39] San Mateo County. 2021. Regulations for the Preservation, Protection, Removal, and Trimming of Heritage Trees on Public and Private Property. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/Mjsaa0476(att%20b2_Trees)_(POST%20BOS%20of%2010-18-16)%20wpq.pdf>. Accessed October 29, 2021.

[40] San Mateo County. 2022. Zoning Regulations Chapters 34, 34A, and 34B. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/SMC_Zoning_Regulations.pdf>. Accessed March 16, 2022.

[41] San Mateo County. 2013. General Plan Policies. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC-GP%20Policies%202013.pdf>. Accessed October 28, 2021.

[42] San Mateo County. 2012. Local Coastal Program Policies. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC_Midcoast_LCP_2013.pdf>. Accessed October 28, 2021.

zoned for Timberland Production. As such, the CAP and GPCE would increase planting of trees within the County and be consistent with the County's Significant Tree Ordinance and Heritage Tree Ordinance and Zoning Regulations. The CAP and GPCE do not include strategies or policies that would result in the loss of forest land or the conversion of forest land to non-forest use, nor would they conflict with or cause the rezoning of forest, timber land, or Timberland Production areas. Therefore, the CAP and GPCE would result in ***no impact*** related to degradation of forestry resources or conversion of forest land to non-forest uses, nor would there be a conflict with existing zoning or general plan land use designations.

Cumulative Impacts

The cumulative projects scenario is the projected population, employment, and housing (65,835 residents, 24,865 jobs, and 22,990 housing units) for the unincorporated County in 2030. Cumulative impacts related to agriculture and forestry resources would generally be site-specific, and the cumulative scenario is not anticipated to result in adverse cumulative agriculture and forestry resources impacts with adherence to San Mateo County GP and LCP policies, Zoning Ordinance, and the County's Significant Tree Ordinance and Heritage Tree Ordinance. In addition, as the County's population grows and development intensifies in the future, CAP Measures/GPCE Policies L-1 through L-6 would support preservation of existing agricultural lands, working lands, and natural areas by creating new funding and technical support programs for climate beneficial agriculture, raising public awareness about local agriculture and its benefits, increasing access to key infrastructure for climate beneficial practices, reducing permitting barriers, and supporting efforts to improve access, tenure and ownership for farmers and ranchers. Furthermore, CAP Action/GPCE Sub-policy T-2.3 would ensure that the urban forest is maintained and that additional trees are planted throughout the County. Therefore, implementation of the CAP and GPCE would result in a ***less-than-significant cumulative impact*** related to agricultural and forestry resources.

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	■
b. 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?	☐	☐	■	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	■	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	■	☐

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

The federal Clean Air Act (CAA) governs air quality in the United States and is administered by the U.S. EPA at the federal level. The Federal Clean Air Act Amendments (CAAA) mandate that states submit and implement a State Implementation Plan (SIP) for areas not meeting air quality standards. The SIP includes pollution control measures to demonstrate how the standards will be met through those measures. The SIP is established by incorporating measures established during the preparation of Air Quality Management Plans (AQMP) and adopted rules and regulations by each local Air Pollution Control District (APCD) and AQMD, which are submitted for approval to CARB and the U.S. EPA.[43] The goal of an AQMP is to reduce pollutant concentrations below the NAAQS through the implementation of air pollutant emissions controls.

Air quality in California is also governed by regulations under the California CAA, which is administered by CARB at the State level. At the regional and local levels, local air districts typically administer the federal and California CAA. As part of implementing the federal and California CAA, the U.S. EPA and CARB have established ambient air quality standards for major pollutants at thresholds intended to protect public health. San Mateo County is located within the San Francisco Bay Area Air Basin (the Air Basin), which includes the nine Bay Area counties (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, southwestern Solano, and southern Sonoma). The Air Basin is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD).

As the local air quality management agency, BAAQMD is required to monitor air pollutant levels to ensure that State and federal air quality standards are met and, if they are not met, to develop

[43] CARB. 2017. Revised Proposed 2016 State Strategy for the State Implementation Plan. Available: <https://ww3.arb.ca.gov/planning/sip/2016sip/2016sip.htm>. Accessed October 7, 2021.

strategies to meet the standards. Depending on whether or not the standards are met or exceeded, the Air Basin is classified as being in "attainment" or "nonattainment." Under State law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-attainment. BAAQMD is in non-attainment for the State and federal ozone standards, the State and federal $PM_{2.5}$ (particulate matter up to 2.5 microns in size) standards, and the State PM_{10} (particulate matter up to 10 microns in size) standards and is required to prepare a plan for improvement.[44] The sources, health effects, and typical controls associated with criteria pollutants are described in Appendix A.

The Bay Area 2017 Clean Air Plan provides a plan to improve Bay Area air quality and protect public health as well as the climate. The legal impetus for the Clean Air Plan is to update the most recent ozone plan, the 2010 Clean Air Plan, to comply with State air quality planning requirements as codified in the California Health and Safety Code. Although steady progress has been made toward reducing ozone levels in the Bay Area, the region continues to be designated as non-attainment for both the one-hour and eight-hour State ozone standards as noted previously. In addition, emissions of ozone precursors in the Bay Area contribute to air quality problems in neighboring air basins. Under these circumstances, State law requires the Clean Air Plan to include all feasible measures to reduce emissions of ozone precursors and reduce transport of ozone precursors to neighboring air basins.[45]

The 2017 Clean Air Plan focuses on two paramount goals:

- Protect air quality and health at the regional and local scale by attaining all state and national air quality standards and eliminating disparities among Bay Area communities in cancer health risk from toxic air contaminants (TACs); and
- Protect the climate by reducing Bay Area GHG emissions to 40 percent below 1990 levels by 2030, and 80 percent below 1990 levels by 2050

Under BAAQMD's methodology, a determination of consistency with the 2017 Clean Air Plan should demonstrate that a project:

- Supports the primary goals of the 2017 Clean Air Plan;
- Includes applicable control measures from the 2017 Clean Air Plan; and

Would not disrupt or hinder implementation of any control measures in the 2017 Clean Air Plan.[46]The CAP and GPCE include a suite of measures and policies that would reduce natural gas use and VMT and increase the use of EVs, active transportation, and public transit within the County. The primary purpose and intended effect of the CAP and GPCE is to reduce GHG emissions generated in the County to help reduce the effects of climate change, which aligns with goal of the 2017 Clean Air Plan to protect the climate and reduce Bay Area GHG emissions to 40 percent below 1990 levels by 2030. In addition, many of the CAP and GPCE actions and policies would also reduce criteria pollutant emissions. CAP Strategies/GPCE Policies B-1 and B-2 and CAP Action/GPCE Sub-policy B-4.2 involve increased energy efficiency and building electrification, CAP Strategy/GPCE Policy B-3 and CAP Action/GPCE Sub-policy L-3.2 prioritize increasing the generation of local

[44] Bay Area Air Quality Management District (BAAQMD). 2017. Air Quality Standards and Attainment Status. Available: <http://www.baaqmd.gov/research-and-data/air-quality-standards-and-attainment-status>. Accessed October 7, 2021.

[45] BAAQMD. 2017. Final Clean Air Plan: Spare the Air Cool the Climate: A Blueprint for Clean Air and Climate Protection in the Bay Area. Final 2017 Clean Air Plan. Available: <http://www.baaqmd.gov/~/media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-proposed-final-cap-vol-1-pdf.pdf?la=en>. Accessed October 7, 2021.

[46] ibid

renewable energy and renewable energy storage, and CAP Strategies/GPCE Policies T-1 through T-3 seek to reduce VMT in the County, improve active transportation and public transit facilities, and increase the adoption of EVs. These energy- and transportation-related measures would reduce air pollutant emissions and align with the goal of the 2017 Clean Air Plan to improve air quality in the Bay Area, meet State and national air quality standards, and reduce exposure of sensitive receptors to TACs. Furthermore, the CAP and GPCE do not contain any policies that would conflict with or hinder implementation of any control measures in the 2017 Clean Air Plan. Therefore, the CAP and GPCE are consistent with the 2017 Clean Air Plan and would have ***no impact*** related to a conflict with or obstruction of the applicable air quality plan.

b. Would the project 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 that exceed quantitative thresholds for ozone precursors)?

The CAP and GPCE would promote sustainable infrastructure development and redevelopment. As policy documents, the CAP and GPCE would not result in impacts related to criteria pollutants. However, implementation of the following CAP strategies and actions/GPCE policies and sub-policies may promote construction activities that would temporarily generate criteria pollutants during the construction phase.

CAP Strategy/GPCE Policy B-3 and CAP Actions/GPCE Sub-policies B-1.4 and L-3.2 promote installation of solar PV systems and other renewable energy infrastructure, as well as battery storage facilities to provide greener renewable electricity within the County. CAP Strategy/GPCE Policy B-2 and CAP Action/GPCE Sub-policy B-4.2 promote building electrification of existing homes, businesses, and community facilities, especially those at highest risk to the impacts of climate change. CAP Strategy/GPCE Policy T-2 support the installation of new bicycle, pedestrian, and public transit infrastructure throughout the County to increase the use of public transit and active transportation. CAP Strategy/GPCE Policy T-1 encourage the installation of electric vehicle charging stations and supporting infrastructure to increase EV adoption. CAP Action/GPCE Sub-policy W-2.4 would increase organic waste diversion and facility capacities for organic waste collection, potentially including the construction of new composting facilities. Additionally, CAP Action/GPCE Sub-policy T-2.3 encourages increasing greenspace and the planting of urban trees within the community. Construction-related air quality impacts are generally associated with fugitive dust/particulate matter (specifically, PM_{10} and $PM_{2.5}$) and exhaust emissions from heavy construction vehicles and soil hauling trucks, in addition to reactive organic gases (ROG) that would be released during the drying phase upon application of architectural coatings. However, implementation of proposed CAP strategies and actions/GPCE policies and sub-policies would not include large-scale construction within San Mateo County and would involve temporary and short-term criteria pollutant emissions. As such, the CAP and GPCE would result in low-level criteria pollutant emissions and negligible impacts to air quality. Future CAP/GPCE projects would also be reviewed for consistency with BAAQMD air quality regulations and other applicable local, State, and federal regulations once project details and locations are known. Thus, the construction required for implementation of the CAP and GPCE would result in a less-than-significant impact related to net increase of criteria pollutants.

With respect to operational emissions, many CAP strategies and actions/GPCE policies and sub-policies would have the secondary benefit of reducing criteria pollutant emissions, such as CAP Strategy/GPCE Policies B-1, B-2, B-4, and T-1 through T-3, which include measures aiming to increase building energy efficiency and electrification, promote EV adoption, reduce on-road

gasoline fuel use, and reduce VMT. Implementation of the CAP and GPCE would be beneficial by helping San Mateo County meet applicable air quality plan goals. In addition, future projects implemented by the CAP and GPCE would be required to comply with local, regional, and State air quality regulations. Therefore, the CAP and GPCE would result in a ***less-than-significant impact*** related to criteria pollutant emissions.

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Implementation of the CAP strategies and actions/GPCE policies and sub-policies described in *Response 3b.*, above, promote infrastructure development and redevelopment that may result in temporary construction activities. Construction-related air quality impacts are generally associated with fugitive dust/particulate matter (specifically, PM_{10} and $PM_{2.5}$) and exhaust emissions from heavy construction vehicles and soil hauling trucks, in addition to ROG that would be released during the drying phase upon application of architectural coatings. However, implementation of proposed CAP strategies and actions/GPCE policies and sub-policies would not include large-scale construction, and construction-related emissions would be minor and temporary. As such, implementation of the CAP and GPCE would result in low-level toxic air contaminant emissions associated with construction.

While the CAP and GPCE could result in construction-related impacts related to toxic air contaminants and exposure to sensitive receptors, future CAP/GPCE projects would be reviewed for consistency with BAAQMD air quality regulations and other applicable local, State, and federal regulations once project details and locations are known to ensure compliance. Thus, the construction associated with implementation of the CAP and GPCE would not result in substantial emissions of toxic air contaminants and exposure to sensitive receptors. In addition, no operational toxic air contaminant emissions are anticipated with implementation of the CAP and GPCE. Therefore, the CAP and GPCE would have an overall ***less-than-significant impact*** related to exposure of sensitive receptors to toxic air contaminants.

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The CARB 2005 *Air Quality Land Use Handbook: A Community Health Perspective* identifies land uses associated with odor complaints which include: sewage treatment plants, landfills, recycling facilities, waste transfer stations, petroleum refineries, biomass operations, auto body shops, coating operations, fiberglass manufacturing, foundries, rendering plants, and livestock operations.[47] CAP Strategy/GPCE Policy W-2 promotes increasing organic waste diversion to achieve a 75 percent reduction in organic waste by 2025, including programs for new composting facilities. As such, the CAP and GPCE could result in minor odors related to organic waste processing. However, the design and location of future projects related to new or expanded organic waste collection and processing facilities would be complimentary to existing development in the County and would be reviewed for potential odor impacts to ensure that projects implemented in accordance with the CAP and GPCE would not adversely affect a substantial number of people. Therefore, the CAP and GPCE would not facilitate development that could create adverse odors, and there would be a ***less-than-significant impact*** related to odors exposure.

[47] CARB. 2005. Air Quality and Land Use Handbook: A Community Health Perspective. Available: <https://ww3.arb.ca.gov/ch/handbook.pdf>. Accessed November 2, 2021.

Cumulative Impacts

The cumulative projects scenario is the projected population, employment, and housing (65,835 residents, 24,865 jobs, and 22,990 housing units) for the unincorporated County in 2030. Projects implemented in accordance with the CAP and GPCE, in combination with other cumulative development anticipated through the year 2030, could exceed applicable BAAQMD thresholds or be inconsistent with the 2017 Clean Air Plan. However, implementation of the CAP and GPCE would have a less-than-significant contribution related to potential cumulative air quality impacts within the air basin and on sensitive receptors within the County, given that the CAP and GPCE would result in Countywide reduction of GHG emissions, energy use, single-occupancy vehicle travel, and waste generation. As such, implementation of the CAP and GPCE would not result in adverse impacts related to contribution of criteria pollutants to the air basin and exposure of sensitive receptors to toxic air contaminants. Therefore, implementation of the CAP and GPCE would result in a ***less-than-significant cumulative impact*** related to air quality.

4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial 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?	☐	☐	■	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	■	☐
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	■	☐
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	■	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	■
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?	☐	☐	☐	■
g. Be located inside or within 200 feet of a marine or wildlife reserve?	☐	☐	■	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
h. Result in the loss of oak woodlands or other non-timber woodlands?	☐	☐	☐	■

a. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special status in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

San Mateo County is characterized primarily by rural and suburban uses with large areas of recreational and open spaces incorporated throughout the County. The San Mateo County GP and LCP incorporate goals and policies to protect biological resources, such as plant habitats, trees, wildlife habitats, and rare and endangered species in the County.[48,49] The County contains critical habitat for special-status wildlife species, including the marbled murrelet (*Brachyramphus marmoratus*), California red-legged frog (*Rana draytonii*), and bay checkerspot butterfly (*Euphydryas editha bayensis*), in the undeveloped areas around the Santa Cruz Mountains. In addition, the County contains critical habitat for western snowy plover (*Charadrius nivosus nivosus*) in a small area near Half Moon Bay and tidewater goby (*Eucyclogobius newberryi*) near the San Gregorio and Pomponio State Beaches on the Pacific Coast.[50] According to the San Mateo County GP, the County also contains habitat for the San Francisco garter snake (*Thamnophis sirtalis tetrataenia*) and steelhead trout (*Oncorhynchus mykiss*).[51]

The CAP and GPCE would promote sustainable infrastructure development and redevelopment. The CAP Strategies/GPCE Policies would not conflict with the objectives and policies of the GP and LCP related to wildlife but would rather be consistent with and promote those plans. CAP strategies/GPCE policies would generally apply to the urbanized and/or agricultural areas of the County, with little application to parks, open spaces area, or the undeveloped portions of the County where sensitive habitat and related species may be present. In addition, CAP Action/GPCE Sub-policy L-6.1 seeks to preserve natural lands and urban greenspace and enhance carbon sequestration in these areas, which would help protect areas of the County that serve as critical habitat for marbled murrelet, California red-legged frog, bay checkerspot butterfly, and western snowy plover. Furthermore, CAP Action/GPCE Sub-policy T-2.3 facilitates increased urban trees and greenspace and green infrastructure throughout the County that could serve as additional habitat for special status species and migratory and nesting birds. As such, the CAP and GPCE would not

[48] San Mateo County. 2013. General Plan Policies. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC-GP%20Policies%202013.pdf>. Accessed October 28, 2021.

[49] San Mateo County. 2012. Local Coastal Program Policies. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC_Midcoast_LCP_2013.pdf>. Accessed October 28, 2021.

[50] U.S. Fish and Wildlife Service (USFWS). 2021. Critical Habitat for Threatened and Endangered Species Map. Available: <https://fws.maps.arcgis.com/home/webmap/viewer.html?webmap=9d8de5e265ad4fe09893cf75b8dbfb77>. Accessed November 10, 2021.

[51] San Mateo County. 1986. San Mateo County General Plan Overview and Background Issues. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/SMC-GP%201986.pdf>. Accessed October 27, 2021.

have a substantial adverse effect on candidate, threatened, or endangered wildlife species either directly through individual take or indirectly through species habitat modification.

As policy documents, the CAP and GPCE would not directly result in impacts related to wildlife species of special status. However, implementation of some CAP strategies/GPCE policies may promote infrastructure development within the urbanized portions of the County and could result in impacts to species through construction activities. CAP Strategy/GPCE Policy B-3 and CAP Actions/GPCE Sub-policies B-1.4 and L-3.2 promote installation of solar PV systems and other renewable energy infrastructure, as well as battery storage facilities to provide greener renewable electricity within the County. CAP Strategy/GPCE Policy B-2 and CAP Action/GPCE Sub-policy B-4.2 promote building electrification of existing homes, businesses, and community facilities, especially those at highest risk to the impacts of climate change. CAP Strategy/GPCE Policy T-2 support the installation of new bicycle, pedestrian, and public transit infrastructure throughout the County to increase the use of public transit and active transportation. CAP Strategy/GPCE Policy T-1 encourage the installation of electric vehicle charging stations and supporting infrastructure to increase EV adoption. CAP Action/GPCE Sub-policy W-2.4 would increase organic waste diversion and facility capacities for organic waste collection, potentially including the construction of new composting facilities. Additionally, CAP Action/GPCE Sub-policy T-2.3 encourages increasing greenspace and the planting of urban trees within the community. Construction has the potential to disturb nesting habitat for birds and raptors protected under Sections 3503, 3503.5, and 3513 of the California Fish and Game Code (CFGC) and under the Migratory Bird Treaty Act (MBTA). However, construction activities for future CAP/GPCE projects would be required to comply with the provisions of the MBTA and CFGC Sections 3503, 3503.5, and 3513 in order to avoid impacts to protected birds and would be reviewed for consistency with County, State, and federal policies related to protected species. As such, the CAP and GPCE would not have a substantial adverse effect on special-status wildlife species. Therefore, the CAP would result in a ***less-than-significant impact*** related to special-status wildlife species.

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

c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

g. Would the project be located inside or within 200 feet of a marine or wildlife reserve?

According to the San Mateo County GP, sensitive habitat resources in the County include wildlife refuges and reserves, riparian corridors, wetlands, salt ponds, sand dunes, lakes and reservoirs, and marine and estuarine habitats. The GP and LCP include maps of sensitive habitat areas, including marine and wildlife reserves, that indicate that sensitive habitats are generally located along the Pacific Coast and in the undeveloped areas surrounding the Santa Cruz Mountains.[52,53] San Mateo County GP Goals 1.1 and 1.2 and respective policies to conserve sensitive habitats and wetlands and

[52] San Mateo County. 1986. San Mateo County General Plan Overview and Background Issues. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/SMC-GP%201986.pdf>. Accessed October 27, 2021.

[53] San Mateo County. n.d. Local Coastal Program Map of Mid-Coast Sensitive Habitats. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/lcp%20-%20midcoast%20sensitive%20habitats%2032x48.pdf>. Accessed November 11, 2021.

native species that rely on them, while the LCP contains a Sensitive Habitats Component with policies to designate and protect sensitive coastal habitats.[54,55]

The CAP and GPCE would promote sustainable infrastructure development and redevelopment. The CAP strategies/GPCE policies would generally apply to the urbanized and agricultural land uses in the County, with little application to parks, open spaces area, or other locations where riparian and wetland habitat is located. In addition, CAP Action/GPCE Sub-policy L-6.1 seeks to preserve natural lands and urban greenspace and enhance carbon sequestration in these areas, which would help protect riparian and wetland habitat and other sensitive natural communities. Furthermore, CAP Action/GPCE Sub-policy T-2.3 facilitates increased urban trees, greenspace, and green infrastructure throughout the County, which aligns with GP goals related to habitat and greenspace conservation. Likewise, increased green stormwater infrastructure would improve stormwater management and water quality of wetlands, lakes, and ponds in the County. Though some CAP/GPCE-related projects, such as those that involve the installation of new solar panels and battery energy storage facilities and expansion of organic waste processing capacity, could result in the construction of new facilities, it is unlikely that future facilities would be planned for areas with sensitive habitat or within 200 feet of a marine or wildlife reserve. Future CAP/GPCE-related projects would be required to adhere to County development regulations and GP policies, including the San Mateo County Significant Tree Ordinance and Heritage Tree Ordinance, to retain urban forestry and minimize environmental impacts. In addition, the location and details of future CAP/GPCE projects would be reviewed for consistency with applicable local, regional, and State regulations related to sensitive habitat prior to approval. As such, the CAP and GPCE would not have a substantial adverse effect on riparian habitat or sensitive natural community, such as wetlands. Therefore, the CAP and GPCE would have a ***less-than-significant impact*** related to sensitive natural plant communities.

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The CAP and GPCE would promote sustainable infrastructure development and redevelopment within urbanized and agricultural portions of the County. As policy documents, the CAP and GPCE would not result in direct impacts related to interference with species movement or use of wildlife nursery sites. However, implementation of CAP Strategies/GPCE Policies such as B-2, B-3, B-4, T-1, T-2, T-3, and W-2 related to improving active transportation facilities, renewable energy production and storage, building energy efficiency, and organic waste processing may include infrastructure development that could potentially disturb habitat areas. CAP/GPCE projects would be required to adhere to County development regulations and GP policies, including the San Mateo County Significant Tree Ordinance and Heritage Tree Ordinance, and would be reviewed for consistency with applicable local, regional, and State regulations to retain urban forestry and open space and minimize environmental impacts. In addition, CAP Action/GPCE Sub-policy L-6.1 seeks to preserve natural lands and urban greenspace and enhance carbon sequestration in these areas and CAP Action/GPCE Sub-policy T-2.3 facilitates increased urban trees, greenspace, and green infrastructure throughout the County. These Actions and Sub-policies would aid in conserving habitat areas and

[54] San Mateo County. 2012. Local Coastal Program Policies. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC_Midcoast_LCP_2013.pdf>. Accessed October 28, 2021.

[55] San Mateo County. 2013. General Plan Policies. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC-GP%20Policies%202013.pdf>. Accessed October 28, 2021.

habitat connectivity in the County. Furthermore, the CAP strategies/GPCE polices would generally apply to the urbanized areas of the County with little application to parks, open spaces area, or other locations where wildlife corridors or native wildlife nursery sites may be present. Therefore, the CAP and GPCE would result in a ***less-than-significant impact*** related to interference with species movement or wildlife nursery use.

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

h. Would the project result in the loss of oak woodlands or other non-timber woodlands?

San Mateo County is characterized primarily by rural and suburban uses with large areas of recreational and open spaces incorporated throughout the County. The San Mateo County GP and LCP incorporate goals and policies to protect biological resources, such as plant habitats, trees, woodlands, wildlife habitats, and rare and endangered species in the County.[56,57] Additionally, the San Mateo County Significant Tree Ordinance and Heritage Tree Ordinance were established to preserve trees and enhance the ecological benefit to the community by providing for the regulation of planting, management, maintenance, preservation and, where necessary, removal of trees.[58,59]

The CAP and GPCE would promote sustainable infrastructure development and redevelopment within the urbanized and agricultural portions of the County. The purpose and intended effect of the CAP and GPCE is to reduce GHG emissions generated in the County to help reduce the effects of climate change. Implementation of proposed strategies and policies would be beneficial by helping San Mateo County meet applicable local policies and ordinances for protecting biological resources, including CAP Action/GPCE Sub-policyT-2.3 that facilitates increased urban trees and CAP Action/GPCE Sub-policy L-6.1 that helps to preserve natural lands, including oak and other non-timber woodlands, and urban greenspace. The CAP and GPCE would not conflict with or obstruct implementation of the applicable policies for preserving biological resources nor result in the loss of woodlands and would rather improve the County's ability to attain goals and policies that protect biological resources. Therefore, the CAP and GPCE would result in ***no impact*** related to consistency with local biological resources protection policies.

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?

[56] San Mateo County. 2013. General Plan Policies. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC-GP%20Policies%202013.pdf>. Accessed October 28, 2021.

[57] San Mateo County. 2012. Local Coastal Program Policies. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC_Midcoast_LCP_2013.pdf>. Accessed October 28, 2021.

[58] San Mateo County. 2021. Significant Tree Ordinance. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/Mjsaa0475(att%20b1_Trees)_(POST%20BOS%20of%2010-18-16)%20wpq.pdf>. Accessed October 29, 2021.

[59] San Mateo County. 2021. Regulations for the Preservation, Protection, Removal, and Trimming of Heritage Trees on Public and Private Property. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/Mjsaa0476(att%20b2_Trees)_(POST%20BOS%20of%2010-18-16)%20wpq.pdf>. Accessed October 29, 2021.

San Mateo County includes the San Bruno Mountain Habitat Conservation Plan (HCP), a 2,750-acre protected area in the northeastern portion of the County near Daly City.[60] In addition, the San Mateo County GP and LCP contain goals and policies to protect natural resources, such as plant and wildlife habitats in the County.[61, 62] The CAP and GPCE would not facilitate specific development projects, nor would they add or enable new development that would conflict with the San Mateo GP and LCP or San Bruno Mountain HCP. Rather, the CAP and GPCE prioritize the preservation of natural lands, urban greenspace, and trees and improvements to buildings, renewable energy generation and storage, waste reduction, and the transportation system in order to reduce GHG emissions and related impacts to the environment. Therefore, the CAP and GPCE would have ***no impact*** related to consistency with an adopted habitat or natural community conservation plan.

Cumulative Impacts

The cumulative projects scenario is the projected population, employment, and housing (65,835 residents, 24,865 jobs, and 22,990 housing units) for the unincorporated County in 2030. Implementation of CAP/GPCE projects, in combination with other cumulative development anticipated through the year 2030, could result in impacts to biological resources during infrastructure construction. However, implementation of the CAP and GPCE would have a less-than-significant contribution related to potential cumulative biological resources impacts within the County and on special status wildlife and plant species, given that infrastructure development or redevelopment resulting from implementation of the CAP and GPCE would be required to comply with applicable San Mateo County GP and LCP policies and State and federal regulatory requirements regarding avoidance of special wildlife species and habitat. In addition, the CAP and GPCE contain strategies and policies actions that prioritize the preservation of natural lands, the planting of additional trees, and new urban greenspaces and green infrastructure. As such, implementation of the CAP and GPCE would not result in adverse impacts related to biological resources. Therefore, implementation of the CAP and GPCE would result in a ***less-than-significant cumulative impact*** related to biological resources.

[60] San Mateo County. 2007. San Bruno Mountain Habitat Management Plan. Available: < https://parks.smcgov.org/sites/parks.smcgov.org/files/documents/files/San%20Bruno%20Mountain%20Habitat%20Management%20Plan%202008-1_0.pdf>. Accessed December 21, 2021.

[61] San Mateo County. 2013. General Plan Policies. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC-GP%20Policies%202013.pdf>. Accessed October 28, 2021.

[62] San Mateo County. 2012. Local Coastal Program Policies. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC_Midcoast_LCP_2013.pdf>. Accessed October 28, 2021.

5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	■	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	■	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	■	☐

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

The San Mateo County GP identifies 69 historic properties in the County outside of the coastal zone and 49 historic properties within the coastal zone potentially eligible for listing as historic resources.[63] The CAP and GPCE would promote infrastructure development and redevelopment that would be complimentary to existing development. CAP/GPCE-related projects would be required to comply with San Mateo County GP Historical and Archaeological Resources Element goals and policies related to the preservation of historic resources, including Goals 5.1, 5.2, and 5.4 that require the evaluation, rehabilitation, and protection of sites and structures within the County of historic, social, educational, and cultural significance and the encouragement of preservation and rehabilitation of historic resources and compatible design in historic districts as appropriate for future development projects.[64] In addition, CAP/GPCE-related projects would be required to comply with the San Mateo County Historic Preservation Ordinance, which establishes permitting procedures for projects that could potentially affect historic resources. This includes sites, structures, and areas that are associated with a historic event, activity, or persons that contribute to the historic character of districts, neighborhoods, landmarks, historic structures, and artifacts. CAP/GPCE-related projects and actions would be reviewed for compliance with applicable local, regional, and State regulations regarding cultural resources and the San Mateo County GP and Historic Preservation Ordinance to avoid adverse impacts related to historic resources. Therefore, the CAP and GPCE would result in a ***less-than-significant impact*** related to historical resources.

[63] San Mateo County. 1986. San Mateo County General Plan Overview and Background Issues. Available at: https://planning.smcgov.org/sites/planning.smcgov.org/files/SMC-GP%201986.pdf. Accessed November 15, 2021.

[64] San Mateo County. 2013. General Plan Policies. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC-GP%20Policies%202013.pdf>. Accessed October 28, 2021.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

The County was initially inhabited by Native American tribes called "Coastanoan" by Spanish settlers in the region. Archaeological sites, such as former villages, have been discovered throughout the County, predominantly in the eastern, bay-side portion of the County.[65] The County is highly sensitive for prehistoric and historic-era archaeological deposits. Hence, there is a possibility for sites not previously recorded to be present in areas designated for CAP/GPCE development and/or redevelopment. In particular, CAP Strategies/GPCE Policies B-2, B-3, T-1, and T-2 and CAP Actions/GPCE Sub-policies B-1.4, B-4.2, W-2.4, and L-3.2 could result in small-scale construction projects that may expose previously undiscovered archaeological resources during ground disturbing activities. The CAP/GPCE-related projects would be located and designed strategically to reduce ground disturbance to the maximum extent possible. In addition, CAP/GPCE-related projects would be reviewed for consistency with applicable local, regional, and State archeological regulations prior to final siting, and construction would be required to implement best management practices (BMPs) in accordance with San Mateo County GP Policy 5.20, Site Survey, and Policy 5.21, Site Treatment, that require site surveys for archaeological resources, the halting of construction and investigation and protection of previously undiscovered archaeological resources, and the implementation of mitigation plans, as necessary, to protect archaeological resources.[66] Therefore, with compliance with the required policies contained in the San Mateo County GP, the CAP and GPCE would result in a ***less-than-significant impact*** related to archaeological resources.

c. Would the project disturb any human remains, including those interred outside of formal cemeteries?

Unincorporated San Mateo County has a number of formal cemeteries, such as the Skylawn Funeral Home Memorial Park, Pescadero Mount Hope Cemetery, and Purissima Historic Cemetery. In addition, there is a possibility of encountering unknown buried human remains throughout the County where CAP/GPCE-related projects could occur. In particular, implementation of CAP Strategies/GPCE Policies B-2, B-3, T-1, and T-2 and CAP Actions/GPCE Sub-policies B-1.4, B-4.2, W-2.4, and L-3.2 may expose unknown human burial sites during ground-disturbing construction activities. CAP/GPCE projects and actions would be reviewed for compliance with applicable local, regional, and State regulations regarding cultural resources, including the GP, such as GP Policies 5.20, Site Survey, and 5.21, Site Treatment, to avoid impacts related to unknown human interments. In addition, CAP/GPCE-related projects would be required to comply with State coroner requirements related to burial findings, including assessment and mitigation incorporation once project details and locations are known. Therefore, with compliance with the San Mateo County GP, the CAP and GPCE would result in a ***less-than-significant impact*** related to human remains.

Cumulative Impacts

The cumulative projects scenario is the projected population, employment, and housing (65,835 residents, 24,865 jobs, and 22,990 housing units) for the unincorporated County in 2030. Implementation of the CAP/GPCE-related projects, in combination with other cumulative projects

[65] San Mateo County. 2013. Energy Efficiency Climate Action Plan Environmental Impact Report. Available at: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/San%20Mateo%20County%20EECAP%20Draft%20EIR.pdf>. Accessed November 15, 2021.

[66] San Mateo County. 2013. General Plan Policies. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC-GP%20Policies%202013.pdf>. Accessed October 28, 2021.

anticipated through 2030, would include infrastructure and building developments that could have an impact on cultural resources during construction. Impacts to historic and archaeological resources and human remains are generally site-specific. Accordingly, potential impacts to cultural resources and human remains associated with cumulative developments would be addressed on a case-by-case basis. In addition, future projects in the County, including those associated with implementation of the CAP and GPCE, would be required to comply with the San Mateo County General goals and policies and the San Mateo County Historic Preservation Ordinance, that require the identification and protection of sites and structures of architectural, historical, archaeological, and cultural significance, to avoid impacts related to cultural resources. Therefore, implementation of the CAP and GPCE would result in a ***less-than-significant cumulative impact*** related to cultural resources.

6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	■
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	■

a. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

California is one of the lowest per-capita energy users in the United States, ranked 46th in the nation, due to its energy efficiency programs and mild climate.[67] California consumed 279,402 gigawatt-hours (GWh) of electricity in 2019 and 2,074,302 million cubic feet of natural gas in 2020.[68,69] The single largest end-use sector for energy consumption in California is transportation (39.1 percent), followed by industry (23.5 percent), commercial (19.2 percent), and residential (18.3 percent).[70] Adopted in 2018, SB 100 accelerates the State's Renewable Portfolio Standards Program, codified in the Public Utilities Act, by requiring electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

San Mateo County has demonstrated its commitment to energy efficiency and renewable energy through many efforts, as described in the *Existing Sustainability Setting* section above. The County has adopted the California Green Building Standards Code and a Building Reach Code, which require efficiency measures to reduce energy use and provide energy reduction benefits.[71] The County has also completed a communitywide GHG emissions inventory for 2015, which is summarized in Table 1. The transportation sector was responsible for the highest emissions of GHGs within the

[67] United States Energy Information Administration (USEIA). 2021. "California - Profile Overview." Last modified: February 18, 2021. Available:<https://www.eia.gov/state/?sid=CA.> Accessed October 13, 2021.

[68] CEC. 2020. Electricity Consumption by County. Available: <http://www.ecdms.energy.ca.gov/elecbycounty.aspx>. Accessed October 13, 2021.

[69] USEIA. 2021. Natural Gas: Natural Gas Consumption by End Use. September 30, 2021. Available: <https://www.eia.gov/dnav/ng/ng_cons_sum_dcu_SCA_a.htm>. Accessed October 13, 2021.

[70] USEIA. 2021. "California - Profile Overview." Last modified: February 18, 2021. Available:<https://www.eia.gov/state/?sid=CA.> Accessed October 13, 2021.

[71] San Mateo County. 2020. Ordinance No. 4824. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/press-release/files/0030_1_20200225_o_Reach-Codes-003.pdf >. Accessed December 3, 2021.

County community in 2015, followed by building energy use. According to the California Energy Commission (CEC), San Mateo County consumed approximately 4,168 GWh of electricity and 200 million therms of natural gas in 2020.[72,73]

The CAP and GPCE are policy documents containing climate action strategies and policies to reduce Countywide GHG emissions. The CAP and GPCE would encourage energy efficiency in existing residential, commercial, and municipal building stock through new policies and educational campaigns as well as new requirements for proposed new buildings. The CAP and GPCE would also incentivize increased renewable energy production within the County. Additionally, the CAP and GPCE would reduce transportation-related energy consumption by increasing active transportation and public transit use and reducing VMT. CAP Strategies/GPCE Policies B-1, B-2, and B-4 seek to decrease natural gas and energy consumption in new and existing buildings by requiring energy efficiency upgrades and electrification. CAP Strategy/GPCE Policy B-3 and CAP Action/GPCE Sub-policy L-3.2 would increase renewable energy generation and storage within the County to provide clean energy sources. CAP Strategies/GPCE Policies T-1 through T-3 would provide improvements to the active transportation, public transit, micro-mobility and EV infrastructure of the County to reduce energy consumption and GHG emissions from the transportation sector. CAP Strategies/GPCE Policies W-1 through W-3 relates to increasing organic waste and construction waste diversion and reducing waste production. CAP Action/GPCE Sub-policy T-2.3 facilitates increased urban trees and greenspace and green infrastructure throughout the County.

Implementation of renewable energy and storage, transportation, and organic waste processing infrastructure, as well as energy efficiency upgrades to existing buildings and new urban greenspace, tree planting and green infrastructure, would require small-scale construction. However, energy use for the construction of such projects would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region. In addition, construction contractors would be required to comply with the provisions of California Code of Regulations (CCR) Title 13 Sections 2449 and 2485, which would minimize unnecessary fuel consumption. Construction equipment would be subject to the U.S. EPA Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. Furthermore, per applicable regulatory requirements such as 2019 California's Green Building Standards Code (CALGreen), which is the CCR Title 24, Part 11, future infrastructure projects would comply with construction waste management practices to divert a minimum of 65 percent of construction and demolition debris. These practices would result in efficient use of energy necessary to construct CAP/GPCE-related projects. Upon completion of construction for any CAP/GPCE-related infrastructure development and redevelopment, non-renewable energy use would be reduced by increasing renewable energy production and storage and reducing energy use and VMT within the County.

The purpose and intended effect of the CAP and GPCE is to reduce GHG emissions generated in the County to minimize the effects of climate change, including those emissions generated by energy demand and supply. The CAP and GPCE would not result in the use of non-renewable resources in a wasteful or inefficient manner; rather, they would assist in reducing use of non-renewable energy resources and increasing the production of local renewable energy. Therefore, the CAP and GPCE

[72] CEC. 2020. Electricity Consumption by County. Available: <http://www.ecdms.energy.ca.gov/elecbycounty.aspx>. Accessed November 12, 2021.

[73] CEC. 2020. Natural Gas Consumption by County. Available: <http://ecdms.energy.ca.gov/elecbycounty.aspx>. Accessed November 12, 2021.

would result in ***no impact*** related to the wasteful, inefficient, or unnecessary consumption of energy.

b. Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Relevant plans and policies that aim to increase energy efficiency and the production of renewable energy include SB 100, the 2019 California Green Building Standards Code (CALGreen or Title 24 Part 11), and the 2019 California Building Energy Efficiency Standards (Title 24 Part 6). SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the State's Renewables Portfolio Standard Program and requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045. CALGreen (Title 24 Part 11) institutes mandatory minimum environmental performance standards for all ground-up new construction of non-residential and residential structures. In addition, the California Building Energy Efficiency Standards (Title 24 Part 6) establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California's energy demand. CCR Title 24 (Parts 6 and 11) is updated periodically to incorporate and consider new energy-efficiency technologies and methodologies as they become available. New construction and major renovations must demonstrate their compliance with the current Building Energy Efficiency Standards through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the CEC.

San Mateo County is part of the PCE community choice aggregate, which provides electricity primarily from clean, renewable sources. San Mateo County would continue to reduce its use of nonrenewable energy resources as the electricity generated by renewable resources provided by PCE continues to increase to comply with State requirements through SB 100, which requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045. The CAP and GPCE include strategies and policies to reduce electricity use and increase production of renewable energy, as discussed further below, and would therefore align with the overall intent of SB 100.

The County has adopted the California Green Building Standards Code and a Building Reach Code, which require efficiency measures to reduce energy use and provide energy reduction benefits.[74] Therefore, construction and operation associated with infrastructure projects stemming from the CAP and GPCE would be designed to comply with the energy source standards of the CALGreen and the California Building Energy Efficiency Standards. Future CAP/GPCE-related projects would be required to demonstrate compliance with the CALGreen and the California Building Energy Efficiency Standards by implementing sustainability and energy efficiency measures such as high-efficiency lighting and HVAC systems, low-flow water fixtures, dual-paned windows, and water efficient landscaping and irrigation systems. Compliance with these regulations would minimize potential conflicts with adopted energy conservation plans. In addition, the CAP and GPCE would implement additional energy efficiency requirements for new buildings and for building renovations that would be more stringent than the existing CALGreen and California Building Energy Efficiency Standards.

As discussed under *Response 6a*., above, CAP Strategies/GPCE Policies B-1, B-2, and B-4 seek to decrease natural gas and energy consumption in new and existing buildings by requiring energy efficiency upgrades and electrification. In addition, Strategy/GPCE Policy B-3 and CAP Action/GPCE

[74] San Mateo County. 2020. Ordinance No. 4824. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/press-release/files/0030_1_20200225_o_Reach-Codes-003.pdf >. Accessed December 3, 2021

Sub-policy L-3.2 would incentivize the production and storage of local renewable energy through solar and other renewable energy projects and battery energy storage. These strategies and policies are consistent with the goals and policies established by SB 100, CALGreen, and the California Building Energy Efficiency Standards. Thus, the CAP and GPCE would not conflict with adopted renewable energy or energy conservation plans, and there would be ***no impact***.

Cumulative Impacts

The cumulative projects scenario is the projected population, employment, and housing (65,835 residents, 24,865 jobs, and 22,990 housing units) for the unincorporated County in 2030. Implementation of the CAP and GPCE would result in reducing use of non-renewable energy resources across the community, in particular with remodeled buildings, new construction, and municipal and community buildings. Implementation of the CAP and GPCE would also increase the production of renewable energy within the County. Additionally, the CAP and GPCE include measures to increase the use of active transportation and public transit and reduce VMT within the County, which would reduce transportation fuel use. As the County's population grows and development intensifies in the future, as anticipated under the population, employment, and housing projections for 2030, strategies and policies contained within the CAP and GPCE would ensure that new development is constructed to strict energy efficiency standards, the County produces and stores clean renewable energy, and that VMT and associated transportation energy use reduced. As the CAP and GPCE would result in decreased non-renewable energy use within the County and would align with existing plans and policies related to renewable energy and energy efficiency, implementation of the CAP and GPCE would result in ***no cumulative impact*** related to energy.

7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving:				
1. 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 substantial evidence of a known fault?	☐	☐	☐	■
2. Strong seismic ground shaking?	☐	☐	☐	■
3. Seismic-related ground failure, including liquefaction?	☐	☐	☐	■
4. Landslides?	☐	☐	☐	■
5. Coastal cliff/bluff instability or erosion?	☐	☐	☐	■
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	■	☐
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, liquefaction, or collapse?	☐	☐	■	☐
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	■	☐
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?	☐	☐	☐	■

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	■	☐

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

1. *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 substantial evidence of a known fault?*
2. *Strong seismic ground shaking?*
3. *Seismic-related ground failure, including liquefaction?*
4. *Landslides?*
5. *Coastal cliff/bluff instability or erosion?*

San Mateo County is located in Seismic Hazard Zone 4, and there are eight active faults within the vicinity of the County that could cause seismic-related impacts. Of these, three faults pose the greatest risk of earthquake to the County, including the San Andreas Fault that bisects the County, the Hayward Fault located to the east of the San Francisco Bay, and the San Gregorio Fault located offshore in the Pacific Ocean to the west. An earthquake on the San Andreas Fault could result in surface rupture in portions of the County within the fault zone, and earthquakes on any of the nearby faults have the potential to generate severe to violent ground shaking in the County.[75] The San Mateo County GP also identifies the Seal Cove-San Gregorio Fault System in the western portion of the County near Moss Beach as a potential earthquake hazard, and the County has established a Geologic Hazard Overlay in this area.[76] The majority of the County has very low potential for liquefaction, with moderate- to very high-risk areas concentrated along the San Francisco Bay within the incorporated cities and moderate- to high-risk areas in scattered portions of the County to the west, along rivers and near the Pacific Ocean. Much of the County is at moderate- to high-risk of landslides, particularly in the hillsides adjacent to the Santa Cruz Mountains. In 2021, San Mateo County adopted a Local Hazard Mitigation Plan (LHMP) to assess hazards and reduce risks prior to a disaster event and fully cover the necessity to address seismic and geological hazards. According to the LHMP, San Mateo County is at high-risk of earthquake and landslide impacts.[77] In addition, coastal areas in western San Mateo County are at risk of coastal bluff erosion due to development and sea level rise.

[75] San Mateo County. 2021. Multijurisdictional Local Hazard Mitigation Plan. Available: <https://cmo.smcgov.org/sites/cmo.smcgov.org/files/2021-10-19_SanMateoHMP_Vol1_AdoptionDraft.pdf>. Accessed November 15, 2021.

[76] San Mateo County. 1986. San Mateo County General Plan Overview and Background Issues. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/SMC-GP%201986.pdf>. Accessed December 21, 2021.

[77] San Mateo County. 2021. Multijurisdictional Local Hazard Mitigation Plan. Available: <https://cmo.smcgov.org/sites/cmo.smcgov.org/files/2021-10-19_SanMateoHMP_Vol1_AdoptionDraft.pdf>. Accessed November 15, 2021.

Although San Mateo County is at risk of earthquake-induced ground shaking and associated hazards and coastal bluff erosion, the CAP and GPCE are policy documents containing climate strategies, policies and supporting actions to reduce GHG emissions and are consistent with the San Mateo County GP, LHMP, and other regional and State seismic regulations. The CAP and GPCE do not propose habitable development or policies that could result in exposure of people to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure including liquefaction, or landslides. The CAP and GPCE contain Action/Sub-policy W-2.4 that includes the potential to develop a new composting facility to serve the coastal areas of San Mateo County. However, such a facility would be sited to avoid sensitive coastal habitat such as bluffs and would comply with the San Mateo County GP Policy 4.17 that protects sand dunes, cliffs, bluffs, and wetlands from development.[78] Therefore, the CAP and GPCE would result in ***no impact*** related to seismic-, landslide-, and bluff-related hazards.

b. Would the project result in substantial soil erosion or the loss of topsoil?

The CAP and GPCE would promote sustainable infrastructure development and redevelopment. As policy documents, the CAP and GPCE would not directly require ground-disturbing activities. However, implementation of several CAP strategies/GPCE policies may result in construction activities that could cause soil erosion or the loss of topsoil during construction. CAP Strategy/GPCE Policy B-2 and CAP Action/GPCE Sub-policy B-4.2 promote building electrification of existing homes, businesses, and community facilities, especially those at highest risk to the impacts of climate change. CAP Strategy/GPCE Policy B-3 and CAP Actions/GPCE Sub-policies B-1.4 and L-3.2 promote installation of solar PV systems and other renewable energy infrastructure, as well as battery storage facilities to provide greener renewable electricity within the County. CAP Strategy/GPCE Policy T-1 encourage the installation of electric vehicle charging stations and supporting infrastructure to increase EV adoption. CAP Strategy/GPCE Policy T-2 support the installation of new bicycle, pedestrian, and public transit infrastructure throughout the County to increase the use of public transit and active transportation. Additionally, CAP Action/GPCE Sub-policy T-2.3 encourages increasing greenspace, green stormwater infrastructure, and the planting of urban trees within the community. CAP Action/GPCE Sub-policy W-2.4 would increase organic waste diversion and facility capacities for organic waste collection, potentially including the construction of new composting facilities. As such, the CAP and GPCE could result in construction-related soil erosion and topsoil loss impacts associated with future CAP/GPCE-related projects.

However, CAP/GPCE-related projects would be reviewed for consistency with San Mateo County GP policies such as Policy 2.17, Regulate Development to Minimize Soil Erosion and Sedimentation, that requires projects to implement measures to minimize soil erosion, the San Mateo County Grading and Land Clearing Ordinance that promotes conservation of natural resources including topography and vegetation, and other local and State geology and soils regulations prior to final siting and construction.[79] The potential for CAP/GPCE-related project construction activities involving soil disturbance to result in increased erosion and sediment transport by stormwater to surface waters would be further minimized because future projects would be required to comply with the San

[78] San Mateo County. 2013. General Plan Policies. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC-GP%20Policies%202013.pdf>. Accessed October 28, 2021.

[79] San Mateo County. 2013. General Plan Policies. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC-GP%20Policies%202013.pdf>. Accessed October 28, 2021.

Mateo County Grading Ordinance, which includes erosion and sediment control standards, and/or a the National Pollutant Discharge Elimination System (NPDES) Construction General Permit provided by the Regional Water Quality Control Board.[80] These regulations require BMPs such as the covering of graded slopes and stockpiled materials, storm drain protection, and use of fiber rolls and silt fences to reduce erosion and topsoil loss from stormwater runoff. Compliance with the San Mateo County Grading Ordinance and/or Construction General Permit would ensure that BMPs are implemented during construction and minimize substantial soil erosion or the loss of topsoil. Therefore, the CAP and GPCE would result in a ***less-than-significant impact*** related to soil erosion and loss of topsoil.

c. *Would the project 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, liquefaction, or collapse?*

d. *Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

According to the LHMP, the majority of the County has very low potential for liquefaction, with moderate- to very high-risk areas concentrated along the San Francisco Bay within the incorporated cities and moderate- to high-risk areas in scattered portions of the County to the west, along rivers and near the Pacific Ocean. Much of the County is at moderate to high risk of landslides, particularly in the hillsides adjacent to the Santa Cruz Mountains.[81] Lateral spreading, expansive soils, and subsidence risks are generally low throughout the County.[82] The San Mateo County GP, San Mateo County Code of Ordinances, and California Building Code (CBC) contain regulations for structural design and soil hazards in order to mitigate potential impacts related to unstable soils.

The CAP and GPCE are policy documents containing programs that are consistent with the GP. Some of the proposed strategies and policies in the CAP and GPCE would support small-scale construction projects, such as electric vehicle charging stations, battery energy storage systems, and new or expanded organic waste processing facilities. However, CAP/GPCE-related projects and actions would be reviewed for consistency with local and State geotechnical regulations prior to final siting and construction. New structures would be required to comply with the County's building plan check process, which requires site-specific geotechnical evaluations and the inclusion of measures to address any unstable soil conditions affecting the site.[83] Therefore, the CAP and GPCE would result in a ***less-than-significant impact*** related to risks associated with location on unstable geologic unit or soil or on expansive soils.

[80] San Mateo County. 2017. Grading Ordinance. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/Grading%20Ordinance%202017.pdf>. Accessed November 15, 2021.

[81] San Mateo County. 2021. Multijurisdictional Local Hazard Mitigation Plan. Available: <https://cmo.smcgov.org/sites/cmo.smcgov.org/files/2021-10-19_SanMateoHMP_Vol1_AdoptionDraft.pdf>. Accessed November 15, 2021.

[82] San Mateo County. 1986. San Mateo County General Plan Overview and Background Issues. Available at: https://planning.smcgov.org/sites/planning.smcgov.org/files/SMC-GP%201986.pdf. Accessed November 15, 2021.

[83] San Mateo County. 2021. Multijurisdictional Local Hazard Mitigation Plan. Available: <https://cmo.smcgov.org/sites/cmo.smcgov.org/files/2021-10-19_SanMateoHMP_Vol1_AdoptionDraft.pdf>. Accessed November 15, 2021.

e. Would the project 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?

The CAP and GPCE would not involve the development of habitable structures and, thus, no use of septic tanks or alternative wastewater disposal systems. Therefore, ***no impact*** would occur related to soil capability support of alternative wastewater disposal systems.

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Paleontological resources, such as mollusk and bivalve remains, have been uncovered in the coastal areas of the County, and there is the potential for previously undiscovered fossil remains to occur throughout the County.[84] The CAP and GPCE would promote infrastructure development and redevelopment. As policy documents, the CAP and GPCE would not directly result in impacts related to paleontological resources or unique geologic features. Most CAP strategies/GPCE policies that would involve construction activities, such as the policies related to building energy-efficiency retrofits, renewable energy, and active transportation and EV charging infrastructure, would involve work within existing, previously graded and disturbed areas, where the likelihood of encountering intact and previously undiscovered paleontological resources would be minimal. In addition, CAP/GPCE-related projects would be located and designed strategically to reduce ground disturbance to the maximum extent possible.

Nonetheless, there is a possibility that these small-scale construction projects may expose paleontological resources during ground disturbing activities. To reduce such risks, CAP/GPCE-related projects would be reviewed for consistency with paleontological regulations prior to final siting and construction. Future projects would be required to comply with San Mateo County GP Policy 5.20, Site Survey, and Policy 5.21, Site Treatment, that require site surveys for paleontological resources, the halting of construction and investigation and protection of previously undiscovered paleontological resources, and the implementation of mitigation plans, as necessary, to protect paleontological resources.[85] Therefore, with compliance with the required policies contained in the San Mateo County GP, the CAP and GPCE would result in a ***less-than-significant impact*** related to paleontological resources and unique geologic features.

Cumulative Impacts

The cumulative projects scenario is the projected population, employment, and housing (65,835 residents, 24,865 jobs, and 22,990 housing units) for the unincorporated County in 2030. CAP/GPCE-related projects, in combination with other cumulative projects anticipated through 2030, could expose additional people and property to seismic and geologic hazards that are present in the region. The magnitude of geologic hazards for individual projects, including those associated with implementation of the CAP and GPCE, would depend upon the location, type, and size of development and the specific hazards associated with individual sites. Specific geologic hazards associated with individual project sites would be limited to those sites without affecting other areas.

[84] San Mateo County. 2013. Energy Efficiency Climate Action Plan Environmental Impact Report. Available at: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/San%20Mateo%20County%20EECAP%20Draft%20EIR.pdf>. Accessed November 15, 2021.

[85] San Mateo County. 2013. General Plan Policies. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC-GP%20Policies%202013.pdf>. Accessed October 28, 2021.

Similarly, potential impacts to paleontological resources associated with each individual site would be limited to that site without affecting other areas, and impacts related to these resources would be minimized on a case-by-case basis. Compliance with existing regulations, including CBC requirements, County-issued permit requirements, the San Mateo County GP, and construction general permit requirements, would minimize potential cumulative seismic and geologic impacts. Seismic and geologic hazards would be addressed on a case-by-case basis and would not result in adverse cumulative impacts. Therefore, implementation of the CAP and GPCE would result in a ***less-than-significant cumulative impact*** related to geology and soils.

8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	■	☐
b. Conflict with any applicable plan, policy, or regulation adopted to reduce the emissions of greenhouse gases?	☐	☐	☐	■
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?	☐	☐	☐	■
d. Expose new or existing structures and/or infrastructure (e.g., leach fields) to accelerated coastal cliff/bluff erosion due to rising sea levels?	☐	☐	☐	■
e. Expose people or structures to a significant risk of loss, injury or death involving sea level rise?	☐	☐	☐	■
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?	☐	☐	■	☐
g. Place within an anticipated 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	■	☐

a. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

The greenhouse effect is a natural occurrence that helps regulate the temperature of the Earth. The majority of radiation from the sun hits Earth's surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping into space and re-radiate it in all directions. This process is essential to support life on Earth, because it warms the planet by approximately 60°F. Emissions from human activities since the beginning of the industrial revolution

(approximately 270 years ago) have been adding to the natural greenhouse effect by resulting in increased gases in the atmosphere that trap heat and contribute to an average increase in Earth's temperature. Global warming is the observed increase in the average temperature of the Earth's surface, and climate change is the resultant change in wind patterns, precipitation, and storms over an extended period.

GHGs produced by human activities include CO_2, methane (CH_4), nitrous oxide (N_2O), hydroflourocarcons, perfluorinated compound, and sulfur hexafluoride (see Appendix B for more details related to these GHG gases).[86] Combustion of fossil fuels (gasoline, natural gas, and coal), deforestation, and decomposition of waste release carbon into the atmosphere that had been locked underground and stored in oil, gas, and other hydrocarbon deposits or in the biomass of surface vegetation. Since 1750, estimated concentrations of CO_2, CH_4, and N_2O in the atmosphere have increased by over 36 percent, 148 percent, and 18 percent respectively, primarily due to human activity. Emissions of GHGs affect the atmosphere directly by changing its chemical composition.

Changes to the land surface also indirectly affect the atmosphere by changing the way in which Earth absorbs gases from the atmosphere. Potential impacts in California due to climate change include sea level rise, more extreme-heat days and high-ozone days, larger and more frequent forest fires, and more frequent and severe drought years.[87] Although GHG emissions do not typically cause direct health impacts at a local level, GHG emissions can result in indirect health impacts by contributing to climate change, which can have public health implications. The primary public health impacts of climate change include the following:

- Increased incidences of hospitalization and deaths due to increased incidences of extreme heat events;
- Increased incidences of health impacts related to ground-level ozone pollution due to increased average temperatures that facilitate ozone formation;
- Increased incidences of respiratory illnesses from wildfire smoke due to increased incidences of wildfires;
- Increased vector-borne diseases due to the growing extent of warm climates; and
- Increased stress and mental trauma due to extreme events and disasters, economic disruptions, and residential displacement.[88]

San Mateo County has completed a communitywide GHG emissions inventory for 2015, which is summarized in Table 1. The transportation sector was the largest contributor to San Mateo County's GHG emissions, followed by the building energy sector. Table 4 and Figure 3 summarize the communitywide GHG emissions forecast under four scenarios: 1) business-as-usual projections, 2) business-as-usual projections with State measures, 3) business-as-usual projections with State measures and PCE participation, and 4) the San Mateo County target reduction path along with

[86] The CAP and GPCE only consider emissions of CO2, CH4, and N2O, because these are the GHGs most relevant to local government policymaking. These gases comprise a large majority of GHG emissions at the community level. The remaining gases are emitted primarily in private sector manufacturing and electricity transmission and are the subject of regulation at the State level. Therefore, these gases were omitted from the CAP and GPCE.

[87] CARB and California Environmental Protection Agency (CalEPA). 2009. Environmental Health and Equity Impacts from Climate Change and Mitigation Policies in California: A Review of the Literature. Available: <http://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.386.4605&rep=rep1&type=pdf>. Accessed November 15, 2021.

[88] State of California. 2018. California's Fourth Climate Change Assessment Statewide Summary Report. Available: <http://www.climateassessment.ca.gov/state/>. Accessed November 15, 2021.

State measures and PCE participation. As shown therein, under the business-as-usual scenario, communitywide GHG emissions are forecasted to increase to approximately 423,396 MT of CO_2e by the year 2030, based on anticipated economic and population growth. However, with implementation of State laws and programs, communitywide GHG emissions would decline to approximately 312,211 MT of CO_2e by 2030. Furthermore, implementation of the CAP and GPCE alongside State laws and programs would reduce communitywide GHG emissions to approximately 253,603 MT of CO_2e by 2030.

The strategies included in the CAP and GPCE combined with State-wide legislation and initiatives will enable San Mateo County to meet its communitywide GHG emissions reduction target of 45 percent below 1990 levels by 2030, exceeding the California Senate Bill 32 target for 2030 to reduce total GHG emissions 40 percent below 1990 levels. The County needs to achieve a GHG emissions reduction from 2030 BAU levels of 145,628 MT of CO_2e to meet the SB 32 target. The total estimated GHG reductions from 2030 BAU levels that would be achieved by the CAP and GPCE along with State-wide legislation and initiatives total 169,793 MT of CO_2e by 2030 and would exceed the SB 32 requirements. Because SB 32 is considered an interim target toward meeting the 2045 State goal of carbon neutrality, implementation of the CAP and GPCE would also be considered substantial progress toward meeting the State's long-term 2045 goal. Avoiding interference with and making substantial progress toward these long-term State targets are important, because these targets have been set at levels that achieve California's fair share of international emissions reduction targets that will stabilize global climate change effects and help avoid the associated adverse environmental consequences.

The CAP and GPCE include a list of 16 strategies and policies, each with a suite of supportive actions and sub-policies, intended to reduce communitywide GHG emissions. Implementation of the CAP and GPCE would result in the reduction of communitywide operational GHG emissions, while only generating temporary GHG emissions during construction of infrastructure such as EV charging stations and building energy and water efficiency upgrades. Additionally, the CAP and GPCE would serve as a pathway to reduce GHG emissions and introduce other beneficial environmental and sustainability effects. These benefits include reduction in building energy consumption, vehicle miles traveled (and thus air pollution), and solid waste generation. Therefore, the CAP and GPCE would result in a ***less-than-significant impact*** related to generation of GHG emissions.

b. Would the project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The CARB 2017 Climate Change Scoping Plan outlines a pathway to achieving the 2030 reduction targets set under SB 32, which are considered interim targets toward meeting the long-term 2045 carbon neutrality goal established by EO B-55-18.[89] The CAP and GPCE are policy-level documents that set strategies and policies to reduce GHG emissions within the County in an effort to also comply with State regulations. As discussed under *Response 8a*. above, the CAP and GPCE include strategies to reduce San Mateo County GHG emissions from forecasted business-as-usual levels to approximately 253,603 MT of CO_2e by 2030. The purpose of the CAP and GPCE is to meet San Mateo County's proportionate fair share of the Statewide GHG emissions reduction target set by SB 32 and work toward the State's longer-term target of carbon neutrality identified in California Executive Order B-55-18.

[89] CARB. 2017. California's 2017 Climate Change Scoping Plan. Available: <https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf>. Accessed November 15, 2021.

The CAP and GPCE would not conflict with any applicable GHG reduction plans, including the CARB 2017 Climate Change Scoping Plan. The CAP and GPCE identify how San Mateo County would achieve consistency with the Statewide GHG emissions limit and would serve as a pathway to reduce GHG emissions and introduce other beneficial environmental and sustainability effects. These benefits include reduction in building energy consumption, vehicle miles traveled (and thus air pollution), and solid waste generation. Therefore, the CAP and GPCE would result in a ***no impact*** related to consistency with applicable GHG emissions reduction plans, policies, and regulations.

c. Would the project 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?

As described in Section 2, *Agriculture and Forestry Resources*, the CAP and GPCE would not result in the loss of forestland. Therefore, the CAP and GPCE would result in ***no impact*** related to the release of significant amounts of GHG emissions or reduced GHG sequestering due to the loss of forestland.

d. Would the project expose new or existing structures and/or infrastructure (e.g., leach fields) to accelerated coastal cliff/bluff erosion due to rising sea levels?

e. Would the project expose people or structures to a significant risk of loss, injury or death involving sea level rise?

The CAP and GPCE do not propose increased development in sensitive coastal areas such as bluffs and cliffs. The CAP and GPCE contain Action/Sub-policy W-2.4 that includes the potential to develop a new composting facility to serve the coastal areas of San Mateo County. However, such a facility would be sited to avoid sensitive coastal habitat and would comply with the San Mateo County GP Policy 4.17 that protects sand dunes, cliffs, bluffs, and wetlands from development.[90] In addition, the CAP and GPCE would not result in increased GHG emissions or accelerated sea level rise. Rather, the intent and effect of the CAP and GPCE are to reduce GHG emissions and reduce vulnerability to the impacts of climate change, including sea level rise. Therefore, the CAP and GPCE would have ***no impact*** related to coastal cliff/bluff erosion and sea level rise.

f. Would the project 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?

g. Would the project be placed within an anticipated 100-year flood hazard area structures that would impede or redirect flood flows?

Portions of the County, primarily near the San Francisco Bay and along rivers as shown in Figure 11-2 of the LHMP, are within the 100- and 500-year flood zones defined by Federal Emergency Management Agency.[91] As policy documents, the CAP and GPCE do not propose any specific structures or locations for new development, including in areas mapped as 100-year flood hazard area. Furthermore, as discussed in Section 9, *Hazards and Hazardous Materials*, and Section 10, *Hydrology*

[90] San Mateo County. 2013. General Plan Policies. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC-GP%20Policies%202013.pdf>. Accessed October 28, 2021.

[91] San Mateo County. 2021. Multijurisdictional Local Hazard Mitigation Plan. Available: <https://cmo.smcgov.org/sites/cmo.smcgov.org/files/2021-10-19_SanMateoHMP_Vol1_AdoptionDraft.pdf>. Accessed November 15, 2021.

and Water Quality, CAP/GPCE-related projects would not impede or redirect flood flows or substantially alter drainage patterns. Rather, CAP Action/GPCE Sub-policy T-2.3 would increase permeable surfaces and green stormwater infrastructure within the County, which would improve drainage and reduce flooding risks. Future projects associated with implementation of the CAP and GPCE located in flood-prone areas would comply with San Mateo County Code of Ordinances Chapter 35.5, Flood Hazards Areas, that provides requirements to mitigate potential flood risks.[92] Therefore, the CAP and GPCE would result in a ***less-than-significant impact*** related to flooding.

Cumulative Impacts

The cumulative projects scenario is the projected population, employment, and housing (65,835 residents, 24,865 jobs, and 22,990 housing units) for the unincorporated County in 2030. Analyses of GHG emissions and climate change are cumulative in nature, as they affect the accumulation of GHG emissions in the atmosphere. Cumulative projects anticipated through 2030 that exceed the thresholds discussed above would have a significant impact related to GHG emissions and climate change, both individually and cumulatively. The CAP and GPCE create a GHG emissions reduction strategy (consistent with Section 15183.5 of the CEQA Guidelines) for San Mateo County. The CAP and GPCE also include a series of strategies and policies that are intended to reduce communitywide GHG emissions by approximately 45 percent below 1990 levels by 2030, which provides substantial progress toward the County meeting State goals. As such, the CAP and GPCE would result in the reduction of GHG emissions rather than generating GHG emissions. Some GHG emissions would occur during construction of CAP/GPCE-specific infrastructure projects; however, these emissions would be temporary and minor in nature. Therefore, implementation of the CAP and GPCE would result in a ***less-than-significant cumulative impact*** related to GHG emissions.

[92] San Mateo County. 2021. San Mateo County Code of Ordinances Chapter 35.5, Flood Hazard Areas. Available: <http://www.co.sanmateo.ca.us/attachments/planning/pdfs/regulations/chapter35-floodhazardareas.pdf>. Accessed November 15, 2021.

9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	■	☐
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?	☐	☐	■	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	☐	☐	■	☐
d. Be located on a site that is included on a list of hazardous material 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?	☐	☐	■	☐
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	■
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	■
h. Place housing within an existing 100-year flood hazard area as mapped on a Federal	☐	☐	☐	■

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				
i.	Place within an existing 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	■	☐
j.	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?	☐	☐	■	☐
k.	Be at risk if inundation by seiche, tsunami, or mudflow?	☐	☐	■	☐

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b. Would the project 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?

The CAP and GPCE are policy documents containing strategies and policies to reduce GHG emissions. The CAP and GPCE do not involve identified site-specific development and, for the most part, would not facilitate new development that would involve the routine use of hazardous materials. Implementation of some of the CAP strategies/GPCE policies, such as the installation of active transportation infrastructure, energy retrofits and renewable energy infrastructure, organic waste processing infrastructure, and installation of electric vehicle charging stations, would require construction activities. Construction would involve the temporary use of hazardous materials such as vehicle fuels and fluids that could be released should an accidental leak or spill occur. However, these types of materials are not considered acutely hazardous, and storage, handling, and disposal of these materials are regulated by the California Department of Toxic Substances Control, U.S. EPA, and Occupational Safety & Health Administration. In addition, standard construction BMPs for the use and handling of such materials would avoid or reduce the potential for such conditions to occur. Any use of potentially hazardous materials during construction of projects would comply with all local, State, and federal regulations regarding the handling of potentially hazardous materials, including Title 49 of the Code of Federal Regulations and Title 22, Division 4.5 of the CCR. Risk of spills would cease after construction is completed. Therefore, construction activities related to the CAP and GPCE would not be anticipated to create upset and accident conditions involving the release of hazardous materials.

Operation of the majority of CAP/GPCE-related projects would not involve the routine transport, use, or disposal of hazardous materials. However, CAP Strategy/GPCE Policy B-3 and CAP Action/GPCE Sub-policy L-3.2 would increase renewable energy generation and storage within the County to provide clean energy sources by establishing micro-grid projects and encouraging small-

scale renewable energy infrastructure such as rooftop solar panels on new and existing buildings. Hazardous materials used in battery energy storage systems would generally consist of the lithium-ion batteries. Lithium-ion technology is a common battery storage medium and is considered one of the most efficient methods of energy storage on the market. During normal operation, lithium-ion batteries do not represent a risk to off-site receptors, and safety standards applicable to energy storage facilities and safety certification tests established by independent bodies, such as Underwriters Laboratories, National Fire Protection Association, and International Electrotechnical Commission would prevent any reasonable possibility of a substantial adverse effect on the environment related to the lithium-ion batteries. However, in the unlikely event of a fire, there is a risk of the accidental release of hazardous materials associated with battery energy storage systems. Any future proposed battery energy storage facilities would, therefore, be carefully reviewed for appropriate locations, safety measures, and consistency with the San Mateo County GP and Code of Ordinances, as well as the applicable local, State, and federal regulations. Therefore, the CAP and GPCE would result in a ***less-than-significant impact*** related to creating a significant hazard through the routine transport, use, or disposal of hazardous materials and reasonably foreseeable upset and accident conditions involving the release of hazardous materials.

c. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?*

The CAP and GPCE are policy documents containing measures to reduce GHG emissions. The CAP and GPCE do not include site-specific proposals and development, nor would they emit or handle hazardous materials. Implementing some CAP strategies/GPCE policies may require future development or improvements, such as bike paths, solar panels and battery energy storage facilities, electric vehicle charging stations, or building improvements related to energy efficiency. However, CAP/GPCE-related projects would be reviewed to ensure the appropriate location of projects in relation to existing development and schools in the County and would be reviewed for consistency with the San Mateo County GP and Code of Ordinances and applicable State and federal regulations. Therefore, the CAP and GPCE would result in a ***less-than-significant impact*** related to handling of hazardous materials.

d. *Would the project be located on a site included on a list of hazardous material 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?*

The CAP and GPCE are policy documents containing strategies and policies to reduce GHG emissions. The CAP and GPCE do not include site-specific proposals and development, but implementation of the CAP and GPCE could result in future projects that could be located on listed hazardous materials site. However, CAP/GPCE-related projects would be reviewed for consistency with the San Mateo County GP and Code of Ordinances and would be required to comply with applicable local, State, and federal regulations related to hazardous materials sites. Therefore, the CAP and GPCE would result in a ***less-than-significant impact*** related to location on a listed hazardous materials site.

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

The Half Moon Bay Airport is located in the western portion of the County, six miles north of Half Moon Bay, and San Carlos Airport is located in the eastern portion of the County, adjacent to the

San Francisco Bay. In addition, the San Francisco International Airport is located directly north of the County. The goals and policies associated with these airport areas are included in the Airport Land Use Commission Comprehensive Airport Land Use Compatibility Plans for the Half Moon Bay Airport, San Carlos Airport, and San Francisco International Airport.[93], [94,95] The CAP and GPCE are policy documents that would not increase airport activity or result in additional habitable development or commercial development that could increase potential exposure of residents and employees to aircraft-related hazards. Additionally, CAP/GPCE-related projects would be reviewed for consistency with the Airport Land Use Compatibility Plans and other applicable local and State regulations related to the Half Moon Bay, San Carlos, and San Francisco International Airports. Therefore, the CAP and GPCE would result in ***no impact*** related to risks associated with location proximate to a public airport.

f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The San Mateo County Department of Emergency Management (DEM) maintains the LHMP and is responsibility for coordinating emergency response and evacuation within the County. Emergency response and evacuation maps are provided in real time on the ZoneHaven map application, which allows residents to check their evacuation zone for emergencies and evacuation information. Primary evacuation routes include major highways such as I 280, SR 1, SR 101, SR 92, SR 84, and SR 82.[96], [97],[98]

The CAP and GPCE are policy documents intended to reduce GHG emissions and improve the County's resiliency and adaptability to the impacts of climate change. The CAP and GPCE do not involve site-specific development, nor would they facilitate new development that would interfere with adopted emergency plans. Implementation of some CAP strategies/GPCE policies, such as the addition of new pedestrian, bicycle, and public transit facilities, would require construction on local roadways. Such projects would generally occur on local roads and not affect major highways typically used for emergency evacuation. Nonetheless, construction activities have the potential to require lane closures and may impact traffic and vehicle speeds on the affected roadways; however, these impacts would be temporary, and access to roadways would generally be maintained throughout project construction. Furthermore, future projects involving work in the public right-of-way would be required to coordinate with the County Department of Public Works to ensure appropriate construction staging and adequate vehicular and pedestrian access on adjacent roadways, pursuant to the requirements of the San Mateo County Encroachment Permit

[93] City/County Association of Governments of San Mateo County. 2014. Half Moon Bay Airport Land Use Compatibility Plan. Available: <https://ccag.ca.gov/wp-content/uploads/2014/10/HAF-ALUCP-Final.pdf>. Accessed November 15, 2021.

[94] City/County Association of Governments of San Mateo County. 2015. San Carlos Airport Land Use Compatibility Plan. Available: <https://ccag.ca.gov/wp-content/uploads/2015/11/SQL_FinalALUCP_Oct15_read.pdf>. Accessed November 15, 2021.

[95] City/County Association of Governments of San Mateo County. 2012. San Francisco International Airport Land Use Compatibility Plan. Available: <https://ccag.ca.gov/wp-content/uploads/2014/10/Consolidated_CCAG_ALUCP_November-20121.pdf>. Accessed November 15, 2021.

[96] San Mateo County. 2021. Multijurisdictional Local Hazard Mitigation Plan. Available: <https://cmo.smcgov.org/sites/cmo.smcgov.org/files/2021-10-19_SanMateoHMP_Vol1_AdoptionDraft.pdf>. Accessed November 15, 2021.

[97] ZoneHaven. 2021. ZoneHaven Aware Map. Available: <https://community.zonehaven.com/?latlon=38.03670099323196,-122.8414409049235&z=8.232444137560243&selected=US-CA-XSM-SM-E015>. Accessed December 3, 2021.

[98] San Mateo County. 2021. Department of Emergency Management. Available: <https://cmo.smcgov.org/department-emergency-management>. Accessed December 3, 2021.

procedures.[99] Therefore, the CAP and GPCE would result in ***no impact*** related to impairment or interference with implementation of an emergency response or evacuation plan.

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

According to LHMP, the majority of San Mateo County is mapped as moderate to very-high wildfire risk. Areas of highest wildfire risk are concentrated within the Santa Cruz Mountains and the rural and undeveloped areas surrounding the mountains, as shown in Figure 16-3 of the LHMP.[100] CAP Action/GPCE Sub-policy L-3.2 would help to reduce community vulnerability to wildfires by funding a chipping program to safely dispose of tree branches and other woody vegetation to reduce the annual burning of pruning on agricultural and working lands, which can lead to accidental fires. In addition, the CAP and GPCE do not propose specific development or new residential or commercial land uses that could be exposed to wildland fire. Therefore, the CAP and GPCE would result in ***no impact*** related to risks associated with exposure to wildland fires.

h. Would the project 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?

The CAP and GPCE do not propose new housing or habitable structures. Therefore, there would be ***no impact*** related to the placement of housing within 100-year flood hazard areas.

i. Would the project be placed within an existing 100-year flood hazard area structures that would impede or redirect flood flows?

j. Would the project 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?

k. Would the project be at risk of inundation by seiche, tsunami, or mudflow?

Areas of the County adjacent to the Pacific Coast and San Francisco Bay are mapped as tsunami hazard areas by the California Geological Survey.[101] In addition, the San Francisco Bay has the potential to produce seiches in the event of a tsunami, though rare. According to the LHMP, tsunami and associated seiches present a low risk to the County.[102] Portions of the County, primarily near the San Francisco Bay and along rivers as shown in Figure 11-2 of the LHMP, are within the 100- and 500-year flood zones defined by Federal Emergency Management Agency, and the County contains

[99] San Mateo County. 2021. Encroachment Permit Procedures. Available: <https://www.cityofsanmateo.org/DocumentCenter/View/1163/Encroachment-Permit-Application?bidId=>. Accessed November 15, 2021.

[100] San Mateo County. 2021. Multijurisdictional Local Hazard Mitigation Plan. Available: <https://cmo.smcgov.org/sites/cmo.smcgov.org/files/2021-10-19_SanMateoHMP_Vol1_AdoptionDraft.pdf>. Accessed November 15, 2021.

[101] California Geological Survey. 2021. Tsunami Hazard Area Map. Available: <https://maps.conservation.ca.gov/cgs/informationwarehouse/ts_evacuation/?extent=-13734968.0269%2C4446045.3469%2C-13500153.4761%2C4550305.4535%2C102100&utm_source=cgs+active&utm_content=sanmateo>. Accessed November 15, 2021.

[102] San Mateo County. 2021. Multijurisdictional Local Hazard Mitigation Plan. Available: <https://cmo.smcgov.org/sites/cmo.smcgov.org/files/2021-10-19_SanMateoHMP_Vol1_AdoptionDraft.pdf>. Accessed November 15, 2021.

24 dams, the largest of which is Crystal Springs Dam, that have the potential for downstream flooding upon failure.[103] Therefore, areas of the County are at risk of flooding.

As policy documents, the CAP and GPCE do not propose any specific structures or locations for new development, including in areas mapped as 100-year flood hazard area, tsunami hazard areas, and areas at risk of flooding due to mudflows or levee and dam failure. Furthermore, as discussed in Section 10, *Hydrology and Water Quality*, CAP/GPCE-related projects would not impede or redirect flood flows or substantially alter drainage patterns. Rather, CAP Action/GPCE Sub-policy T-2.3 would increase permeable surfaces and green stormwater infrastructure within the County, which would improve drainage and reduce flooding risks. Future projects associated with implementation of the CAP and GPCE located in flood-prone areas would comply with San Mateo County Code of Ordinances Chapter 35.5, Flood Hazards Areas, that provides requirements to mitigate potential flood risks.[104] Therefore, the CAP and GPCE would result in a ***less-than-significant impact*** related to flooding.

Cumulative Impacts

The cumulative projects scenario is the projected population, employment, and housing (65,835 residents, 24,865 jobs, and 22,990 housing units) for the unincorporated County in 2030. Hazards and hazardous materials impacts are typically site-specific in nature. CAP/GPCE-related projects, in combination with other cumulative projects anticipated through 2030, are not anticipated to contribute to cumulative hazards and hazardous materials impacts with adherence to applicable San Mateo County GP policies and applicable State and federal regulatory requirements. Therefore, implementation of the CAP and GPCE would result in a ***less-than-significant cumulative impact*** related to hazards and hazardous materials.

[103] San Mateo County. 2021. Multijurisdictional Local Hazard Mitigation Plan. Available: <https://cmo.smcgov.org/sites/cmo.smcgov.org/files/2021-10-19_SanMateoHMP_Vol1_AdoptionDraft.pdf>. Accessed November 15, 2021.

[104] San Mateo County. 2021. San Mateo County Code of Ordinances Chapter 35.5, Flood Hazard Areas. Available: <http://www.co.sanmateo.ca.us/attachments/planning/pdfs/regulations/chapter35-floodhazardareas.pdf>. Accessed November 15, 2021.

10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	■	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	■
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	■	☐
(i) Result in substantial erosion or siltation on- or off-site;	☐	☐	■	☐
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	■	☐
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	■	☐
(iv) Impede or redirect flood flows?	☐	☐	■	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	■	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	■

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f. Significantly degrade surface or groundwater water quality?	☐	☐	☐	■
g. Result in increased impervious surfaces and associated increased runoff?	☐	☐	■	☐

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

f. Would the project significantly degrade surface or groundwater water quality?

The CAP and GPCE are policy documents containing strategies and policies intended to reduce GHG emissions and increase climate change adaptation and resilience within San Mateo County. CAP Strategy/GPCE Policy B-2 and CAP Action/GPCE Sub-policy B-4.2 promote building electrification of existing homes, businesses, and community facilities, especially those at highest risk to the impacts of climate change. CAP Strategy/GPCE Policy B-3 and CAP Actions/GPCE Sub-policies B-1.4 and L-3.2 promote installation of solar PV systems and other renewable energy infrastructure, as well as battery storage facilities to provide greener renewable electricity within the County. CAP Strategy/GPCE Policy T-1 encourage the installation of EV charging stations and supporting infrastructure to increase EV adoption. CAP Strategy/GPCE Policy T-2 support the installation of new bicycle, pedestrian, and public transit infrastructure throughout the County to increase the use of public transit and active transportation. Additionally, CAP Action/GPCE Sub-policy T-2.3 encourages increasing greenspace, green stormwater infrastructure, and the planting of urban trees within the community. CAP Action/GPCE Sub-policy W-2.4 would increase organic waste diversion and facility capacities for organic waste collection, potentially including the construction of new composting facilities. These actions may result in small-scale construction activities in the future that could result in temporary surface and groundwater water quality impacts due to soil erosion, ground disturbance, or dewatering as further discussed under *Response 10c* in Section 7, *Geology and Soils*.

However, CAP/GPCE-related projects and actions would be reviewed for consistency with local and State regulations, including the NPDES permitting program that requires implementation of Stormwater Pollution Prevention Plans (SWPPPs) and the San Mateo County Grading Ordinance, that include erosion and sediment control standards.[105] These regulations require BMPs to reduce water quality impacts from construction activities. Compliance with the San Mateo County Grading Ordinance and/or NPDES permitting program would ensure that BMPs are implemented during construction to minimize potential impacts to surface and groundwater quality. Furthermore, infrastructure and retrofit projects implemented in accordance with the CAP and GPCE would not result in new or different wastewater discharge that would violate water quality standards, waste discharge requirements, or otherwise degrade surface or groundwater quality. Therefore, the CAP and GPCE would result in ***less-than-significant impacts*** related to surface or groundwater water quality in San Mateo County.

[105] San Mateo County. 2017. Grading Ordinance. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/Grading%20Ordinance%202017.pdf>. Accessed November 15, 2021.

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The CAP and GPCE are policy documents containing strategies and policies intended to reduce GHG emissions and increase sustainability and climate resilience in San Mateo County. CAP Action/GPCE Sub-policy L-3.2 seeks to decrease water use on agricultural and working lands through irrigation system retrofits. Reduced water use within the County would aid in maintaining groundwater supplies. In addition, CAP Action/GPCE Sub-policy T-2.3 encourages increasing greenspace, green stormwater infrastructure, and the planting of urban trees within the community which would improve sustainable stormwater management by increasing the use of low-impact development (LID) strategies such as bioswales. Increased green stormwater infrastructure, urban trees, and greenspace would improve groundwater infiltration and recharge within the County. Furthermore, implementation of other CAP strategies/GPCE policies, such as EV charging infrastructure and building energy efficiency retrofits, would not substantially degrade groundwater quality or recharge or result in increased groundwater demand. Therefore, the CAP and GPCE would result in ***no impact*** related to impedance of sustainable groundwater management.

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

- *Result in substantial erosion or siltation on- or off-site?*
- *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*
- *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*
- *Impede or redirect flood flows?*

g. Would the project result in increased impervious surfaces and associated increased runoff?

Implementation of several CAP strategies/GPCE policies may promote infrastructure development and small-scale construction activities within the County. CAP Strategy/GPCE Policy B-2 and CAP Action/GPCE Sub-policy B-4.2 promote electrification of existing buildings. CAP Strategy/GPCE Policy B-3 and CAP Actions/GPCE Sub-policies B-1.4 and L-3.2 promote installation of solar PV systems and other renewable energy infrastructure, as well as battery storage facilities to provide greener renewable electricity within the County. CAP Strategy/GPCE Policy T-1 encourage the installation of electric vehicle charging stations and supporting infrastructure to increase EV adoption. CAP Strategy/GPCE Policy T-2 support the installation of new bicycle, pedestrian, and public transit infrastructure throughout the County to increase the use of public transit and active transportation. CAP Action/GPCE Sub-policy T-2.3 encourages increasing greenspace, green stormwater infrastructure, and the planting of urban trees within the community. Additionally, CAP Action/GPCE Sub-policy W-2.4 would increase organic waste diversion and facility capacities for organic waste collection, potentially including the construction of new composting facilities.

Providing new transportation infrastructure, new greenspace and trees, new renewable energy and battery energy storage, and organic waste processing facilities may slightly change the County's existing drainage pattern and amount of impervious surface. Construction of CAP/GPCE-related projects could also result in erosion as discussed in Section 7, *Geology and Soils*. However, impacts to drainage and water quality during construction would be minimized through the implementation

of BMPs as required by the San Mateo County Grading Ordinance and NPDES Construction General Permit program. In addition, CAP/GPCE-related projects would be completed in accordance with the San Mateo County GP, which includes goals and policies for the protection and preservation of creeks, streams, and groundwater within the County.[106] Furthermore, CAP Action/GPCE Sub-policy T-2.3 would increase permeable surfaces and green stormwater infrastructure within the County, which would improve drainage and water quality by helping limit stormwater runoff amount and rate. Therefore, the CAP and GPCE would result in a ***less-than-significant impact*** related to the alteration of existing drainage patterns and associated runoff.

d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

Areas of the County adjacent to the Pacific Coast and San Francisco Bay are mapped as tsunami hazard areas by the California Geological Survey.[107] In addition, the San Francisco Bay has the potential to produce seiches in the event of a tsunami, though rare. According to the LHMP, tsunami and associated seiches present a low risk to the County.[108] Portions of the County, primarily near the San Francisco Bay and along rivers as shown in Figure 11-2 of the LHMP, are within the 100- and 500-year flood zones defined by Federal Emergency Management Agency and the County contains 24 dams, the largest of which is Crystal Springs Dam, that have the potential for downstream flooding.[109] Therefore, areas of the County are at risk of flooding.

As described in *Response 10c*, CAP/GPCE-related projects would not impede or redirect flood flows, and as discussed in Section 9, *Hazards and Hazardous Materials*, CAP/GPCE projects would generally not involve the regular use or storage of hazardous materials with the exception of battery energy storage facilities that include the storage of lithium-ion batteries. Future CAP/GPCE-related projects, such as battery energy storage facilities, would be reviewed for compliance with the applicable local, State, and federal regulations related to flooding and hazardous materials use. Furthermore, any projects associated with implementation of the CAP and GPCE located in flood-prone areas must comply with San Mateo County Code of Ordinances Chapter 35.5, Flood Hazards Areas, that provides requirements to mitigate potential flood risks.[110] Therefore, the CAP and GPCE would result in a ***less-than-significant impact*** related to flooding and inundation resulting in release of pollutants.

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

[106] San Mateo County. 2013. General Plan Policies. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC-GP%20Policies%202013.pdf>. Accessed October 28, 2021.

[107] California Geological Survey. 2021. Tsunami Hazard Area Map. Available: <https://maps.conservation.ca.gov/cgs/informationwarehouse/ts_evacuation/?extent=-13734968.0269%2C4446045.3469%2C-13500153.4761%2C4550305.4535%2C102100&utm_source=cgs+active&utm_content=sanmateo>. Accessed November 15, 2021.

[108] San Mateo County. 2021. Multijurisdictional Local Hazard Mitigation Plan. Available: <https://cmo.smcgov.org/sites/cmo.smcgov.org/files/2021-10-19_SanMateoHMP_Vol1_AdoptionDraft.pdf>. Accessed November 15, 2021.

[109] San Mateo County. 2021. Multijurisdictional Local Hazard Mitigation Plan. Available: <https://cmo.smcgov.org/sites/cmo.smcgov.org/files/2021-10-19_SanMateoHMP_Vol1_AdoptionDraft.pdf>. Accessed November 15, 2021.

[110] San Mateo County. 2021. San Mateo County Code of Ordinances Chapter 35.5, Flood Hazard Areas. Available: <http://www.co.sanmateo.ca.us/attachments/planning/pdfs/regulations/chapter35-floodhazardareas.pdf>. Accessed November 15, 2021.

The strategies and policies contained in the CAP and GPCE do not include activities that would result in the direct extraction of groundwater. Rather, the CAP and GPCE encourage reduced water consumption and expanded green stormwater infrastructure, greenspace, and trees within San Mateo County, which would aid in groundwater recharge and reduced surface water runoff and related water quality issues. The CAP and GPCE would not interfere with or obstruct implementation of water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Therefore, the CAP and GPCE would result in ***no impact*** related to consistency with a water quality control plan or sustainable groundwater management plan.

Cumulative Impacts

The cumulative projects scenario is the projected population, employment, and housing (65,835 residents, 24,865 jobs, and 22,990 housing units) for the unincorporated County in 2030. CAP/GPCE-related projects, in combination with other cumulative projects anticipated through 2030, are not anticipated to contribute to cumulative hydrology and water quality impacts with adherence to applicable San Mateo County GP policies and applicable local, State, and federal regulatory requirements. Implementation of the CAP and GPCE would not contribute to an increase in growth and development in San Mateo County but could result in infrastructure development projects, including renewable energy facilities and alternative transportation thoroughfares. As such, implementation of the CAP and GPCE and other cumulative projects could have incremental impacts related to hydrology and water quality, with potential minor alterations to existing drainage patterns in the County. Therefore, implementation of the CAP and GPCE would result in a ***less-than-significant cumulative impact*** related to hydrology and water quality.

11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☐	■
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	■	☐
c. 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)?	☐	☐	■	☐

a. Would the project physically divide an established community?

The CAP and GPCE are policy documents containing measures that are consistent with the San Mateo County GP and do not include measures or specific development projects that would divide an established community. CAP Strategies/GPCE Policies T-2 and T-3 facilitate the provisioning of new bike lanes, bike parking, sidewalks and pedestrian infrastructure and would also improve the public transit system and shared mobility options. Such improvements would help to increase connectivity within the San Mateo County community. Therefore, the CAP and GPCE would result in ***no impact*** related to division of an established community.

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The CAP and GPCE are policy documents containing measures that are consistent with the San Mateo County GP and that are designed to reduce adverse environmental impacts associated with climate change. Nonetheless, implementing the CAP and GPCE would require some modification of existing policies, including the future introduction of new mixed-use land use designations to the GP and zoning code and developing and implementing new programs, and projects, or modifying existing ones. For example, CAP Strategies/GPCE Policies B-1 and B-2 include adoptions of new building ordinances to require increased building energy efficiency in new buildings and electrification of existing buildings. CAP Strategies/GPCE Policies T-1 and T-2 may include new ordinances to increase EV charging infrastructure and reduce VMT through transportation demand management (TDM), curb/parking availability management, and land use strategies. In addition,

CAP Action/GPCE Sub-policy T-2.1 would encourage the County to update the GP in the future to allow for mixed-use development as appropriate in urban areas. In order to implement these measures, the County Code of Ordinances, San Mateo County GP, North Fair Oaks Community Plan and other San Mateo County specific plans, and other applicable documents may need to be amended to reflect new or modified requirements. However, where modifications of existing policies are needed, such as updates to policies related to building energy use, the transportation system, and land use, the CAP and GPCE would result in greater avoidance or reduction of environmental effects. In addition, future plans or projects (including potential changes to land use designations or zoning) requiring discretionary approval would be subject to environmental review under CEQA, and individual impact analyses would identify required plan- or project-specific mitigation measures where applicable. Therefore, the CAP and GPCE would result in ***a less-than-significant impact*** related to consistency with current land use plans or policies.

c. Would the project 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)?

As described in Section 14, *Population and Housing*, Section 15, *Public Services*, Section 16, *Recreation*, and Section 19, *Utilities and Service Systems*, the CAP and GPCE would not facilitate specific development projects, such as new housing, employment opportunities, or new or expanded utilities or recreational uses that could directly result in new development in presently undeveloped areas. Rather, the CAP and GPCE strategies and policies would serve to reduce VMT and urban sprawl and would not result in new housing or development in presently undeveloped areas. In addition, CAP Strategies/GPCE Policies B-1, B-2, and B-4 seek to decrease natural gas and energy consumption in new and existing buildings by requiring energy efficiency upgrades and electrification, and CAP Strategy/GPCE Policy B-3 and CAP Action/GPCE Sub-policy L-3.2 would increase renewable energy generation and storage within the County to provide clean energy sources. Therefore, new active transportation, public transit facility, electrical, and renewable energy generation infrastructure that could result from implementation of the CAP and GPCE would be for purposes of replacing existing single-occupancy vehicle use and existing natural gas use rather than extending infrastructure to support growth in undeveloped areas.

CAP Actions/GPCE Sub-policies T-2.1 and T-2.2 encourage future modifications to the GP Land Use Element to enable mixed-use development, where appropriate, and increased affordable housing availability near transit. These changes could result in increased development intensity in already developed areas. However, the CAP and GPCE themselves would not alter land use designations or zoning. Future plans or projects (including potential changes to land use designations or zoning) requiring discretionary approval would be subject to environmental review under CEQA, and individual impact analyses would identify required plan- or project-specific mitigation measures where applicable. Therefore, the CAP and GPCE would result in a ***less-than-significant impact*** related to increased development in presently undeveloped areas and increased development intensity in existing developed areas.

Cumulative Impacts

The cumulative projects scenario is the projected population, employment, and housing (65,835 residents, 24,865 jobs, and 22,990 housing units) for the unincorporated County in 2030. The CAP and GPCE are policy documents containing strategies and policies that are consistent with the San Mateo County GP. Nonetheless, implementing the CAP and GPCE, in combination with other cumulative projects anticipated through 2030, would require some modification of existing land use

policies, including developing and implementing new programs, ordinances, and projects, or modifying existing ones. The proposed policy changes are consistent with the intent of the goals and policies established within the San Mateo County GP and Code of Ordinances and would not cumulatively contribute to population growth or the loss of housing. Future plans or projects (including potential changes to land use designations or zoning) requiring discretionary approval would be subject to environmental review under CEQA, including an analysis of potential cumulative growth impacts. Cumulative projects, including the CAP and GPCE, would be required to adhere to County development regulations and GP policies to retain land use character and minimize environmental impacts. Future CAP/GPCE-related projects and actions would be reviewed for consistency with the San Mateo County GP and other applicable regulatory land use actions prior to approval. Therefore, implementation of the CAP and GPCE would result in a ***less-than-significant cumulative impact*** related to land use.

12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	■
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?	☐	☐	☐	■

a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b. Would the project 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?

The San Mateo County GP identifies gravel as an important mineral resource, with two active quarries located in the County.[111],[112] The San Mateo County GP includes Goals 3.1 and 3.2 that require the identification of mineral resources and their protection by prohibiting incompatible uses in significant mineral resource areas. The CAP and GPCE would not conflict with these goals or otherwise impact operations at the quarries within the County. Furthermore, the CAP and GPCE would not facilitate additional urban growth or infrastructure development projects within the County that could result in the loss of availability of known mineral resources. Therefore, the CAP and GPCE would result in ***no impact*** related to mineral resource.

Cumulative Impacts

The cumulative projects scenario is the projected population, employment, and housing (65,835 residents, 24,865 jobs, and 22,990 housing units) for the unincorporated County in 2030. Important mineral resources within San Mateo County include the two gravel quarries located within the unincorporated County. These areas are designated by the San Mateo GP exclusively for mineral resources extraction and other compatible uses, and the CAP and GPCE would not conflict with or alter these land uses. CAP/GPCE-related projects, in combination with other cumulative projects through 2030, are not anticipated to contribute to cumulative impacts to mineral resources with adherence to the San Mateo County GP policies related to conservation of such resources. Therefore, implementation of the CAP and GPCE would result in ***no cumulative impact*** related to mineral resources.

[111] San Mateo County. 1986. San Mateo County General Plan Overview and Background Issues. Available at: https://planning.smcgov.org/sites/planning.smcgov.org/files/SMC-GP%201986.pdf. Accessed November 15, 2021.

[112] When the San Mateo County General Plan was published (1986) there were three active quarries in the County. However, the Guadalupe Valley Quarry has since closed.

13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	■	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	■	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	■

a. Would the project result in 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?

Noise is unwanted sound that disturbs human activity. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Noise level measurements include intensity, frequency, and duration, as well as time of occurrence. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). Because of the way the human ear works, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from point sources (such as construction equipment). Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance, while noise from a point source typically attenuates at about 6 dBA per doubling of distance. Noise levels may also be reduced by the introduction of intervening structures. For example, a single row of buildings between the receptor

and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm that breaks the line-of-sight reduces noise levels by 5 to 10 dBA.

The San Mateo County GP identifies major sources of noise within the County as roadway traffic; the Half Moon Bay, San Carlos, and San Francisco International Airports; the Southern Pacific Railroad in the eastern portion of the County near the San Francisco Bay; and industrial land uses such as the North Fair Oaks and Harbor Industrial area. The San Mateo County GP aims to ensure appropriate noise levels considered compatible for community noise environments.[113] The San Mateo County Noise Ordinance establishes the exterior noise standards for single- and multi-family residences, schools, hospitals, churches, and public libraries, as shown below in Table 5. In addition, the Noise Ordinance establishes exemptions for construction activity noise provided construction hours are limited to 7:00 a.m. to 6:00 p.m. on weekdays and 9:00 a.m. to 5:00 p.m. on weekends, Thanksgiving, and Christmas.[114]

Table 5 San Mateo County Maximum Allowable Noise Levels

Cumulative Number of Minutes in any One Hour Time Period	7:00 a.m. to 10:00 p.m. (dBA)	10:00 p.m. to 7:00 a.m. (dBA)
30	55	50
15	60	55
5	65	60
1	70	65
0	75	70

Source: San Mateo County Noise Ordinance

The CAP and GPCE are policy documents containing programs that are consistent with the San Mateo County GP. Some of the proposed strategies and policies of the CAP and GPCE would support small-scale construction projects that would result in temporary noise. These include CAP Strategy/GPCE Policy B-2 and CAP Action/GPCE Sub-policy B-4.2 that promote building energy efficiency and electrification, CAP Strategy/GPCE Policy B-3 and CAP Actions/GPCE Sub-policies B-1.4 and L-3.2 that promote installation of renewable energy and battery storage infrastructure, CAP Strategy/GPCE Policy T-1 that encourages the installation of EV charging stations, CAP Strategy/GPCE Policy T-2 that support the installation of new active and public transit infrastructure, CAP Action/GPCE Sub-policy T-2.3 that encourages increasing greenspace, green stormwater infrastructure, and urban trees, and CAP Action/GPCE Sub-policy W-2.4 that would increase capacity for organic waste collection and processing. However, CAP/GPCE-related projects would be reviewed for consistency with the San Mateo County GP and Code of Ordinances and construction activities would be required to comply with the provisions of the San Mateo County Noise Ordinance, including the permitted construction hours. Therefore, the CAP and GPCE would not result in significant construction noise related impacts.

The CAP and GPCE do not include future projects that would result in substantial operational noise. Rather, the CAP and GPCE encompass a suite of GHG-reduction opportunities that affect the transportation sector and its associated noise. For example, CAP Strategies/GPCE Policies T-2 and T-

[113] San Mateo County. 1986. San Mateo County General Plan Overview and Background Issues. Available at: https://planning.smcgov.org/sites/planning.smcgov.org/files/SMC-GP%201986.pdf. Accessed November 15, 2021.

[114] San Mateo County. 2021. Code of Ordinances Chapter 4.88, Noise Control. Available: <https://library.municode.com/ca/san_mateo_county/codes/code_of_ordinances?nodeId=TIT4SAHE_CH4.88NOCO>. Accessed November 15, 2021.

3 include actions to reduce VMT through TDM and land use strategies, increased active transportation infrastructure, and improved transit service. In addition, CAP Strategy/GPCE Policy T-1 encourages the adoption of EVs within the County, which produce less traffic noise than standard vehicles. These measures would reduce VMT and traffic-related noise in San Mateo County. Therefore, the CAP and GPCE would not generate excessive noise levels and, therefore, would result in an overall ***less-than-significant impact*** related to noise exposure.

b. Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise.[115] Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or Root Mean Square (RMS) vibration velocity. The PPV and RMS velocity are normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings.[116] Vibration significance ranges from approximately 50 vibration decibels (VdB), which is the typical background vibration-velocity level, to 100 VdB, the general threshold where minor damage can occur in fragile buildings.[117] The general human response to different levels of groundborne vibration velocity levels is described in Table 6.

Table 6 Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception for many people
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day

VdB = vibration decibels

Source: FTA Transit Noise and Vibration Impact Assessment Manual (2018)

The CAP and GPCE are policy documents containing programs that are consistent with the San Mateo County GP. Some of the proposed CAP strategies/GPCE policies would support small-scale

[115] Caltrans. 2020. Transportation and Construction Vibration Guidance Manual (CT-HWANP-RT-13-069.25.3). Available: <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf>. Accessed November 16, 2021.

[116] Federal Highway Administration (FHWA). 2006. FHWA Highway Construction Noise Handbook. (FHWAHEP-06-015; DOT-VNTSC-FHWA-06-02). Available: <https://www.fhwa.dot.gov/Environment/noise/construction_noise/handbook/handbook00.cfm>. Accessed November 16, 2021.

[117] Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. Available: <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf>. Accessed November 16, 2021.

construction projects, such as EV charging stations, active transportation infrastructure, and renewable energy production and storage facilities that may result in a temporary increase in groundborne vibration. However, CAP/GPCE-related projects would be reviewed for consistency with the San Mateo County GP and Code or Ordinances and construction activities would be required to comply with applicable local, State, and federal regulations to ensure that temporary construction impacts related to groundborne vibration would not occur. Furthermore, CAP/GPCE-related projects would not include operational sources of groundborne vibration. Therefore, the CAP and GPCE would result in a ***less-than-significant impact*** related to groundbourne vibration.

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The Half Moon Bay Airport is located in the western portion of the County, six miles north of Half Moon Bay, and San Carlos Airport is located in the eastern portion of the County, adjacent to the San Francisco Bay. In addition, the San Francisco International Airport is located directly north of the County. The goals and policies associated with these airport areas are included in the Airport Land Use Commission Comprehensive Airport Land Use Compatibility Plans for the Half Moon Bay Airport, San Carlos Airport, and San Francisco International Airport.[118, 119,120] The CAP and GPCE are policy documents that would not increase airport activity or result in additional habitable development or commercial development that could increase potential exposure of residents and employees to aircraft-related noise. Therefore, the CAP and GPCE would result in ***no impact*** related to aviation-related noise exposure.

Cumulative Impacts

The cumulative projects scenario is the projected population, employment, and housing (65,835 residents, 24,865 jobs, and 22,990 housing units) for the unincorporated County in 2030. The CAP and GPCE are policy documents containing programs that are consistent with the San Mateo County GP, including the noise-related goals and policies established therein. Nonetheless, future CAP/GPCE projects, in combination with other cumulative projects anticipated through 2030, would support construction projects, such as new active transportation and renewable energy infrastructure construction that may result in a temporary increase in noise and groundborne vibration levels. However, cumulative projects, including CAP/GPCE projects, would be subject to review by the County for compliance with the San Mateo County GP and Code of Ordinances and would be required to comply with applicable State and federal regulations governing construction noise and vibration. Additionally, the CAP and GPCE encompass a suite of GHG-reduction opportunities that would decrease traffic and traffic-related noise in the community. As such, implementation of the CAP and GPCE would not generate excessive groundborne vibration or noise levels. Therefore, the CAP and GPCE would result in a ***less-than-significant cumulative impact*** related to noise.

[118] City/County Association of Governments of San Mateo County. 2014. Half Moon Bay Airport Land Use Compatibility Plan. Available: <https://ccag.ca.gov/wp-content/uploads/2014/10/HAF-ALUCP-Final.pdf>. Accessed November 15, 2021.

[119] City/County Association of Governments of San Mateo County. 2015. San Carlos Airport Land Use Compatibility Plan. Available: <https://ccag.ca.gov/wp-content/uploads/2015/11/SQL_FinalALUCP_Oct15_read.pdf>. Accessed November 15, 2021.

[120] City/County Association of Governments of San Mateo County. 2012. San Francisco International Airport Land Use Compatibility Plan. Available: <https://ccag.ca.gov/wp-content/uploads/2014/10/Consolidated_CCAG_ALUCP_November-20121.pdf>. Accessed November 15, 2021.

14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned 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)?	☐	☐	☐	■
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■

a. Would the project induce substantial unplanned 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)?

b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The CAP and GPCE are policy documents containing programs that are consistent with the San Mateo County GP. Implementation of the CAP and GPCE and the proposed strategies and policies would not facilitate specific development projects, such as new housing or employment opportunities, that could directly result in population growth. Nor do the CAP and GPCE include strategies, policies, or programs that would displace existing residents or housing. CAP Actions/GPCE Sub-policies T-2.1 and T-2.2 encourage future modifications to the GP Land Use Element to enable mixed-use development, as appropriate, in suburban areas and increased affordable housing availability near transit. However, the CAP and GPCE would not alter land use designations or zoning. Future plans or projects (including potential changes to land use designations or zoning) requiring discretionary approval would be subject to environmental review under CEQA, and individual impact analyses would identify required plan- or project-specific mitigation measures where applicable.

The CAP and GPCE strategies and policies would serve to reduce VMT and urban sprawl, rather than result in substantial new housing or development that could result in unplanned population growth. In addition, new active transportation and public transit facility infrastructure that could result from implementation of the CAP and GPCE would be for purposes of replacing existing single-occupancy vehicle use rather than extending infrastructure to support a growth in population. Therefore, the CAP and GPCE would not directly increase the population, indirectly induce additional unplanned population growth, or displace people or housing. As such, the CAP and GPCE would result in ***no impact*** related to population and housing.

Cumulative Impacts

The cumulative projects scenario is the projected population, employment, and housing (65,835 residents, 24,865 jobs, and 22,990 housing units) for the unincorporated County in 2030. CAP/GPCE-related projects, in combination with other cumulative projects anticipated through 2030, are not anticipated to displace people or housing nor induce substantial unplanned population growth in the County. Specifically, the CAP and GPCE would not contribute to person or housing displacement in the County nor result in population growth beyond that already assumed and planned for through the year 2030. Therefore, the CAP and GPCE would result in a ***no cumulative impact*** related to population and housing.

15 Public Services

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or 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:				
1. Fire protection?	☐	☐	☐	■
2. Police protection?	☐	☐	☐	■
3. Schools?	☐	☐	☐	■
4. Parks?	☐	☐	☐	■
5. Other public facilities?	☐	☐	☐	■

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or 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:

- Fire protection?
- Police protection?
- Schools?
- Parks?
- Other public facilities?

The CAP and GPCE are policy documents containing programs that are consistent with the San Mateo County GP. Implementation of the CAP and GPCE and the proposed strategies and policies would not result in increases in population or new permanent employment opportunities that could induce population growth, as further discussed in Section 14, *Population and Housing*. As such, the CAP and GPCE would not require the construction of new or physically altered governmental facilities to serve additional population, the construction of which could cause significant environmental impacts. In addition, CAP Actions/GPCE Sub-policies B-3.1, B-4.2, and L-3.2 would help to increase community resiliency and reduce vulnerability to the impacts of climate change and

mitigate hazards such as wildfires and electrical grid instability within San Mateo County, thereby reducing the burden on local public services related to such natural disasters. Furthermore, CAP/GPCE-related projects would be reviewed for consistency with the San Mateo GP and other applicable local and State regulations related to public services. Therefore, the CAP and GPCE would result in ***no impact*** related to public services in terms of need for the construction of new or altered governmental facilities.

Cumulative Impacts

The cumulative projects scenario is the projected population, employment, and housing (65,835 residents, 24,865 jobs, and 22,990 housing units) for the unincorporated County in 2030. Implementation of CAP/GPCE-related projects, in conjunction with other cumulative projects within the County, would not result in population growth beyond that already assumed and planned for through the year 2030. Rather, the CAP and GPCE include strategies to improve community resilience and reduce the potential impacts of climate change in the County, thereby reducing the burden on local public services related to climate change-induced disasters. Therefore, implementation of the CAP and GPCE would not result in substantial cumulative need to expand public services facilities. Therefore, the CAP and GPCE would result in a ***no cumulative impact*** related to public services.

16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	■
b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	■

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b. Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

San Mateo County has numerous parks, recreational spaces, and natural lands, including 24 local parks and additional areas of open space preserves and wildlife refuges.[121] The San Mateo County GP and LCP incorporate goals and policies to protect open space and recreational resources in the County.[122,123] The CAP and GPCE are policy documents containing programs that are consistent with the San Mateo County GP. CAP Action/GPCE Sub-policy L-6.1 seeks to preserve natural lands and urban greenspace and enhance carbon sequestration in these areas, which in turn would help protect and preserve existing recreational areas in the County. Furthermore, CAP Action/GPCE Sub-policy T-2.3 facilitates increased urban trees and greenspace throughout the County, which aligns with San Mateo County GP goals related to provision of parks and greenspace. Additionally, as described in Section 14, *Population and Housing*, the CAP and GPCE would not result in substantial population growth or direct land use changes. As such, implementation of the CAP and GPCE would not result in a substantial physical deterioration of parks or other recreational facilities, the construction or expansion of recreational facilities, or result in the need to expand recreational

[121] San Mateo County. 2021. San Mateo County Parks Map. Available: <https://parks.smcgov.org/sites/parks.smcgov.org/files/SMCParks-Map-Linked.pdf>. Accessed November 16, 2021.

[122] San Mateo County. 2013. General Plan Policies. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC-GP%20Policies%202013.pdf>. Accessed October 28, 2021.

[123] San Mateo County. 2012. Local Coastal Program Policies. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC_Midcoast_LCP_2013.pdf>. Accessed October 28, 2021.

facilities. Therefore, the CAP and GPCE would result in ***no impact*** related to the need for construction of new or altered recreational facilities.

Cumulative Impacts

The cumulative projects scenario is the projected population, employment, and housing (65,835 residents, 24,865 jobs, and 22,990 housing units) for the unincorporated County in 2030. Implementation of CAP/GPCE-related projects, in conjunction with other cumulative projects within the County, would not result in population growth beyond that already assumed and planned for through the year 2030. Rather, the CAP and GPCE include strategies to preserve existing natural areas and increase urban trees and greenspace within the County. Therefore, implementation of the CAP and GPCE would not result in increased demand for parks or substantial cumulative physical deterioration of parks or other recreational facilities or result in the cumulative need to expand recreational facilities. Therefore, implementation of the CAP and GPCE would result in ***no cumulative impact*** related to recreation.

17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	■
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	■
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	☐	■	☐
d. Result in inadequate emergency access?	☐	☐	■	☐

a. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

The San Mateo County GP includes the following goals related to transportation:

- **Goal 12.6:** Plan for a transportation system that provides for the safe, efficient, and convenient movement of people and goods in and through San Mateo County.
- **Goal 12.7:** Create and maintain Complete Streets that serve all categories of transportation users and goods, providing safe, efficient, comfortable, and convenient travel along all streets through an integrated, balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the General Plan.
- **Goal 12.8:** To the extent possible, plan for accommodating future transportation demand in the County by using existing transportation facilities more efficiently, or improving and expanding them before building new facilities.
- **Goal 12.9:** Provide for a balanced and integrated transportation system in the County which allows for travel by various modes and easy transfer between modes.
- **Goal 12.10:** Plan for increasing the proportion of trips using public transit or ridesharing.
- **Goal 12.11:** Balance and attempt to minimize adverse environmental impacts resulting from transportation system improvements in the County.

- **Goal 12.12:** Promote the development of energy-conserving transportation systems in the County.
- **Goal 12.13:** Coordinate transportation planning with adjacent jurisdictions.[124]

Additionally, the County adopted the Unincorporated San Mateo County Active Transportation Plan (ATP) in 2021 to provide a framework for improving bicycle and pedestrian infrastructure and conditions throughout the county. The ATP includes projects, programs, and policies for establishing and maintaining a network of bicycle and pedestrian facilities and improving safety to encourage active transportation within the county.[125]

The CAP and GPCE are policy documents containing strategies and policies that are consistent with the San Mateo County GP and ATP. CAP Strategies/GPCE Policies B-2 and B-3 facilitate improvements to the active transportation and public transit systems in order to reduce VMT within the County. For example, CAP Action/GPCE Sub-policy T-2.3 seeks to increase complete streets within the County, CAP Action/GPCE Sub-policy T-2.8 directs the County to improve existing bike parking and amenity requirements, and CAP Action/GPCE Sub-policy T-2.6 supports implementation of the ATP. Additionally, CAP Action/GPCE Sub-policy T-2.7 directs the County to participate in regional coordination activities to improve multimodal travel, and CAP Actions/GPCE Sub-policies T-2.5, T-3.1, and T-3.4 seek to improve public transit operations within the county to make public transit a more attractive mobility option. These strategies/policies and actions/sub-policies would advance active transportation and public transit within San Mateo County and decrease VMT and associated air pollutants and GHG emissions.

The CAP and GPCE would be consistent with the San Mateo County GP and ATP goals related to improving multi-modal facilities, reducing VMT and single-occupancy vehicles, and encouraging active transportation within San Mateo County. Furthermore, the CAP and GPCE would reduce VMT within the County, consistent with CEQA Guidelines section 15064.3, subdivision (b). Therefore, the CAP and GPCE would result in ***no impact*** related to consistency with plans addressing the transportation circulation system and CEQA Guidelines section 15064.3, subdivision (b).

c. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?

d. Would the project result in inadequate emergency access?

The CAP and GPCE are policy documents containing strategies and policies that are consistent with the San Mateo County GP and would not facilitate specific development. Implementation of some CAP strategies/GPCE policies, such as CAP Strategy/GPCE Policy T-2, that would provide for improvements to multi-modal transportation, new green stormwater infrastructure, and new street trees, may involve construction within the local right-of-way. Construction activities have the potential to require lane closures and may impact traffic and vehicle speeds on the affected roadways; however, these impacts would be temporary and access to roadways would generally be maintained throughout project construction. Furthermore, future CAP/GPCE projects involving work in the public right-of-way would be required to coordinate with the County to ensure appropriate construction staging and adequate vehicular and pedestrian access on adjacent roadways pursuant

[124] San Mateo County. 2013. General Plan Policies. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC-GP%20Policies%202013.pdf>. Accessed October 28, 2021.

[125] San Mateo County. 2021. Unincorporated San Mateo County Active Transportation Plan. Available: <https://www.smcsustainability.org/wp-content/uploads/SMC-ATP_Final-Plan_January-2020.pdf>. Accessed November 19, 2021.

to the requirements of the San Mateo County Encroachment Permit procedures.[126] Compliance with the San Mateo County Code of Ordinances would ensure that adverse impacts to the circulation system design, including safety impacts and emergency access, would not occur during project construction. As such, construction of CAP/GPCE-related projects would not create transportation design hazards or result in inadequate emergency access. Furthermore, the CAP and GPCE would facilitate increased active transportation and public transit use and decreased VMT within the County, which in turn would reduce potential transportation hazards and congestion conditions that can hinder emergency access. Therefore, the CAP and GPCE would result in a ***less-than-significant impact*** related to transportation hazards and emergency access.

Cumulative Impacts

The cumulative projects scenario is the projected population, employment, and housing (65,835 residents, 24,865 jobs, and 22,990 housing units) for the unincorporated County in 2030. Implementation of CAP/GPCE-related projects, in combination with other cumulative projects anticipated through 2030, could result in changes to VMT or changes affecting traffic design safety and emergency access. However, the CAP and GPCE are policy documents containing programs that are consistent with existing County policies and plans, and do not propose new development that would require the provisioning of new roadways. The strategies and policies in the CAP and GPCE promote alternative modes of transportation and reduction of VMT throughout San Mateo County, consistent with goals contained in the San Mateo County GP and ATP.[127, 128] Therefore, the CAP and GPCE would result in a ***less-than-significant cumulative impact*** related to transportation.

[126] San Mateo County. 2021. Encroachment Permit Procedures. Available: <https://www.cityofsanmateo.org/DocumentCenter/View/1163/Encroachment-Permit-Application?bidId=>. Accessed November 15, 2021.

[127] San Mateo County. 2013. General Plan Policies. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC-GP%20Policies%202013.pdf>. Accessed October 28, 2021.

[128] San Mateo County. 2021. Unincorporated San Mateo County Active Transportation Plan. Available: <https://www.smcsustainability.org/wp-content/uploads/SMC-ATP_Final-Plan_January-2020.pdf>. Accessed November 19, 2021.

18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	■	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 2024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significant of the resource to a California Native American tribe?	☐	☐	■	☐

a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1 (k)?*

b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 2024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significant of the resource to a California Native American tribe?*

On October 5 and 6, 2021, nine contacts from the following Native American Heritage Commission (NAHC)-identified local Native American tribal groups were formally notified via certified mail and

email that the County initiated environmental review of the CAP and GPCE and were invited to provide consultation:

- Muwekma Ohlone Indian Tribe of the SF Bay Area,
- Costanoan Rumsen Carmel Tribe,
- Tamien Nation,
- The Ohlone Indian Tribe,
- Indian Canyon Mutsun Band of Costanoan,
- Wuksache Indian Tribe/Eshom Valley Band, and
- Amah Mutsun Tribal Band of Mission San Juan Bautista.

Under AB 52 and SB 18, Native American tribes typically have up to 30 days and 90 days, respectively, to respond and request further project information and formal consultation. The County received an email response from the Indian Canyon Mutsun Band of Costanoan on October 28, 2021 requesting formal consultation. Formal consultation via Zoom with representatives of the Indian Canyon Mutsun Band of Costanoan took place on December 13 and 16, 2021. As a result of consultation, the County added CAP Action/GPCE Sub-policy L-6.1 to support land stewardship, tribal access to land for cultural activities, and ecological restoration on natural lands. In addition, a request for consultation from the Tamien Nation was received via email on November 22, 2021. The County reached out to the Tamien Nation via email on November 23, 2021, December 16, 2021, December 21, 2021, and January 20, 2022 to arrange for a consultation meeting, but no response has been received to date. Accordingly, the requirements of AB 52 and SB 18 have been met for the project.

The CAP and GPCE would not involve land use or zoning changes that would increase development within the County but would instead promote sustainable infrastructure development within the urbanized area of the County. As policy documents, the CAP and GPCE also would not directly entail ground disturbing activities. Implementation of the CAP strategies/GPCE policies related to building energy efficiency and electrification retrofits, renewable energy production and storage, transportation, organic waste processing, and greenspace/tree planting may include minor construction activities.

CAP Strategies/GPCE Policies B-2 and B-3 and CAP Actions/GPCE Sub-policies B-1.4, B-4.2, and L-3.2 promote building electrification of existing buildings and installation of renewable energy systems and battery storage facilities to reduce energy use and provide greener renewable electricity within the County. Electrification retrofits and new renewable energy infrastructure may change the physical environment through the need for upgraded service and electrical panels, branch circuit upgrades, and installation of condensate drains to facilitate the installation of electric heat pumps for water and space heating. The physical changes that these upgrades and additions would entail are dependent on the year of building construction and location of electrical and service panels and plumbing connection of condensate drains, which sometimes may include modifications to the interior and/or exterior of buildings for wiring and panel replacement and minor excavation for connection of drainage to sewer systems.

CAP Strategies/GPCE Policies T-1 and T-2 encourage the installation of EV charging stations and bicycle, pedestrian, and public transit infrastructure throughout the County to increase the use of EVs, public transit, and active transportation. These projects would primarily impact previously disturbed areas within the public right-of-way or within existing parking lots and developments. However, the physical changes these installations and enhancements would entail are dependent

on the location of construction for the electric vehicle charging connections, active transportation pathways, and public transit facilities, which in some cases may include minor temporary excavation.

In addition, CAP Action/GPCE Sub-policy W-2.4 seeks to increase organic waste diversion within the County and could potentially result in new or expanded organic waste processing facilities, while CAP Action/Sub-policy T-2.3 encourages increasing urban greenspace, green infrastructure, and the urban trees within the community. These actions and sub-policies could result in ground disturbance related to the construction of new facilities and greenspace and planting new trees. However, the physical changes these installations and enhancements would entail are dependent on the location of construction.

The CAP/GPCE-related projects would be located and designed strategically to reduce ground disturbance to the maximum extent possible. Nonetheless, implementation of these CAP strategies/GPCE policies could impact unknown tribal cultural resources during construction that involves below-grade activities in previously undisturbed soils. However, future CAP/GPCE-related projects and actions would be reviewed for consistency with applicable local, regional, and State regulations related to tribal cultural resources prior to final siting and construction. Future CAP/GPCE projects would be required to implement BMPs in accordance with San Mateo County GP Policy 5.20, Site Survey, and Policy 5.21, Site Treatment, which require site surveys for archaeological resources, including tribal cultural resources, and the halting of construction and investigation and protection of previously undiscovered resources, and the implementation of mitigation plans, as necessary, to protect cultural resources.[129] As such, tribal cultural resources would be protected prior to and/or upon discovery and, thus, impacts would be reduced to a minimal level. Therefore, the CAP and GPCE would result in a ***less-than-significant impact*** related to tribal cultural resources.

Cumulative Impacts

The cumulative projects scenario is the projected population, employment, and housing (65,835 residents, 24,865 jobs, and 22,990 housing units) for the unincorporated County in 2030. CAP/GPCE-related projects, in combination with other cumulative projects anticipated through 2030, could increase the potential for adverse effects to unknown tribal cultural resources in the County. Impacts to tribal cultural resources are site-specific; accordingly, as required under applicable laws and regulations, potential impacts associated with cumulative developments would be addressed on a case-by-case basis as cumulative project details and locations become known. Therefore, the CAP/GPCE would result in a ***less-than-significant cumulative impact*** related to tribal cultural resources.

[129] San Mateo County. 2013. General Plan Policies. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC-GP%20Policies%202013.pdf>. Accessed October 28, 2021.

19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	■	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	■
c. 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?	☐	☐	☐	■
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	■
e. Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	■

a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

The CAP and GPCE are policy documents aimed at reducing solid waste production and energy consumption, amongst other issues, and the related GHG emissions throughout San Mateo County and does not include site-specific infrastructure designs or project proposals. Implementing the CAP and GPCE would not result in an increase in population and housing, nor would it facilitate growth beyond that anticipated through the plan horizon. As such, implementing the CAP and GPCE would not create new demand related to water, wastewater, stormwater drainage, electric power, natural

gas power, or telecommunications utilities. However, projects resulting from implementation of the CAP and GPCE could include redevelopment and/or restructuring of electricity and natural gas power facilities and infrastructure, as well as new local renewable energy generation and storage and green stormwater infrastructure projects. Potential impacts related to these strategies are further discussed below.

Water Supply Facilities/Infrastructure

Unincorporated San Mateo County is served by a number of water supply providers, including Mid-Peninsula Water District, California Water Service, Montara Water and Sanitary District, Westborough Water District, Coastside County Water District, and the San Mateo County Department of Public Works.[130,131,132,133,134,135] These providers source water from a mix of local creeks, lakes, reservoirs, and groundwater, as well as water purchased from the City of San Francisco Water Department and San Francisco Public Utilities Commission.[136,137,138,139,140,141,142] The providers address issues of water supply in their water system master plans and/or urban water management plans, which are a long-range planning documents used to assess current and projected water usage, water supply planning, infrastructure planning, and conservation. In addition, in the Coastal Zone, the LCP Public Works Component (Policy 2.6) limits the capacity of public works facilities, including water facilities, to serve only the anticipated buildout of the LCP, and development is not permitted to exceed the anticipated buildout of the LCP.[143]

CAP Action/GPCE Sub-policy L-3.2 seeks to decrease water use in County agricultural and working lands by promoting irrigation efficiency retrofits. In addition, CAP Action/GPCE Sub-policy T-2.3 would increase green stormwater management infrastructure, urban greenspace, and the planting of trees, which would in turn increase permeable surfaces throughout the County, improving water

[130] Mid-Peninsula Water District (MPWD). 2021. About MPWD. Available: <https://www.midpeninsulawater.org/about>. Accessed November 18, 2021.

[131] Coastside County Water District (CCWD). 2021. District Maps. Available: <https://coastsidewater.org/production/distribution/district-maps/>. Accessed November 18, 2021.

[132] Westborough Water District (WWD). 2021. About WWD. Available: <https://www.westboroughwater.org/about>. Accessed November 18, 2021.

[133] Montara Water and Sanitary District (MWSD). 2021. Map of Service Area. Available: <http://mwsd.montara.org/about/map-of-service-area>. Accessed November 18, 2021.

[134] California Water Service. 2021. Find My District Map. Available: <https://www.calwater.com/customercare/find-my-district/>. Accessed November 18, 2021.

[135] San Mateo County. 2021. Water Services. Available: <https://publicworks.smcgov.org/water-services>. Accessed November 18, 2021.

[136] San Mateo County. 2021. CSA 11 County Service Area 11. Available: <https://publicworks.smcgov.org/csa-11-county-service-area-11>. Accessed November 19, 2021.

[137] San Mateo County. CSA 7 County Service Area 7. Available: < https://publicworks.smcgov.org/csa-7-county-service-area-7>. Accessed November 19, 2021.

[138] MPWD. 2021. About MPWD. Available: <https://www.midpeninsulawater.org/about>. Accessed November 18, 2021.

[139] CCWD. 2021. Water Supply. Available: <https://coastsidewater.org/production/water-supply/>. Accessed November 19, 2021.

[140] WWD. 2021. About WWD. Available: <https://www.westboroughwater.org/about>. Accessed November 18, 2021.

[141] MWSD. 2017. Water System Master Plan Update. Available: <http://mwsd.montara.org/assets/uploads/documents/MWSD_2017%20Master%20Plan%20Update_Rev17_082417_Full.pdf>. Accessed November 19, 2021.

[142] California Water Service. 2021. 2020 Urban Water Management Plan Bear Gulch District. Available: < https://www.calwater.com/docs/uwmp2020/BG_2020_UWMP_FINAL.pdf>. Accessed November 19, 2021.

[143] San Mateo County. 2012. Local Coastal Program Policies. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC_Midcoast_LCP_2013.pdf>. Accessed October 28, 2021.

infiltration and groundwater recharge. Furthermore, the CAP and GPCE would not result in new land uses, such as increased residential or commercial development, that would contribute to an increase in water use compared to existing conditions or that would require relocation, expansion, or construction of new water supply facilities or infrastructure. Therefore, the CAP and GPCE would have no impact related to the need for construction or expansion of water supply facilities and infrastructure.

Wastewater Treatment Facilities/Infrastructure

The San Mateo County Public Works Department maintains 144 miles of sewer mains, 3,400 manholes, and 11,250 service connections within the unincorporated areas of the eastern portion of the county near the San Francisco Bay.[144] Wastewater collected by San Mateo County Public Works is directed to treatment plants operated by the South Bayside System Authority, the City of Burlingame, and the City of San Mateo.[145] In the western portion of the county, the Sewer Authority Mid-Coastside (SAM) services a population of 27,000 in Half Moon Bay, El Granada, Miramar, Montara, Moss Beach, and Princeton Harbor.[146] The SAM wastewater treatment plant treats approximately 1.5 million gallons per day (mgd) and is sized to treat up to four mgd.[147] In addition, in the Coastal Zone, the LCP Public Works Component (Policy 2.6) limits the capacity of public works facilities, including wastewater facilities, to serve only the anticipated buildout of the LCP, and development is not permitted to exceed the anticipated buildout of the LCP.[148]

The CAP and GPCE would not result in new land uses that would generate sanitary wastewater or otherwise contribute to an increase in wastewater treatment requirements. The amount or characteristics of wastewater collected by San Mateo County Public Works and SAM and treated at the receiving wastewater treatment plants would not change compared to existing conditions with implementation of the proposed Plans. Furthermore, the CAP and GPCE would not require relocation, expansion, or construction of new wastewater treatment facilities or infrastructure. Therefore, no impact related to need for construction or expansion of wastewater treatment facilities and infrastructure would occur.

Stormwater Drainage Facilities/Infrastructure

San Mateo County maintains a system of storm drains, gutters, ditches, and channelized streams to convey stormwater generated during rain events. In 2019, San Mateo County adopted the Green Infrastructure Plan, which includes guidelines, strategies and priority projects for increasing green stormwater infrastructure and improving water quality in the County.[149] As discussed in Section 10,

[144] San Mateo County. 2019. Sewer System Management Plan. Available: https://publicworks.smcgov.org/sites/publicworks.smcgov.org/files/San%20Mateo%20Co%20SSMP%202019.pdf. Accessed November 18, 2021.

[145] San Mateo County. 2019. County Administered Sewer and Sanitation Districts. Available: <https://publicworks.smcgov.org/sites/publicworks.smcgov.org/files/documents/files/County%20Sewer%20Districts%202019.pdf>. Accessed November 18, 2021.

[146] Sewer Authority Mid-Coastside (SAM). 2021. Welcome Webpage. Available: <https://samcleanswater.org/>. Accessed November 18, 2021.

[147] SAM. 2019. Sewer System Management Plan. Available: <https://samcleanswater.org/vertical/sites/%7B1307B359-C05A-436D-AC1C-9EB8D6FFB4A3%7D/uploads/Item_4D_Attachment_B_SSMP_2019(2).pdf>. Accessed November 18, 2021.

[148] San Mateo County. 2012. Local Coastal Program Policies. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC_Midcoast_LCP_2013.pdf>. Accessed October 28, 2021.

[149] San Mateo County. 2019. Green Infrastructure Plan. Available: <https://www.smcsustainability.org/download/energy-water/SMC-GI-PLAN-Final_09-17-19-with-Appendices.pdf>. Accessed November 19, 2021.

Hydrology and Water Quality, implementation of CAP strategies/GPCE policies related to building electrification and energy efficiency upgrades, renewable energy production and storage, transportation, organic waste diversion, green stormwater infrastructure, and greenspace and urban trees may promote infrastructure development that would involve small-scale construction. Construction of projects implemented in accordance with the CAP and GPCE could result in erosion and potential changes to drainage patterns. However, as described in Section 7, *Geology and Soils*, and Section 10, *Hydrology and Water Quality*, future CAP/GPCE-related projects would be required to comply with local, State, and federal requirements during construction that would control stormwater runoff, erosion, and potential impacts to the stormwater drainage system. Furthermore, CAP Action/GPCE Sub-policy T-2.3 encourages new green stormwater management infrastructure such as bioswales and urban greenspace, as well as the planting of additional urban trees within the community, that would help to reduce impermeable groundcover and stormwater flows to the County's drainage facilities. Therefore, no impact related to need for construction or expansion of stormwater drainage facilities and infrastructure would occur.

Electric Power Facilities/Infrastructure

Electric power service in the County is provided by PCE using transmission infrastructure operated and maintained by Pacific Gas & Electric (PG&E). PCE is a public, locally controlled electricity provider that gives PG&E customers in San Mateo County the choice of having 50 percent to 100 percent of their electricity supplied from clean, renewable sources at competitive rates. CAP Strategies/GPCE Policies B-1 and B-2 and CAP Action/GPCE Sub-policy B-4.2 promote building electrification of new and existing buildings and energy efficiency retrofits of existing buildings. CAP Strategy/GPCE Policy B-3 and CAP Action/GPCE Sub-policy L-3.2 support installation of small-scale renewable energy systems and battery storage facilities to provide greener renewable electricity within the County. In addition, CAP Strategy/GPCE Policy T-1 encourages new EV infrastructure throughout the County. These strategies and policies may slightly alter electricity demand within San Mateo County. However, the CAP and GPCE would serve as a pathway to reduce GHG emissions, including emissions related to energy consumption, and other beneficial environmental and sustainability effects. These benefits include a reduction in energy consumption. Therefore, the CAP and GPCE would result in a less-than-significant impact related to construction, expansion, or relocation of electric power facilities and infrastructure.

Natural Gas Power Facilities/Infrastructure

PG&E provides natural gas services to the County. The CAP and GPCE would not involve new land uses that require new or additional natural gas service that could require the construction of new or expanded natural gas facilities. CAP Strategies/GPCE Policies B-1 and B-2 and CAP Action/GPCE Sub-policy B-4.2 would encourage building electrification in new and existing buildings and the phase out of natural gas infrastructure to reduce natural gas consumption within the County. Implementation of these actions could involve alterations to existing natural gas infrastructure as natural gas use is reduced. Future activities related to the phase out of natural gas infrastructure would be reviewed for consistency with applicable local, State, and federal regulations once project details and locations are known. In addition, the CAP and GPCE would serve as a pathway to reduce GHG emissions, including emissions related to energy consumption, and other beneficial environmental and sustainability effects. These benefits include a reduction in natural gas consumption. Therefore, the CAP and GPCE would result in a less-than-significant impact related to construction, expansion, or relocation of natural gas facilities and infrastructure.

Telecommunications Facilities/Infrastructure

The County is served by existing telecommunications companies such as AT&T and Comcast. The CAP and GPCE would not alter existing telecommunications facilities and infrastructure and would not involve new land uses or development that would require new telecommunications infrastructure. Therefore, the CAP and GPCE would result in no impact related to need for construction or expansion of telecommunication facilities and infrastructure.

Overall, the CAP and GPCE would result in a ***less-than-significant impact*** related to construction, expansion, or relocation of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities.

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

c. Would the project 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?

The CAP and GPCE are policy-level documents that do not include site-specific infrastructure designs or project proposals, nor do they grant entitlements for development that would have the potential to increase demand for water supply or other utility services. Rather the CAP and GPCE contains actions to reduce water use and improve stormwater infiltration, such as CAP Actions/GPCE Sub-policies L-3.2 and T-2.3, that encourage efficient irrigation systems and increased green stormwater infrastructure. Furthermore, implementing the CAP and GPCE would not result in new residential, commercial, agricultural, or industrial construction and would have no effect on water demand and wastewater treatment demand. Thus, the CAP and GPCE would result in ***no impact*** related to water supply and wastewater treatment.

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e. Would the project comply with federal, State, and local management and reduction statutes and regulations related to solid waste?

There are a number of solid waste service providers operating within San Mateo County. These include the South Bay Waste Management Authority, Recology, Peninsula Sanitary Services Inc., GreenWaste Recovery Inc., Kunz Valley Trash, and Republic Services. There are three transfer stations within the County and one sanitary landfill, the Ox Mountain Landfill.[150] The Ox Mountain Landfill has a maximum permitted throughput of 3,598 tons of solid waste per day and has a remaining capacity of 22,180,000 cubic yards.[151]

The CAP and GPCE focus on sustainable infrastructure development and do not include land use or other policy changes that would result in increased residential, commercial, or other development that would increase solid waste generation within the County. CAP Strategies/GPCE Policies W-1 through W-3 seek to reduce construction and inorganic waste sent to landfills, as well as increase

[150] San Mateo County. 2021. Curbside Collection. Available: <https://www.smcsustainability.org/waste-reduction/curbside-collection/>. Accessed November 19, 2021.

[151] California Department of Resources Recovery and Recycling (CalRecycle). 2021. WIS Facility/Site Activity Details: Corinda Los Trancos Landfill (Ox Mtn). Available: <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1561?siteID=3223>. Accessed November 19, 2021.

participation in organic waste and recyclables recovery and diversion. These strategies and policies align with federal, State, and local regulations aimed at reducing solid waste disposal and increase organic waste diversion, such as Senate Bill 1383. While these measures may result in changes to local solid waste recovery services, the CAP and GPCE would not facilitate habitable development and, thus, would not result in increased solid waste collection and disposal demand. Therefore, the CAP and GPCE would result in ***no impact*** related to solid waste.

Cumulative Impacts

The cumulative projects scenario is the projected population, employment, and housing (65,835 residents, 24,865 jobs, and 22,990 housing units) for the unincorporated County in 2030. Implementation of CAP/GPCE-related projects, in combination with other cumulative projects anticipated through 2030, would not result in population growth beyond that already assumed and planned for through the year 2030 that would require additional use of existing utilities or service systems. Rather, implementation of the CAP and GPCE would result in reduced energy and water consumption and solid waste production, as well as improved stormwater management. Therefore, implementation of the CAP and GPCE would result in a ***less-than-significant cumulative impact*** related to utilities and service systems.

20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	■
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	■
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	■

a. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

b. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The eastern portion of the County, where most of the incorporated cities are located, is mapped by CalFIRE as a Local Responsibility Area, while most of the western county is mapped as a State Responsibility Area with the exception of the incorporated Cities of Half Moon Bay, Pacifica, and Daly City.[152] The majority of San Mateo County is mapped by the California Department of Forestry and Fire Protection (CalFIRE) as moderate to very-high wildfire severity zones. Areas of highest wildfire risk are concentrated within the Santa Cruz Mountains and the rural and undeveloped areas surrounding the mountains, as shown in Figure 16-3 of the LHMP.[153] Areas of unincorporated San Mateo County particularly susceptible to wildfire include the areas between Shelter Cove, Moss Beach, Half Moon Bay, Sky Londa, and Crystal Springs Lake. The County has a history of wildfire occurrence, with the most destructive fires including a 1929 fire near Montara and the 2020 CZU Lightning Complex that burned 86,509 acres in western San Mateo and Santa Cruz Counties. In January 2021, approximately 5,000 residents were evacuated in San Mateo and Santa Cruz Counties due to the potential for landslides to occur during a rain event on the areas burned by the CZU Lightning Complex.[154] However, only small, non-destructive debris flows occurred.[155]

Though there are areas within the County that are at risk of wildfires, the CAP and GPCE are policy-level documents that does not propose new residential, commercial, or institutional development that could be at risk from wildfire or post-wildfire slope instability. The CAP and GPCE also do not grant entitlements for development that would have the potential to directly cause wildfire. As described under *Responses 9f. and 17g*., the CAP and GPCE also would not interfere with emergency access and evacuation plans within the County. In addition, CAP Action/GPCE Sub-policy L-3.2 would help to reduce community vulnerability to wildfires by funding a chipping program to reduce the annual burning of pruning on agricultural and working lands, which in turn can lead to accidental fires. Thus, the CAP and GPCE would result in ***no impact*** related to wildfire.

Cumulative Impacts

The cumulative projects scenario is the projected population, employment, and housing (65,835 residents, 24,865 jobs, and 22,990 housing units) for the unincorporated County in 2030. Projects implemented in accordance with the CAP and GPCE, in combination with other cumulative development anticipated through the year 2030, could result in cumulative impacts related to wildfire with provision of structures or people in areas of wildfire risk or downwind or downslope of such areas. However, implementation of the CAP and GPCE would have a less-than-significant contribution related to potential cumulative wildfire impacts, given that they do not include new habitable development that could be at risk from wildfire, nor do they grant entitlements for

[152] California Department of Forestry and Fire Protection (CalFIRE). 2021. FHSZ Viewer. Available: <https://egis.fire.ca.gov/FHSZ/>. Accessed December 3, 2021.

[153] San Mateo County. 2021. Multijurisdictional Local Hazard Mitigation Plan. Available: <https://cmo.smcgov.org/sites/cmo.smcgov.org/files/2021-10-19_SanMateoHMP_Vol1_AdoptionDraft.pdf>. Accessed November 15, 2021.

[154] Reyes, Kris. 2021. 5,000 Residents Ordered to Evacuate Santa Cruz Mountains due to Debris Flow Risk. January 26. ABC7 News. Available: <https://abc7news.com/san-mateo-county-evacuations-santa-cruz-evacuation-warning-atmospheric-river-cal-fire-czu/10036026/>. Accessed December 3, 2021.

[155] United States Geological Survey. 2021. January 2021: Evaluation of debris flow activity in recent California Burn Areas following atmospheric river event. Available: <https://www.usgs.gov/natural-hazards/landslide-hazards/science/january-2021-evaluation-debris-flow-activity-recent?qt-science_center_objects=0#>. Accessed December 3, 2021.

development that would have the potential to cause wildfire. Rather, the CAP and GPCE include CAP Action/GPCE Sub-policy L-3.2 that would help to reduce vulnerability to wildfires in rural and agricultural areas of the County. As such, implementation of the CAP and GPCE would not result in adverse impacts related to wildfire within the County. Therefore, implementation of the CAP and GPCE would result in ***no cumulative impact*** related to wildfire.

21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Does the project:				
a. Have the potential to substantially degrade the quality of the environment, substantially 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, substantially 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?	☐	☐	■	☐
b. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" 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)?	☐	☐	■	☐
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	■	☐

a. Does the project have the potential to substantially degrade the quality of the environment, substantially 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, substantially 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?

The intent of the CAP and GPCE is to reduce GHG emissions from San Mateo County community operations through implementation of strategies/policies and actions/sub-policies related to energy use, renewable energy, transportation, solid waste, and carbon sequestration. The CAP strategies/GPCE policies are consistent with the San Mateo County GP and encourage residents and businesses to reduce energy and fuel use, VMT, and solid waste generation and the associated GHG emissions. The CAP and GPCE would not facilitate development that would eliminate or threaten wildlife habitats or eliminate important examples of the major periods of California history or prehistory. Therefore, as discussed in more detail in Section 4, *Biological Resources*, Section 5,

Cultural Resources, and Section 18, *Tribal Cultural Resources*, the CAP and GPCE would result in a ***less-than-significant impact*** related to biological and cultural resources.

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" 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)?

Implementation of the CAP and GPCE would result in a cumulatively beneficial reduction of GHG and air pollutant emissions across the County. In addition, as discussed throughout the respective cumulative impacts discussions within this document, the CAP and GPCE would not result in significant cumulative impacts. Rather, implementation of the CAP and GPCE would be consistent with San Mateo County GP policies aimed at reducing emissions of GHGs and air pollutants, reducing VMT, reducing energy supply demands on utilities, protecting and preserving the natural environment, and decreasing solid waste generation. Therefore, the CAP and GPCE would result in an overall ***less-than-significant cumulative impact*** related to all CEQA topics addressed within this document.

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

In general, impacts to human beings are associated with air quality, GHG emissions and climate change, hazards and hazardous materials, noise, and transportation impacts. As detailed in the preceding sections, the CAP and GPCE would not result, either directly or indirectly, in substantial adverse effects related to air quality, GHG emissions, hazards, and noise. As discussed in more detail in Section 3, *Air Quality*, Section 13, *Noise*, and Section 17, *Transportation*, the CAP and GPCE could cause temporary construction impacts related to transportation, air quality, and noise that could, in turn, affect human beings but would not result in substantial adverse effects. As discussed throughout this document, the CAP and GPCE would serve as a pathway to reduce operational GHG emissions and would result in other positive environmental and sustainability effects. These benefits include reduction in building energy and water consumption, VMT, and solid waste generation and improved air quality. Therefore, the CAP and GPCE would result in a ***less-than-significant impact*** related to potential for adverse effects on human beings.

References

Bibliography

Association of Bay Area Governments//Metropolitan Transportation Commission (ABAG/MTC). 2017. Plan Bay Area 2040: Projections 2040. Available: <http://projections.planbayarea.org/>. Accessed October 1, 2021.

____. 2021. Plan Bay Area 2050. Available: <https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_October_2021.pdf>. Accessed November 19, 2021.

Bay Area Air Quality Management District (BAAQMD). 2017. Air Quality Standards and Attainment Status. Available: <http://www.baaqmd.gov/research-and-data/air-quality-standards-and-attainment-status>. Accessed October 7, 2021.

____. 2017. Final Clean Air Plan: Spare the Air Cool the Climate: A Blueprint for Clean Air and Climate Protection in the Bay Area. Final 2017 Clean Air Plan. Available: <http://www.baaqmd.gov/~/media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-proposed-final-cap-vol-1-pdf.pdf?la=en>. Accessed October 7, 2021.

California Air Resources Board (CARB). 2005. Air Quality and Land Use Handbook: A Community Health Perspective. Available: <https://ww3.arb.ca.gov/ch/handbook.pdf>. Accessed November 2, 2021.

____. 2017. California's 2017 Climate Change Scoping Plan. Available: <https://ww2.arb.ca.gov/sites/default/files/classic//cc/scopingplan/scoping_plan_2017.pdf>. Accessed March 23, 2021.

____. 2017. Revised Proposed 2016 State Strategy for the State Implementation Plan. Available: <https://ww3.arb.ca.gov/planning/sip/2016sip/2016sip.htm>. Accessed October 7, 2021.

CARB and California Environmental Protection Agency (CalEPA). 2009. Environmental Health and Equity Impacts from Climate Change and Mitigation Policies in California: A Review of the Literature. Available: <http://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.386.4605&rep=rep1&type=pdf>. Accessed November 15, 2021.

California Department of Conservation. 2021. California Important Farmland Finder. Available: <https://maps.conservation.ca.gov/dlrp/ciff/>. Accessed October 26, 2021.

California Department of Fish and Wildlife (CDFW). 2019. Natural Community Conservation Plan Summaries. Available: <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>. Accessed November 11, 2021.

California Department of Forestry and Fire Protection (CalFIRE). 2021. FHSZ Viewer. Available: <https://egis.fire.ca.gov/FHSZ/>. Accessed December 3, 2021.

California Department of Resources Recovery and Recycling (CalRecycle). 2021. WIS Facility/Site Activity Details: Corinda Los Trancos Landfill (Ox Mtn). Available: <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1561?siteID=3223>. Accessed November 19, 2021.

California Department of Transportation (Caltrans). 2020. Transportation and Construction Vibration Guidance Manual (CT-HWANP-RT-13-069.25.3). Available: <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf>. Accessed November 16, 2021.

____. 2021. California State Scenic Highway System Map. Available: <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa>. Accessed October 28, 2021.

California Energy Commission (CEC). 2019. 2019 Building Energy Efficiency Standards for Residential and Nonresidential Buildings. Available: <https://www.energy.ca.gov/sites/default/files/2021-06/CEC-400-2018-020-CMF_0.pdf>. Accessed October 15, 2021.

____. 2020. Electricity Consumption by County. Available: <http://www.ecdms.energy.ca.gov/elecbycounty.aspx>. Accessed October 13, 2021.

____. 2020. Natural Gas Consumption by County. Available: <http://ecdms.energy.ca.gov/elecbycounty.aspx>. Accessed November 12, 2021.

California Water Service. 2021. Find My District Map. Available: <https://www.calwater.com/customercare/find-my-district/>. Accessed November 18, 2021.

____. 2021. 2020 Urban Water Management Plan Bear Gulch District. Available: < https://www.calwater.com/docs/uwmp2020/BG_2020_UWMP_FINAL.pdf>. Accessed November 19, 2021.

City/County Association of Governments of San Mateo County. 2012. San Francisco International Airport Land Use Compatibility Plan. Available: <https://ccag.ca.gov/wp-content/uploads/2014/10/Consolidated_CCAG_ALUCP_November-20121.pdf>. Accessed November 15, 2021.

____. 2014. Half Moon Bay Airport Land Use Compatibility Plan. Available: <https://ccag.ca.gov/wp-content/uploads/2014/10/HAF-ALUCP-Final.pdf>. Accessed November 15, 2021.

____. 2015. San Carlos Airport Land Use Compatibility Plan. Available: <https://ccag.ca.gov/wp-content/uploads/2015/11/SQL_FinalALUCP_Oct15_read.pdf>. Accessed November 15, 2021.

Coastside County Water District (CCWD). 2021. District Maps. Available: <https://coastsidewater.org/production/distribution/district-maps/>. Accessed November 18, 2021.

____. 2021. Water Supply. Available: <https://coastsidewater.org/production/water-supply/>. Accessed November 19, 2021

Federal Highway Administration (FHWA). 2006. FHWA Highway Construction Noise Handbook. (FHWAHEP-06-015; DOT-VNTSC-FHWA-06-02). Available: <https://www.fhwa.dot.gov/Environment/noise/construction_noise/handbook/handbook00.cfm>. Accessed November 16, 2021.

Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. Available: <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf>. Accessed November 16, 2021.

Mid-Peninsula Water District (MPWD). 2021. About MPWD. Available: <https://www.midpeninsulawater.org/about>. Accessed November 18, 2021.

Montara Water and Sanitary District (MWSD). 2021. Map of Service Area. Available: <http://mwsd.montara.org/about/map-of-service-area>. Accessed November 18, 2021.

____. 2017. Water System Master Plan Update. Available: <http://mwsd.montara.org/assets/uploads/documents/MWSD_2017%20Master%20Plan%20Update_Rev17_082417_Full.pdf>. Accessed November 19, 2021.

Reyes, Kris. 2021. 5,000 Residents Ordered to Evacuate Santa Cruz Mountains due to Debris Flow Risk. January 26. ABC7 News. Available: <https://abc7news.com/san-mateo-county-evacuations-santa-cruz-evacuation-warning-atmospheric-river-cal-fire-czu/10036026/>. Accessed December 3, 2021.

San Mateo County. 1976. Community Design Manual. Available:<https://planning.smcgov.org/sites/planning.smcgov.org/files/Community_Design_Manual_1.pdf>. Accessed October 28, 2021.

____. 1986. San Mateo County General Plan Overview and Background Issues. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/SMC-GP%201986.pdf>. Accessed October 27, 2021.

____. 2007. San Bruno Mountain Habitat Management Plan. Available: <https://parks.smcgov.org/sites/parks.smcgov.org/files/documents/files/San%20Bruno%20Mountain%20Habitat%20Management%20Plan%202008-1_0.pdf>. Accessed December 21, 2021.

____. 2012. Local Coastal Program Policies. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC_Midcoast_LCP_2013.pdf>. Accessed October 28, 2021.

____. 2013. Energy Efficiency Climate Action Plan Environmental Impact Report. Available at: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/San%20Mateo%20County%20EECAP%20Draft%20EIR.pdf>. Accessed November 15, 2021.

____. 2013. General Plan Policies. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SMC-GP%20Policies%202013.pdf>. Accessed October 28, 2021.

____. 2017. 2017-2019 Profile. Available: <https://www.smcgov.org/sites/smcgov.org/files/documents/files/BudgetProfile_2017-19.pdf>. Accessed October 1, 2021.

____. 2017. Grading Ordinance. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/Grading%20Ordinance%202017.pdf>. Accessed November 15, 2021.

____. 2019. 2018 Agricultural Crop Report. Available: <https://agwm.smcgov.org/sites/agwm.smcgov.org/files/documents/files/2018%20Crop%20Report_0.pdff>. Accessed October 26, 2021.

____. 2019. Sewer System Management Plan. Available: https://publicworks.smcgov.org/sites/publicworks.smcgov.org/files/San%20Mateo%20Co%20SSMP%202019.pdf. Accessed November 18, 2021.

____. 2019. County Administered Sewer and Sanitation Districts. Available: < https://publicworks.smcgov.org/sites/publicworks.smcgov.org/files/documents/files/County%20Sewer%20Districts%202019.pdf>. Accessed November 18, 2021.

____. 2019. Green Infrastructure Plan. Available: <https://www.smcsustainability.org/download/energy-water/SMC-GI-PLAN-Final_09-17-19-with-Appendices.pdf>. Accessed November 19, 2021.

____. 2020. 2019 Agricultural Crop Report. Available: <https://agwm.smcgov.org/document/2019-san-mateo-county-crop-report>. Accessed October 26, 2021.

____. 2020. Ordinance No. 4824. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/press-release/files/0030_1_20200225_o_Reach-Codes-003.pdf >. Accessed December 3, 2021

____. 2021. 2020 Agricultural Crop Report. Available: <https://agwm.smcgov.org/sites/agwm.smcgov.org/files/documents/files/2020%20San%20Mateo%20County%20Crop%20Report.pdf>. Accessed October 26, 2021.

____. 2021. Planning and Building Map Viewer. Available: <https://gis.smcgov.org/Html5Viewer/Index.html?configBase=https://gis.smcgov.org/Geocortex/Essentials/REST/sites/publicplanning/viewers/HTML52110/virtualdirectory/Resources/Config/Default>. Accessed October 1, 2021.

____. 2021. Regulations for the Preservation, Protection, Removal, and Trimming of Heritage Trees on Public and Private Property. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/Mjsaa0476(att%20b2_Trees)_(POST%20BOS%20of%2010-18-16)%20wpq.pdf>. Accessed October 29, 2021.

____. 2021. Significant Tree Ordinance. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/Mjsaa0475(att%20b1_Trees)_(POST%20BOS%20of%2010-18-16)%20wpq.pdf>. Accessed October 29, 2021.

____. 2021. Multijurisdictional Local Hazard Mitigation Plan. Available: <https://cmo.smcgov.org/sites/cmo.smcgov.org/files/2021-10-19_SanMateoHMP_Vol1_AdoptionDraft.pdf>. Accessed November 15, 2021.

____. 2021. Multijurisdictional Local Hazard Mitigation Plan. Available: <https://cmo.smcgov.org/sites/cmo.smcgov.org/files/2021-10-19_SanMateoHMP_Vol1_AdoptionDraft.pdf>. Accessed November 15, 2021.

____. 2021. Encroachment Permit Procedures. Available: <https://www.cityofsanmateo.org/DocumentCenter/View/1163/Encroachment-Permit-Application?bidId=>. Accessed November 15, 2021.

____. 2021. San Mateo County Code of Ordinances Chapter 35.5, Flood Hazard Areas. Available: <http://www.co.sanmateo.ca.us/attachments/planning/pdfs/regulations/chapter35-floodhazardareas.pdf>. Accessed November 15, 2021.

____. 2021. Code of Ordinances Chapter 4.88, Noise Control. Available: <https://library.municode.com/ca/san_mateo_county/codes/code_of_ordinances?nodeId=TIT4SAHE_CH4.88NOCO>. Accessed November 15, 2021.

____. 2021. San Mateo County Parks Map. Available: <https://parks.smcgov.org/sites/parks.smcgov.org/files/SMCParks-Map-Linked.pdf>. Accessed November 16, 2021.

____. 2021. Unincorporated San Mateo County Active Transportation Plan. Available: <https://www.smcsustainability.org/wp-content/uploads/SMC-ATP_Final-Plan_January-2020.pdf>. Accessed November 19, 2021.

____. 2021. Water Services. Available: <https://publicworks.smcgov.org/water-services>. Accessed November 18, 2021.

____. 2021. CSA 11 County Service Area 11. Available: <https://publicworks.smcgov.org/csa-11-county-service-area-11>. Accessed November 19, 2021.

____. 2021. Curbside Collection. Available: <https://www.smcsustainability.org/waste-reduction/curbside-collection/>. Accessed November 19, 2021.

____. 2022. Zoning Regulations. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/SMC_Zoning_Regulations.pdf>. Accessed March 16, 2022.

____. n.d. Local Coastal Program Map of Mid-Coast Sensitive Habitats. Available: <https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/lcp%20-%20midcoast%20sensitive%20habitats%2032x48.pdf>. Accessed November 11, 2021.

Sewer Authority Mid-Coastside (SAM). 2021. Welcome Webpage. Available: <https://samcleanswater.org/>. Accessed November 18, 2021.

____. 2019. Sewer System Management Plan. Available: <https://samcleanswater.org/vertical/sites/%7B1307B359-C05A-436D-AC1C-9EB8D6FFB4A3%7D/uploads/Item_4D_Attachment_B_SSMP_2019(2).pdf>. Accessed November 18, 2021.

State of California. 2018. California's Fourth Climate Change Assessment Statewide Summary Report. Available: <http://www.climateassessment.ca.gov/state/>. Accessed November 15, 2021.

United States Energy Information Administration (USEIA). 2021. "California - Profile Overview." Last modified: February 18, 2021. Available:<https://www.eia.gov/state/?sid=CA.> Accessed October 13, 2021.

____. 2021. Natural Gas: Natural Gas Consumption by End Use. September 30, 2021. Available: <https://www.eia.gov/dnav/ng/ng_cons_sum_dcu_SCA_a.htm>. Accessed October 13, 2021.

United States Geological Survey. 2021. January 2021: Evaluation of debris flow activity in recent California Burn Areas following atmospheric river event. Available: <https://www.usgs.gov/natural-hazards/landslide-hazards/science/january-2021-evaluation-debris-flow-activity-recent?qt-science_center_objects=0#qt-science_center_objects>. Accessed December 3, 2021.

U.S. Fish and Wildlife Service (USFWS). 2021. Critical Habitat for Threatened and Endangered Species Map. Available: <https://fws.maps.arcgis.com/home/webmap/viewer.html?webmap=9d8de5e265ad4fe09893cf75b8dbfb77>. Accessed November 10, 2021.

Westborough Water District (WWD). 2021. About WWD. Available: <https://www.westboroughwater.org/about>. Accessed November 18, 2021.

ZoneHaven. 2021. ZoneHaven Aware Map. Available: <https://community.zonehaven.com/?latlon=38.03670099323196,-122.8414409049235&z=8.232444137560243&selected=US-CA-XSM-SM-E015>. Accessed December 3, 2021.

List of Preparers

Rincon prepared this Initial Study-Negative Declaration under contract to San Mateo County. Persons involved in data gathering, environmental impact analysis, quality review, graphics preparation, and document formatting include the following.

RINCON CONSULTANTS, INC.

Kelsey Bennett, Environmental/Sustainability Senior Program Manager
Emily Marino, Associate Environmental Planner
Dario Campos, Document Formatting Specialist
Emily Gaston, Graphics/GIS Specialist
Matthew Maddox, Environmental/Sustainability Principal

Appendix A

Sources, Health Effects, and Typical Controls Associated with Criteria Pollutants

Sources, Health Effects, and Typical Controls Associated with Criteria Pollutants

Pollutant	Sources	Health Effects	Typical Controls
Ozone (O_3)	Formed when reactive organic gases (ROG) and nitrogen oxides react in the presence of sunlight. ROG sources include any source that burns fuels (e.g., gasoline, natural gas, wood, oil); solvents; petroleum processing and storage.	Breathing difficulties, lung tissue damage, vegetation damage, damage to rubber and some plastics.	Reduce motor vehicle reactive organic gas (ROG) and nitrogen oxide (NO_X) emissions through emission standards, reformulated fuels, inspections programs, and reduced vehicle use. Limit ROG emissions from commercial operations, gasoline refueling facilities, and consumer products. Limit ROG and NO_X emissions from industrial sources such as power plants and manufacturing facilities.
Carbon monoxide (CO)	Any source that burns fuel such as automobiles, trucks, heavy construction and farming equipment, residential heating.	Chest pain in heart patients, headaches, reduced mental alertness.	Control motor vehicle and industrial emissions. Use oxygenated gasoline during winter months. Conserve energy.
Nitrogen dioxide (NO_2)	See Carbon Monoxide.	Lung irritation and damage. Reacts in the atmosphere to form ozone and acid rain.	Control motor vehicle and industrial combustion emissions. Conserve energy.
Sulfur dioxide (SO_2)	Coal or oil burning power plants and industries, refineries, diesel engines.	Increases lung disease and breathing problems for asthmatics. Reacts in the atmosphere to form acid rain.	Reduce use of high sulfur fuels (e.g., use low sulfur reformulated diesel or natural gas). Conserve energy.
Respirable particulate matter (PM_{10})	Road dust, windblown dust, agriculture and construction, fireplaces. Also formed from other pollutants (NO_X, SO_X, organics).	Increased respiratory disease, lung damage, cancer, premature death, reduced visibility, surface soiling.	Control dust sources, industrial particulate emissions, woodburning stoves and fireplaces. Reduce secondary pollutants which react to form PM_{10}. Conserve energy.
Fine particulate matter ($PM_{2.5}$)	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning. Also formed from reaction of other pollutants (NO_X, SO_X, organics, and NH3).	Increases respiratory disease, lung damage, cancer, and premature death, reduced visibility, surface soiling. Particles can aggravate heart diseases such as congestive heart failure and coronary artery disease.	Reduce combustion emissions from motor vehicles, equipment, industries, and agricultural and residential burning. Precursor controls, like those for ozone, reduce fine particle formation in the atmosphere.
Lead	Metal smelters, resource recovery, leaded gasoline, deterioration of lead paint.	Learning disabilities, brain and kidney damage. Control metal smelters.	No lead in gasoline or paint.
Sulfur Dioxide (SO_2)	Coal or oil burning power plants and industries, refineries, diesel engines.	Increases lung disease and breathing problems for asthmatics. Reacts in the atmosphere to form acid rain.	Reduce use of high sulfur fuels (e.g., use low sulfur reformulated diesel or natural gas). Conserve energy.
Sulfates	Produced by reaction in the air of SO2, (see SO2 sources), a component of acid rain.	Breathing difficulties, aggravates asthma, reduced visibility.	See SO2

Pollutant	Sources	Health Effects	Typical Controls
Hydrogen Sulfide	Geothermal power plants, petroleum production and refining, sewer gas.	Nuisance odor (rotten egg smell), headache and breathing difficulties (higher concentrations).	Control emissions from geothermal power plants, petroleum production and refining, sewers, and sewage treatment plants.
Visibility Reducing Particulates	See $PM_{2.5}$	Reduced visibility (e.g., obscures mountains and other scenery), reduced airport safety.	See $PM_{2.5}$
Vinyl Chloride	Exhaust gases from factories that manufacture or process vinyl chloride (construction, packaging, and transportation industries).	Central nervous system effects (e.g., dizziness, drowsiness, headaches), kidney irritation, liver damage, liver cancer.	Control emissions from plants that manufacture or process vinyl chloride, installation of monitoring systems.
Toxic Air Contaminant (TAC)	Combustion engines (stationary and mobile), diesel combustion, storage and use of TAC-containing substances (i.e., gasoline, lead smelting, etc.)	Depends on TAC, but may include cancer, mutagenic and/or teratogenic effects, other acute or chronic health effects.	Toxic Best Available Control Technologies (T-BACT), limit emissions from known sources.

Source: Compiled by Rincon Consultants, Inc. in May 2021

Appendix B

Description of Greenhouse Gases of California Concern

Description of Greenhouse Gases of California Concern

Greenhouse Gas	Physical Description and Properties	Global Warming Potential (100 years)	Atmospheric Residence Lifetime (years)	Sources
Carbon dioxide (CO_2)	Odorless, colorless, natural gas.	1	50–200	Burning coal, oil, natural gas, and wood; decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; oceanic evaporation; volcanic outgassing; cement production; land use changes
Methane (CH_4)	Flammable gas and is the main component of natural gas.	28[156]	12	Geological deposits (natural gas fields) extraction; landfills; fermentation of manure; and decay of organic matter
Nitrous oxide (N_2O)	Nitrous oxide (laughing gas) is a colorless GHG.	298	114	Microbial processes in soil and water; fuel combustion; industrial processes
Chloro-fluoro-carbons (CFCs)	Nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (level of air at the Earth's surface); formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms.	3,800–8,100	45–640	Refrigerants; aerosol propellants; cleaning solvents
Hydro-fluoro-carbons (HFCs)	Synthetic human-made chemicals used as a substitute for CFCs and contain carbon, chlorine, and at least one hydrogen atom.	140 to 11,700	1–50,000	Automobile air conditioners; refrigerants
Per-fluoro-carbons (PFCs)	Stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface.	6,500 to 9,200	10,000–50,000	Primary aluminum production; semiconductor manufacturing
Sulfur hexafluoride (SF_6)	Human-made, inorganic, odorless, colorless, and nontoxic, nonflammable gas.	22,800	3,200	Electrical power transmission equipment insulation; magnesium industry, semiconductor manufacturing; a tracer gas
Nitrogen trifluoride (NF_3)	Inorganic, is used as a replacement for PFCs, and is a powerful oxidizing agent.	17,200	740	Electronics manufacture for semiconductors and liquid crystal displays

Source: Compiled by Rincon Consultants, Inc. in May 2021

[156] San Mateo County used a 20-year Global Warning Potential for methane.

This page intentionally left blank.