



North Fair Oaks Community Council
San Mateo County Coordinated
Departmental Response



DATE: July 27, 2023
NFOCC MEETING DATE: July 27, 2023
VOTE REQUIRED: Majority

TO: Members, North Fair Oaks Community Council

FROM: Planning Staff

SUBJECT: Consideration of a Use Permit and Lot Merger for a new four-story, 23,394-square-foot research and development and residential mixed-use development on an 11,900-square-foot property located at 2875 El Camino Real in the unincorporated North Fair Oaks area of San Mateo County.

County File Number: PLN 2022-00113 (Joma)

PROPOSAL

The applicant is seeking a Use Permit to construct a new four-story, 23,394-square-foot research and development and residential mixed-use facility in the CMU-1 (Commercial Mixed Use-1) Zoning District at 2875 El Camino Real. A Use Permit is required for the residential development to be located exclusively on the top (4th) floor. The building would include 19,026 square feet of research laboratory and office uses on the first, second, and third floors, and 4,369 square feet of residential use on the fourth floor. A total of four residential units are proposed on the fourth floor. The project includes a subterranean parking garage with 25 parking spaces utilizing six mechanical lifts and the secure storage for 25 bicycles. To accommodate the project, two parcels, Assessor Parcel Numbers (APN) 054-284-200 and 054-284-210 will be merged to create a single 11,900-square-foot parcel. A grading estimate of 5,308 cubic yards of cut for the below grade parking areas, walkways, and landscape is proposed. The existing 5,300-square-foot commercial building will be demolished to accommodate the proposed development. The research and development labs will be occupied by a genomic research facility and a majority of the floor area for this use is dedicated for office space.

RECOMMENDATION

That the North Fair Oaks Community Council provide a recommendation to the Zoning Hearing Officer on the proposed Use Permit and Lot Merger, PLN2022-00113, as described in the Proposal Section above.

BACKGROUND

Report Prepared By: Kanoa Kelley, Project Planner; Email: kkelley@smcgov.org

Owner: Mostafa Ronaghi

Applicant: Antony Joma

Location: 2875 El Camino Real, North Fair Oaks

APNs: 054-284-200, 054-284-210

Size: 11,900 square feet combined

Existing Zoning: CMU-1 (Commercial Mixed Use-1)

General Plan Designation: Commercial Mixed Use

Sphere-of-Influence: Redwood City

Existing Land Use: General commercial businesses and adjacent parking lot. The building is currently vacant. The previous use was a veterinary clinic.

Water Supply: Continued water service to be provided by the California Water Service Company-Bear Gulch.

Sewage Disposal: Continued sewer service to be provided by the Fair Oaks Sewer Maintenance District (being a function of the County Department of Public Works).

Flood Zone: Zone X (areas of minimal flood), pursuant to Federal Emergency Management Agency, Flood Insurance Rate Map, Community Panel 06081C0302E, effective October 16, 2012.

Environmental Evaluation: The 2011 Program Environmental Impact Report (Program EIR) for the North Fair Oaks Community Plan evaluated the environmental impacts of development in the North Fair Oaks area, including the project site. Staff evaluated the project in the context of the Program EIR and determined that no new effects will occur, and no new mitigation measures are required. Therefore, pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15168(c), no additional environmental review is required as the project is within the scope of the Program EIR.

In addition to the conditions of approval proposed for this project, the project will implement all applicable mitigation measures adopted in the Program EIR.

Setting: The project location is in the existing urban community of North Fair Oaks at 2875 El Camino Real. Parcel 054-284-210 has been developed as a parking lot. The existing building on parcel 054-284-200 has been occupied by a veterinary services company but is currently vacant. The parcel is flanked by existing commercial buildings along El Camino Real and existing residential properties, in a high density residential zone, in the rear along Blenheim Avenue.

Chronology:

<u>Date</u>	<u>Action</u>
November 4, 2021	- Major Development Pre-application Public Workshop (PRE 2021-00016); no members of the public attended.
April 7, 2022	- Subject application submitted.
July 5, 2023	- Application deemed complete.
July 27, 2023	- North Fair Oaks Community Council meeting. <i>(<u>Recommendation</u>)</i>
TBD	- Planning Commission public hearing.

A. KEY ISSUES

1. Compliance with the General Plan/North Fair Oaks Community Plan

Staff has reviewed the project for compliance with all of the applicable General Plan/North Fair Oaks Community Plan Policies, including the following:

a. Soil Resources

Policy 2.17 (*Regulate Development to Minimize Soil Erosion and Sedimentation*) seeks to minimize soil erosion and sedimentation. The project would include 5,308 cubic yards (c.y.) of grading. Specifically, the grading activities necessary to prepare the site will require 5,308 c.y. of cut to accommodate the building's subgrade parking area, walkways, and landscaping. The removal of soil will follow best management practices and will be promptly removed and not stored on site. The required implementation of erosion control measures will ensure that soil erosion is minimized. Except for landscaping areas no disturbed areas will be left undeveloped. Per County standards, no grading shall be allowed during the winter season to avoid potential soil erosion unless approved in writing by the Community Development Director.

b. Visual Quality Policies

Policies 4.15 (*Appearance of New Development*) and 4.36 (*Urban Design Area Concept*) seek to improve on the appearance and visual character of development in urban areas. The project will be subject to the design and performance standards for the CMU-1 Zoning District. See Section 2.b for a discussion on design and performance standards compliance.

c. Urban Land Uses Policies

General Plan Policies 8.12 (*General Plan Land Use Designations for Urban Areas*), 8.30 (*Infilling*), and 8.36 (*Uses*) seek to adopt the land use designations of the North Fair Oaks Community Plan, encourage infilling of urban areas where infrastructure and services are available, and allow uses in zoning districts that are consistent with the overall land use designation.

According to the North Fair Oaks (NFO) Community Plan, the two project parcels along El Camino Real are designated Commercial Mixed-Use (medium-high density) .

The primary objective of the Commercial Mixed Use land use category is to promote a mix of multi-family and regionally oriented commercial uses. The project will revitalize the area introducing new development and investment in North Fair Oaks, including by creating jobs and housing. The proposed mixed use development is consistent with the NFO Community Plan which specifically designates these parcels as Commercial Mixed Use which permits a combination of residential and commercial uses.

North Fair Oaks Community Plan Goal 2.2: Promote revitalization through redevelopment of underutilized and vacant land in North Fair Oaks. The redevelopment of the two parcels will further this goal by utilizing the site for the intended commercial uses, encouraging redevelopment of the El Camino commercial corridor, and thereby enhancing the North Fair Oaks community.

General Plan Policy 8.40 (*Parking Requirements*) seeks to ensure minimum on-site parking requirements and standards are met in order to, among other things, accommodate the parking needs of the development, provide convenient and safe access, and prevent congestion of public streets. The project will meet all parking requirements of the CMU-1 zoning district with 25 proposed parking spaces where required parking is calculated at 1 covered parking space per 0-2 bedroom unit in a mixed-use development and 1 space per 850 square feet for commercial development in a mixed use project. The 17,267-square-foot commercial facility will therefore require 20 spaces with 4 additional spaces for the four 1 and 2

bedroom units, and an additional space provided for guest parking. The CMU-1 parking regulations exceed the North Fair Oaks Community Plan parking requirement, which requires 1 space per residential unit and 1 space per 1,000 square feet of commercial development. Additionally, the project proposed 25 bicycle spaces.

d. Transportation Policies

General Plan Policy 12.21 (*Local Circulation Policies*) encourages minimal through traffic in residential areas and adequate access for emergency vehicles. The project has been reviewed and conditionally approved by the Menlo Park Fire Protection District with regard to emergency vehicle access and the San Mateo County Department of Public Works for general traffic standards. Traffic will be from El Camino Real, a regional connector street.

A traffic and vehicle miles traveled (VMT) analyses was conducted by RKH Civil and Transportation Engineering (February 14, 2022). The analyses concluded that the project meets all screening criteria that exempts development from further CEQA analyses. The project is within a high quality transit corridor/transit priority area, does not provide more parking than is required of the project, and would not displace affordable housing. Additionally, trip generation would be approximately 218 daily trips which is less than the 500 daily trips that would trigger a traffic analysis. Due to the estimated daily trips no traffic congestion or traffic spillover into residential areas is anticipated.

e. Water Supply and Wastewater

Water Supply Policies 10.10 (*Water Suppliers in Urban Areas*) and 10.12 (*Coordination of Water Suppliers*) consider water systems as the appropriate water supply for urban areas and seek to ensure water providers have capacity commensurate with the level of development permitted by adopted land use plans. The project property is currently served by California Water Service-Bear Gulch (Cal-Water). The proposed project has been preliminarily reviewed and Cal-Water did not raise any objections to the ability to continue providing service for the proposed commercial project. However, an upgrade to the water mains on El Camino Real may be required.

Wastewater Policies 11.4 (*Adequate Capacity for Unincorporated Areas*) and 11.5 (*Wastewater Management in Urban Areas*) consider sewerage systems as the appropriate method of wastewater management in urban areas and seek to ensure adequate capacity is available for unincorporated areas. The subject parcels are currently served by Fair Oaks Sewer Maintenance District. The Sewer District has provided a preliminary review and indicated that there is sufficient sewer capacity to serve the proposed project; however, the District

may need to conduct a sewer capacity analysis to determine if the additional flow will require mitigation to replace infrastructure within the sewer district.

2. Compliance with the Zoning Regulations

The project parcels are currently zoned CMU-1 (Commercial Mixed Use-1), which permits the establishment of a mixed use development. As stated in San Mateo County Zoning Code Section 6567.3, a Use Permit is required for mixed-use development where the residential component is not directly above the ground floor. The project proposes three-floors of commercial use and the top (4th) floor for residential use. Staff has reviewed the project and determined that the project is in compliance with all of the applicable Zoning Regulations, including the following:

	CMU-1 Development Standards	Proposed
Building Site Area	5,000 sq. ft.	11,900 sq. ft.
Max. Floor Area	200% = 23,800 sq. ft.	23,394 sq. ft.
Min. Front Setback	0 to 10 feet	10 ft.
Min. Rear Setback	15 ft. (first 40 ft. of building height), then 27 ft. (above 40 ft. of building height)	15 ft. (27 ft. for the portion of building above 40 ft.)
Min. Side Setbacks	0 ft.	R:3 ft., 11 in. L:4 ft
Max. Building Height	60 ft. (min. 3 stories)	60 feet (4 stories)
Min. Parking Spaces	25 (4 for residential, 1/850 sq. ft. for commercial + 1 for visitor)	25

a. Permitted Land Uses

The applicant is seeking a Use Permit to locate the proposed mixed-use development in the CMU-1 Zoning District. Per Section 6567.3 of the San Mateo County Zoning Code, both research and development (Administrative Professional and Business Offices) and residential are permitted uses in the CMU-1 zoning district as part of a mixed-use development. However, due to the design of the mixed-use project which proposes to dedicate 3 floors to research and development and the top (4th) floor to residential, a use permit is required as the residential component is not directly above the ground floor.

b. CMU-1 Performance Standards

Section 6567.6 of the CMU-1 Zoning Regulations states that no ongoing or new use may be conducted in a manner that does not meet the performance standards of the Zoning District with regard to limiting noise levels to the stipulated limits of the County Noise Ordinance; prohibiting dust and odor emissions beyond the boundaries of the CMU-1 District; prohibiting vibration perceptible without instruments on adjoining property, except for temporary construction operations; keeping glare and rays from exterior lighting to the confines of the premises; providing screening for trash and debris areas; and keeping all activities associated with the use entirely on-site.

Aside from temporary dust or odor emissions that would be generated by construction activities, the long-term research and development operation and residential use will not generate any detectable levels of dust or odor, or vibration. The genomic research labs will not utilize hazardous materials. All exterior lighting shall be dark-sky compliant and designed and located so that direct rays and glare are confined to the premises.

Signs

The project proposes only one (1) sign on the face of the building to identify the laboratory use, as shown on the front (south) elevation plan. The sign will be integrated into the architecture of the building and does not exceed the height of the building.

Public Realm Design Standards for Private Development

As shown on the plans the project will provide a 10 foot sidewalk along El Camino and will follow all ADA building standards with disabled parking, ramps into the lobby. There are street trees proposed within wells with grates to allow expansion and prevent hazards.

Private Realm Design Standards for Private Development

Section 6566.16 of the San Mateo County Zoning Code outlines basic design standards for projects along El Camino Real. The project complies with the following design standards.

Building Design, Layout and Orientation

6566.16.1.a. - Orient buildings, entries and primary façades toward the primary adjoining street. Primary streets include Middlefield Road, El Camino Real, 5th Avenue, Edison Way, Bay Road, and Fair Oaks Avenue.

The design of the mixed-use project orients the building and minimal signage towards El Camino Real.

6566.16.1.b. and c. - Along block faces, vary facade articulation, roof heights, and step-backs. Vary fenestration, color, architectural elements, and other elements between multiple adjoining structures or units.

As shown in the project renderings, the project utilizes varying roof heights, window sizes (fenestration), balconies, and natural material choices to articulate the façade and break up parts of the building to appear less linear. The project utilizes large vertical elements with differing heights, setbacks, and materials to break up the massing of buildings.

6566.16.1.d. - Locate ground-level parking and parking access in the side or rear of the project, or in cases where front parking access is necessary due to site constraints, include pedestrian-friendly design treatments and amenities such as paths, screening and landscaping to mitigate impacts on the pedestrian environment and overall streetscape.

The project locates all parking below ground. The entrance to the parking garage will be from El Camino Real. The area along El Camino Real will utilize landscaping and outdoor space to create a pedestrian-friendly environment. The entrance to the garage will utilize changes in surface texture, lights, and alarms to alert pedestrians of approaching vehicles from the garage.

Massing and Scale

6566.16.2.a,b,c – Articulate ground floor faces using vertical elements. Use multiple varied vertical or horizontal elements and provide floor to floor heights of 12 feet for commercial uses.

The proposed ground floor ceiling height is 14 feet. The ground floor facing El Camino Real has a large multi-use space with non-reflective windows. The lobby entrance steps back from the sidewalk articulating the ground floor façade.

Building Character, Façade Articulation and Fenestration

6566.16.3.a,b,c,d – Visibly anchor the building base (lowest floor) to the ground, have no continuous blank walls along street fronting facades, limit garage entrances to 22 feet in width, fenestrate ground floor commercial with non-reflective glass windows fronting onto sidewalks.

There are no continuous facades along the street frontage as each section varies in its setback and each section is varied with the use of

awnings and overhangs. The garage entrance will be approximately 18 feet in width.

Building Materials

6566.16.4- This section requires that the project utilize durable high quality building materials.

The project will use high quality aluminum and metal clad wall panels and canopies. Aluminum laser cut sunshades and wall elements will add visual interest and vary the textures of the building. The large vertical element in the front will use high quality extruded aluminum siding with woodgrain veneer.

Stormwater Management and Landscaping

6566.16.5- Minimize impermeable surfaces, manage stormwater runoff from impervious surfaces including roofs, use plants in landscape infiltration features that withstand pollutants.

The project site is in an urban location with very little open or landscaped areas. The project has been reviewed and conditionally approved by the County Drainage Section and the project is required to comply with all requirements of the Municipal Regional Stormwater NPDES Permit Provision C.3 which requires robust plant species for bio-retention areas. The project will not increase pervious surfaces and will add landscaping and bio-retention areas.

Utilities

6566.16.6- Install all new distribution lines underground.

Existing distribution lines run continuously down El Camino Real. All overhead lines adjacent to the project will be undergrounded as shown in the project plans.

Transportation

6566.16.8- Provide transportation demand management measures, consistent with the City/County Association of Governments (“C/CAG”) Land Use Component of the Congestion Management Program for San Mateo County, such as transit passes or other programs as needed to address project traffic or public transit impacts, consistent with the County Transportation Plan.

The proposed project is projected to generate more than 100 Average Daily Trips (ADT) and therefore must comply with the Transportation

Demand Management (TDM) Policy. The applicant has submitted a preliminary TDM Checklist in accordance with the C/CAG policy, which has been reviewed by staff. Conditions would be added to ensure compliance with the C/CAG requirements for Non-Residential, Small Project Land Use which requires the project to reduce trips by 25% through the implementation of required measures. CCCAG requires that the trip reduction targets be applied to the predominant use in a mixed use project.

c. Parking Regulations

Section 6567.8 (*Parking*) outlines the parking requirement for mixed-use facilities.

The parking ratio for administrative, professional and business offices within a mixed-use development is 1 parking space per 850 square feet (of net square footage) and residential use requires 1 space per unit with a total of one (1) additional guest space for the 4 proposed units. The project complies with these requirements by proposing 25 parking spaces.

Screening and Landscaping

Parking areas for more than (10) vehicles shall be screened on each side that adjoins or faces residentially zoned parcels.

All parking will be hidden from direct view underground.

Surface of Parking Area

Parking areas for more than ten (10) vehicles shall be surfaced with a durable and dust-free material. Off-street parking for 25 vehicles will be provided within a concrete underground parking garage with mechanical lifts to fit more vehicles within a smaller footprint.

d. Compliance with the Use Permit Findings

The applicant is seeking a Use Permit to establish a mixed-use (office and residential) facility in the CMU-1 Zoning District. The granting of a Use Permit is subject to the following finding:

That the establishment, maintenance, and/or conducting of the use will not, under the circumstances of the particular case, result in a significant adverse impact to coastal resources, or be detrimental to the public welfare or injurious to property or improvements in said neighborhood.

The establishment of a research and development and residential facility is wholly consistent with the San Mateo County General Plan and North Fair Oaks Community Plan with regard to compatible land uses. The project will further the area goals by revitalizing an existing developed site, providing better utilization of the property, and creating

a commercial use in a planned commercial corridor. The project was analyzed in the context of the 2011 Program EIR for the North Fair Oaks Community Plan and it was determined that the project poses no new impacts requiring new mitigations. Therefore, the project would not be detrimental to the public welfare.

3. Lot Merger

Pursuant to Section 7123 of the County Subdivision Regulations a lot merger is proposed to consolidate the two parcels into one. The criteria for review and action on a voluntary merger is as follows:

The Community Development Director shall approve the application for merger if the merger of parcels will not result in a greater density of development than that which is currently allowed by the County Zoning Regulations.

The merger will result in one 11,900 sq. ft. parcel. The development density of the project will not exceed County Zoning Regulations for commercial properties in the CMU-1 zone.

ATTACHMENTS

- A. Project Site Location Map
- B. Project Plans
- C. VMT Analysis Prepared by RKH Civil and Transportation Engineering
- D. NFO EIR Consistency Analyses



COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT

ATTACHMENT A



0.07 0 0.04 0.07 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere
© Latitude Geographics Group Ltd.

1:2,257



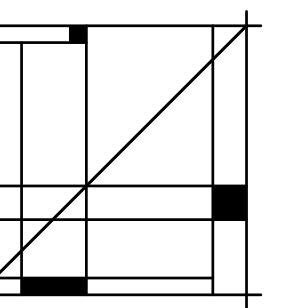
This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION



COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT

ATTACHMENT B



JOMA STUDIO ARCHITECTS
200 INDUSTRIAL RD. STE 150
SAN CARLOS, CA 94070
(650) 532-8200

Rev. Date Issue

Rev.	Date	Issue

Copyright 2022
Joma Studio Architects.
All Rights Reserved - These
Plans and/or Specifications
are intended for the sole
benefit of JSA's client and
may not be used, reused,
copied, or reproduced in
any form without the
express written consent of
Joma Studio Architects.

RONA LABS & DWELLINGS
LABORATORIES AND APARTMENTS
2875 El Camino Real, Redwood City, CA 94061

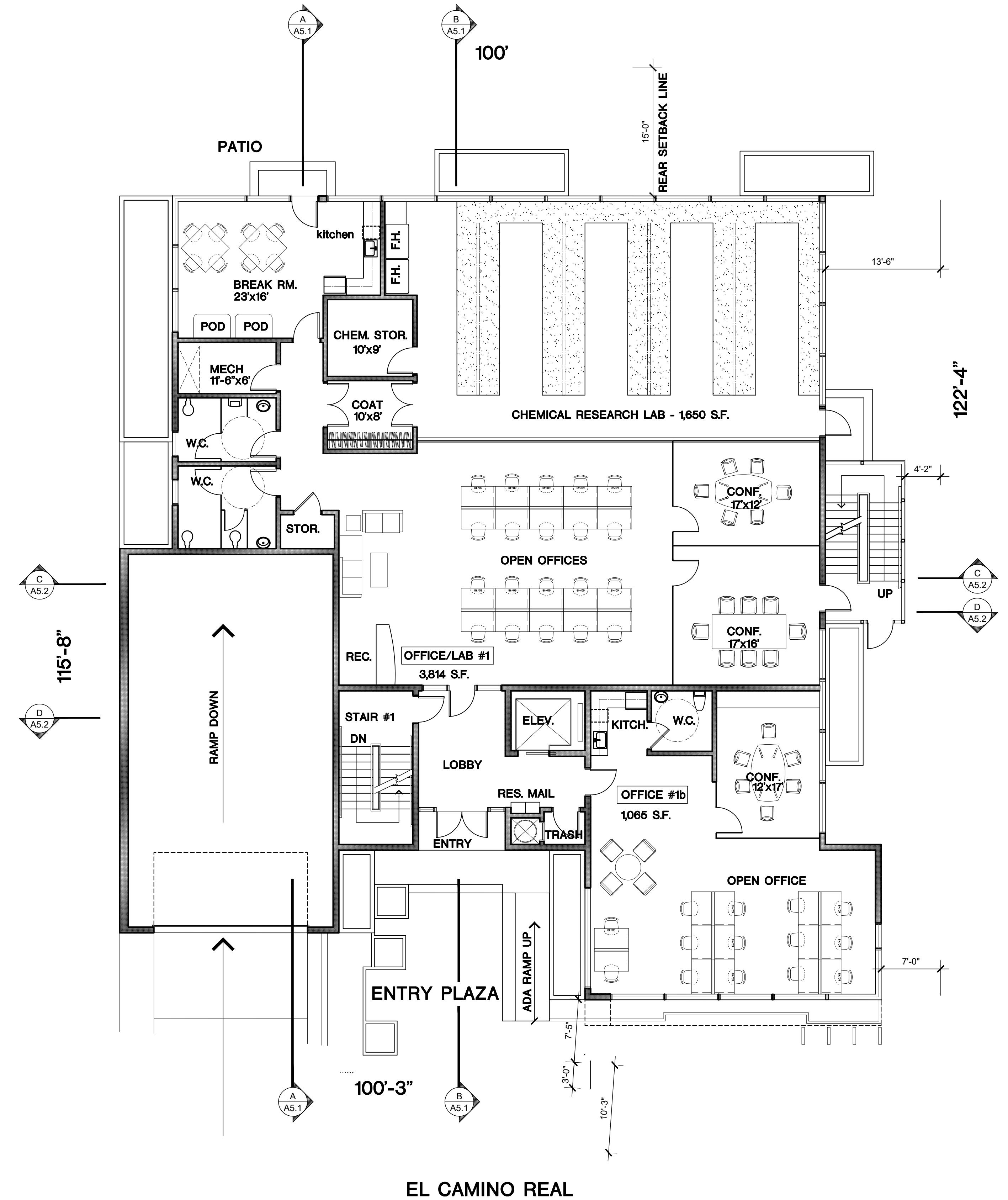
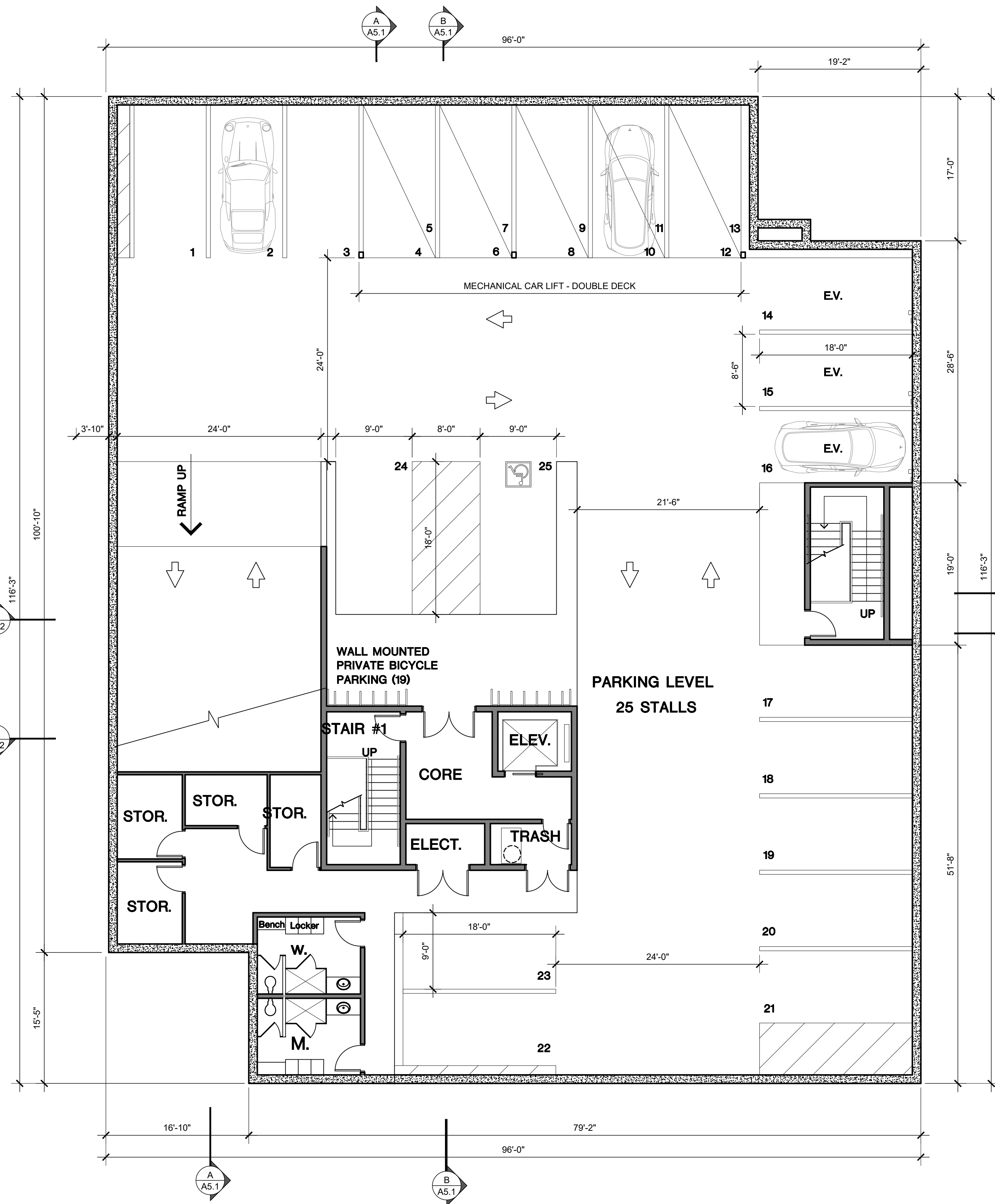
GARAGE & FIRST FLOOR PLAN

DATE: 03/15/2022

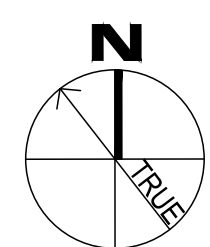
PROJECT No: 1910

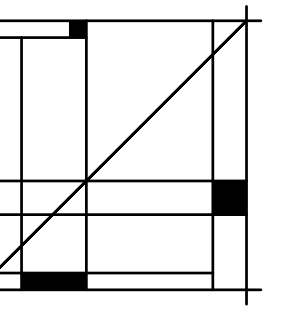
SCALE: AS SHOWN

A2.1



EL CAMINO REAL

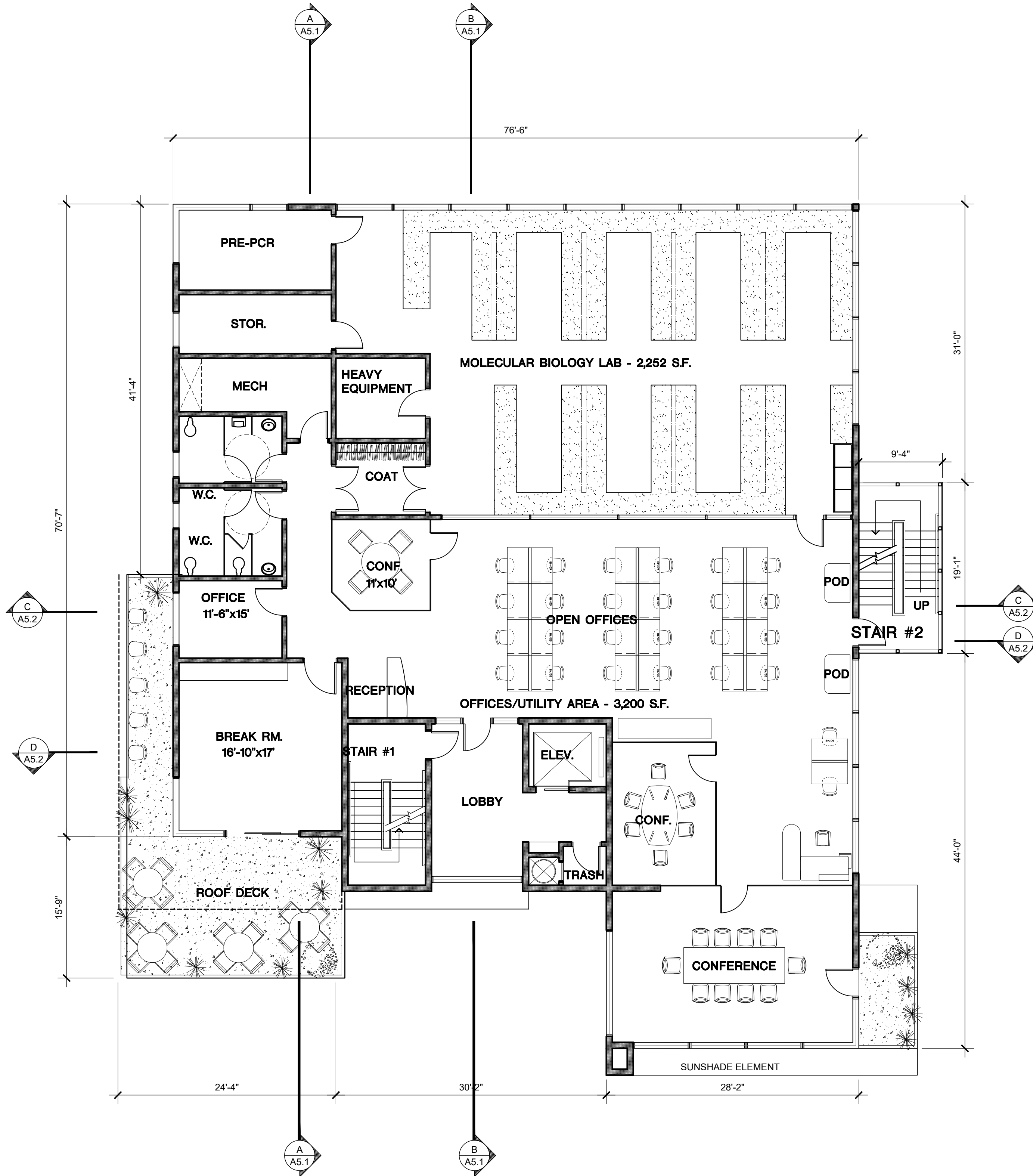




JOMA STUDIO ARCHITECTS
 200 INDUSTRIAL RD. STE 150
 SAN CARLOS, CA 94070
 (650) 532-8200

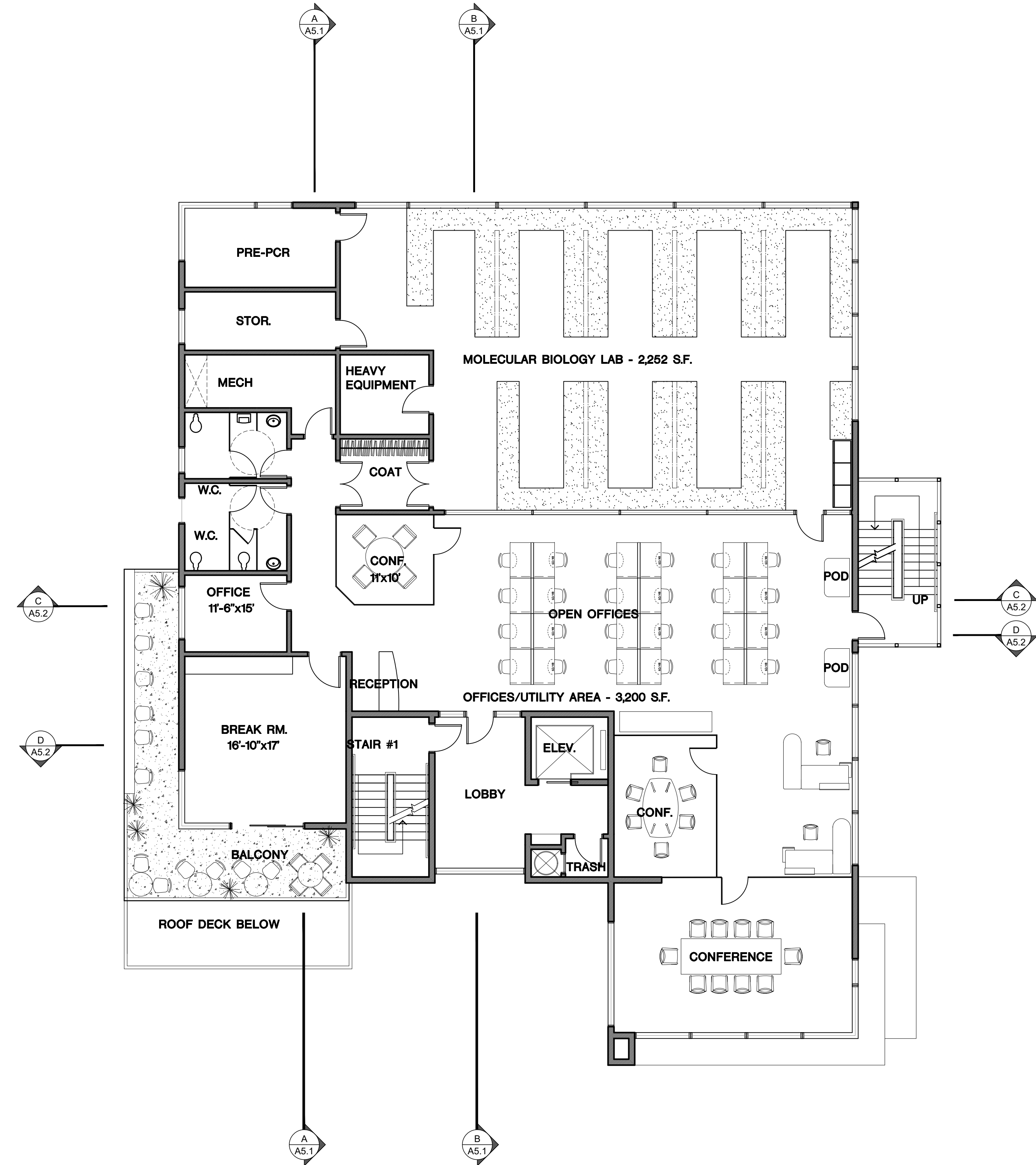
Rev.	Date	Issue

Copyright 2022
 Joma Studio Architects.
 All Rights Reserved - These
 Plans and/or Specifications
 are intended for the sole
 benefit of JSA's client and
 may not be used, reused,
 copied, or reproduced in
 any form without the
 express written consent of
 Joma Studio Architects.



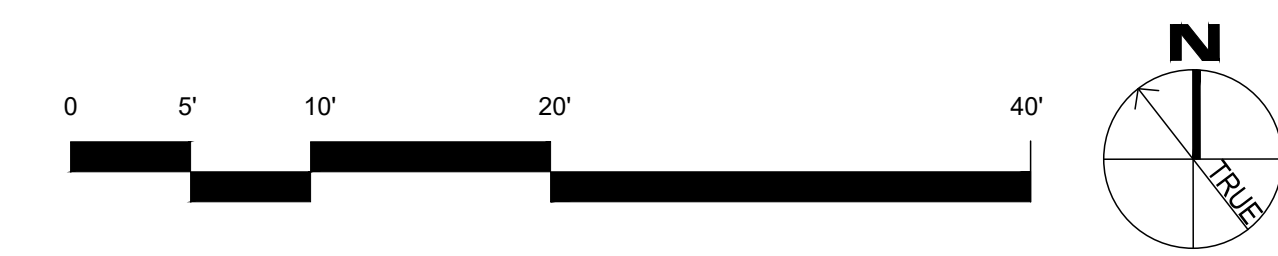
EL CAMINO

2ND FLOOR PLAN
 1/8"=1'-0"



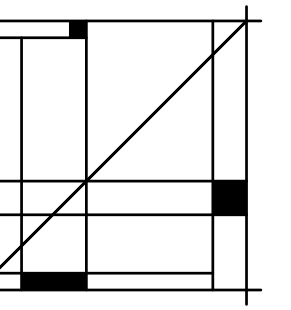
EL CAMINO

3RD FLOOR PLAN
 1/8"=1'-0"



RONA LABS & DWELLINGS
 LABARETORIES AND APARTMENTS
 2875 El Camino Real, Redwood City, CA 94061

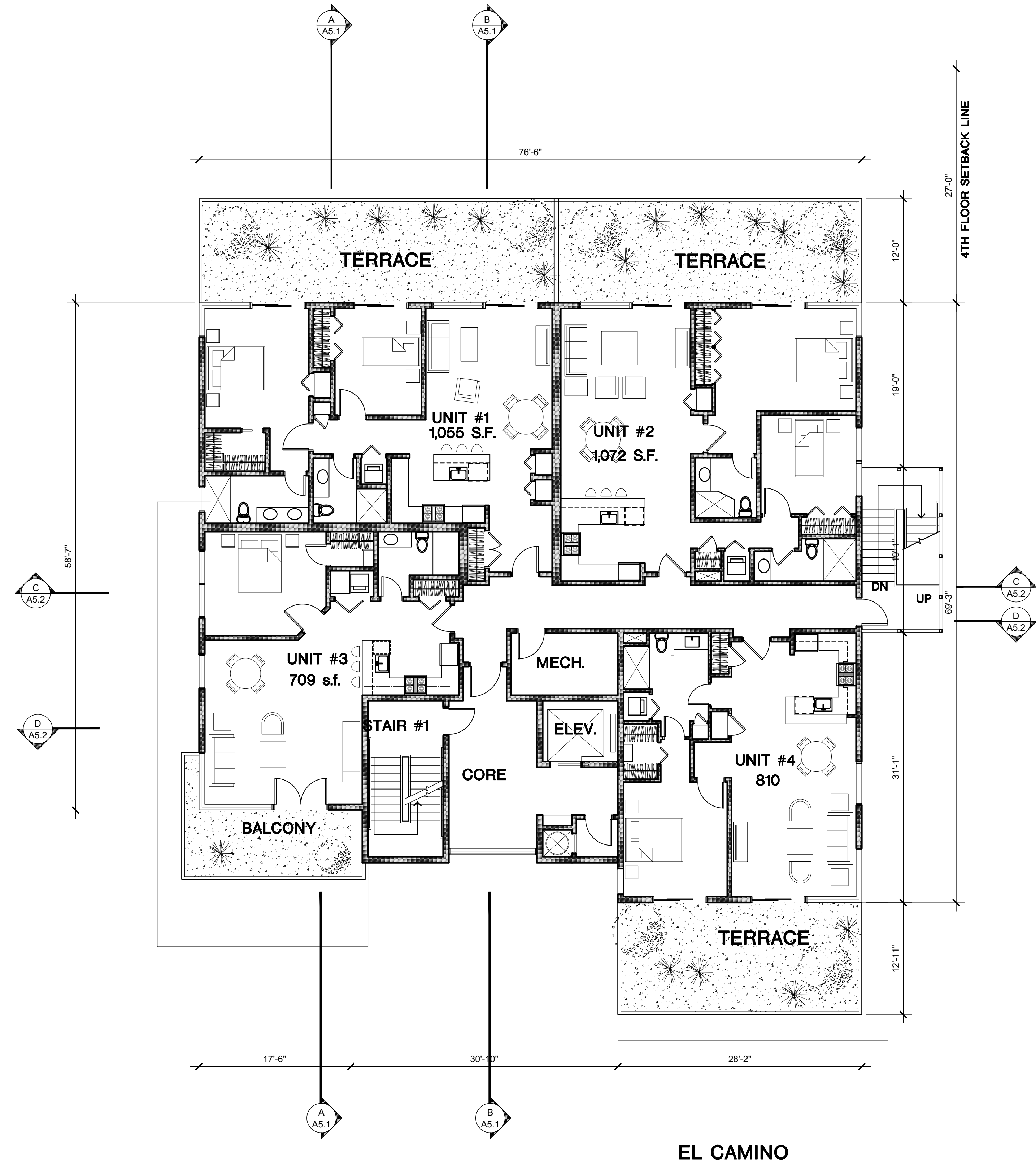
2ND & 3RD FLOOR PLAN
 DATE: 03/15/2022
 PROJECT No: 1910
 SCALE: AS SHOWN



JOMA STUDIO ARCHITECTS
 200 INDUSTRIAL RD. STE 150
 SAN CARLOS, CA 94070
 (650) 532-8200

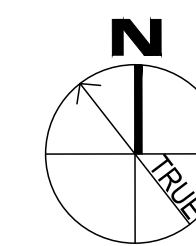
Rev.	Date	Issue

Copyright 2022
 Joma Studio Architects.
 All Rights Reserved - These
 Plans and/or Specifications
 are intended for the sole
 benefit of JSA's client and
 may not be used, reused,
 copied, or reproduced
 in any form without the
 express written consent of
 Joma Studio Architects.



**4TH FLOOR PLAN
 (4) RESIDENTIAL UNITS**

1/8"=1'-0"



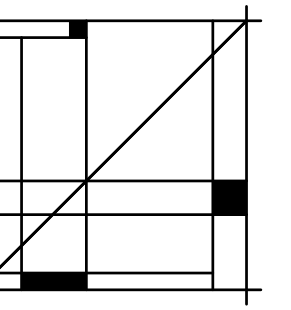
RONA LABS & DWELLINGS
 LABARETORIES AND APARTMENTS
 2875 El Camino Real, Redwood City, CA 94061

4TH FLOOR PLAN (RESIDENTIAL)

DATE: 03/15/2022

PROJECT No: 1910

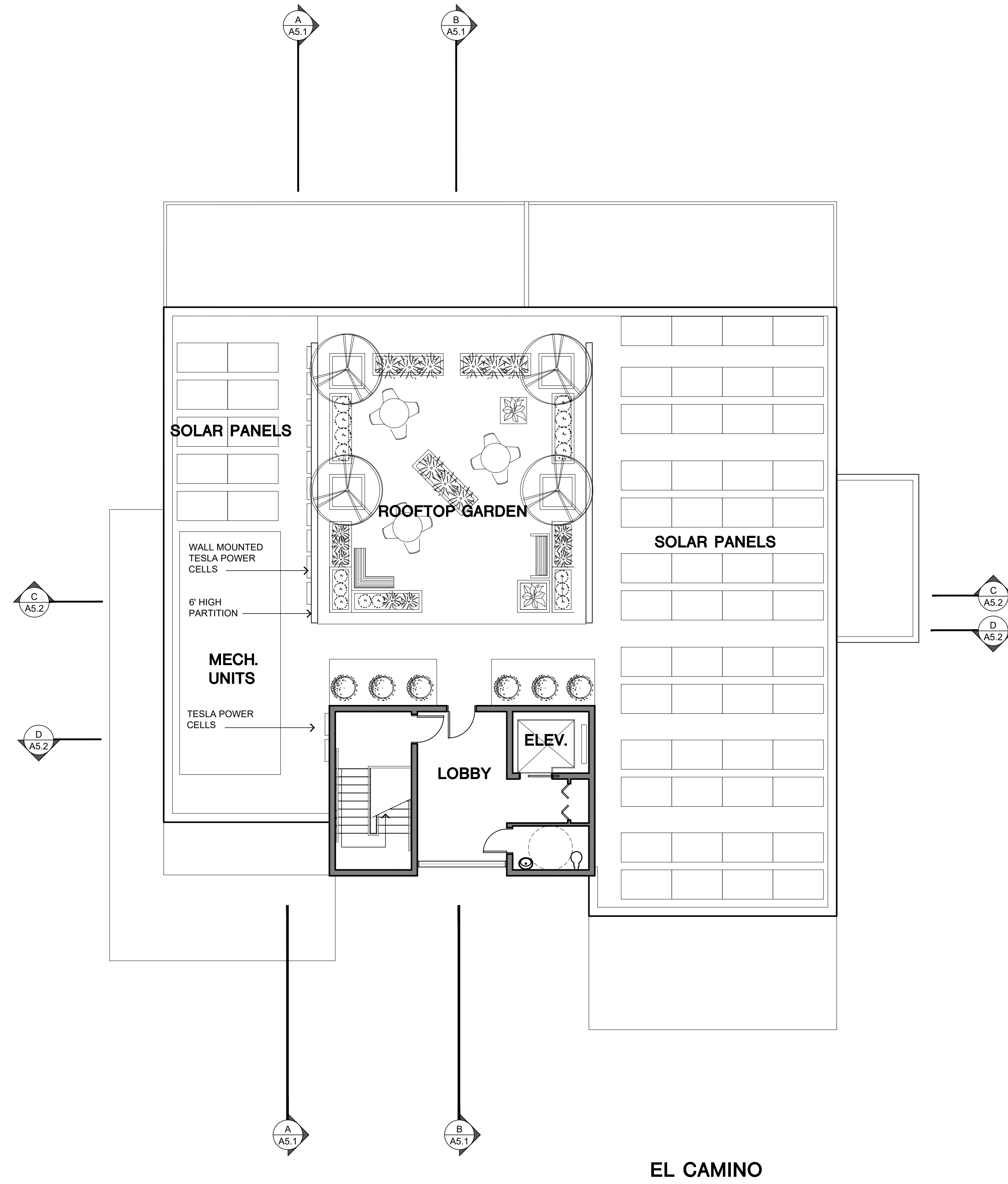
SCALE: AS SHOWN



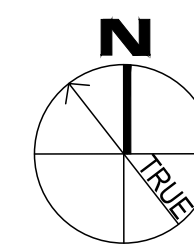
JOMA STUDIO ARCHITECTS
 200 INDUSTRIAL RD. STE 150
 SAN CARLOS, CA 94070
 (650) 532-8200

Rev.	Date	Issue

Copyright 2022
 Joma Studio Architects.
 All Rights Reserved - These
 Plans and/or Specifications
 are intended for the sole
 benefit of JSA's client and
 may not be used, reused,
 copied, or reproduced
 in any form without the
 express written consent of
 Joma Studio Architects.

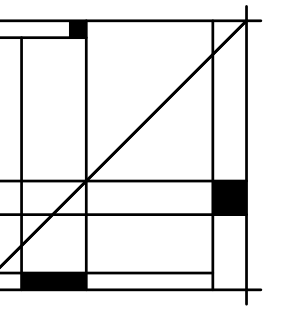


ROOF PLAN
 1/8"=1'-0"



RONA LABS & DWELLINGS
 LABARETORIES AND APARTMENTS
 2875 El Camino Real, Redwood City, CA 94061

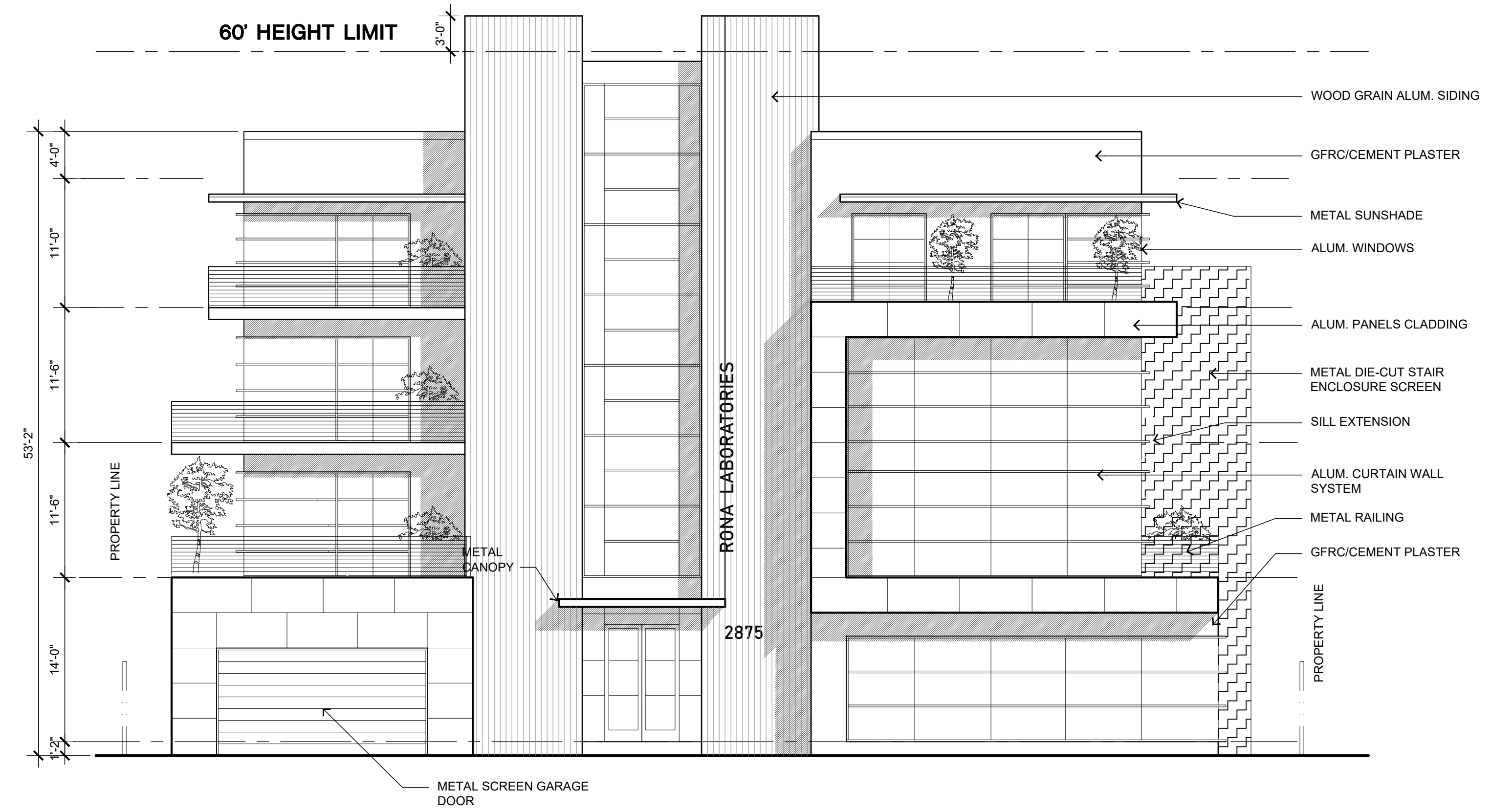
ROOF PLAN
 DATE: 03/15/2022
 PROJECT No: 1910
 SCALE: AS SHOWN



JOMA STUDIO ARCHITECTS
 200 INDUSTRIAL RD. STE 150
 SAN CARLOS, CA 94070
 (650) 532-8200

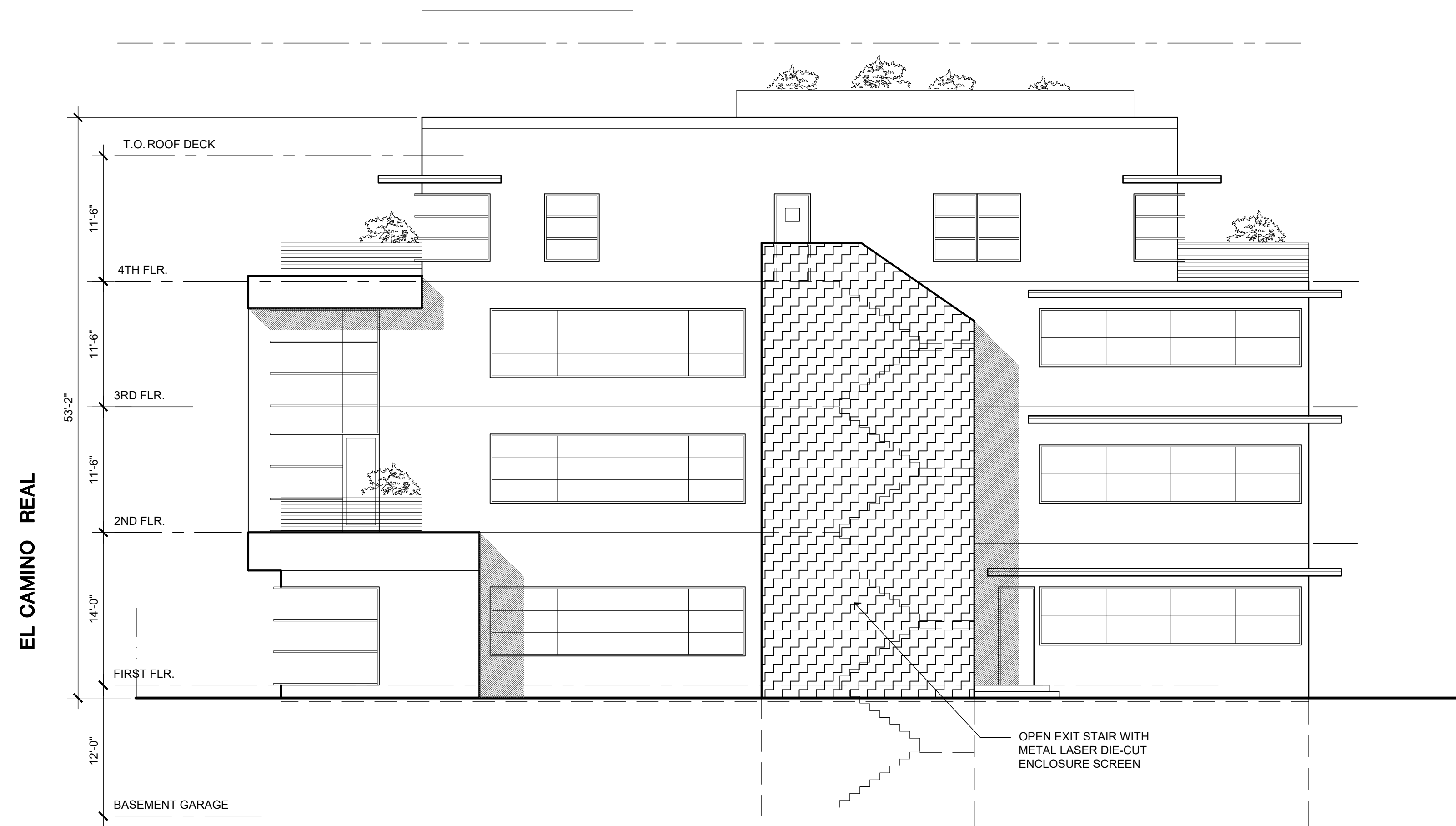
Rev.	Date	Issue

Copyright 2022
 Joma Studio Architects.
 All Rights Reserved - These
 Plans and/or Specifications
 are intended for the sole
 benefit of JSA's client and
 may not be used, reused,
 copied, or reproduced
 in any form without the
 express written consent of
 Joma Studio Architects.



PROPOSED FRONT ELEVATION - SOUTH

1/8"=1'-0"



RIGHT SIDE ELEVATION - EAST

1/8"=1'-0"

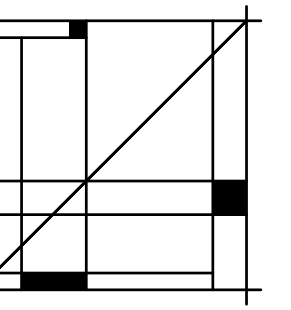
RONA LABS & DWELLINGS
 LABARETORIES AND APARTMENTS
 2875 El Camino Real, Redwood City, CA 94061

FRONT & EAST SIDE ELEVATION

DATE: 03/15/2022

PROJECT No: 1910

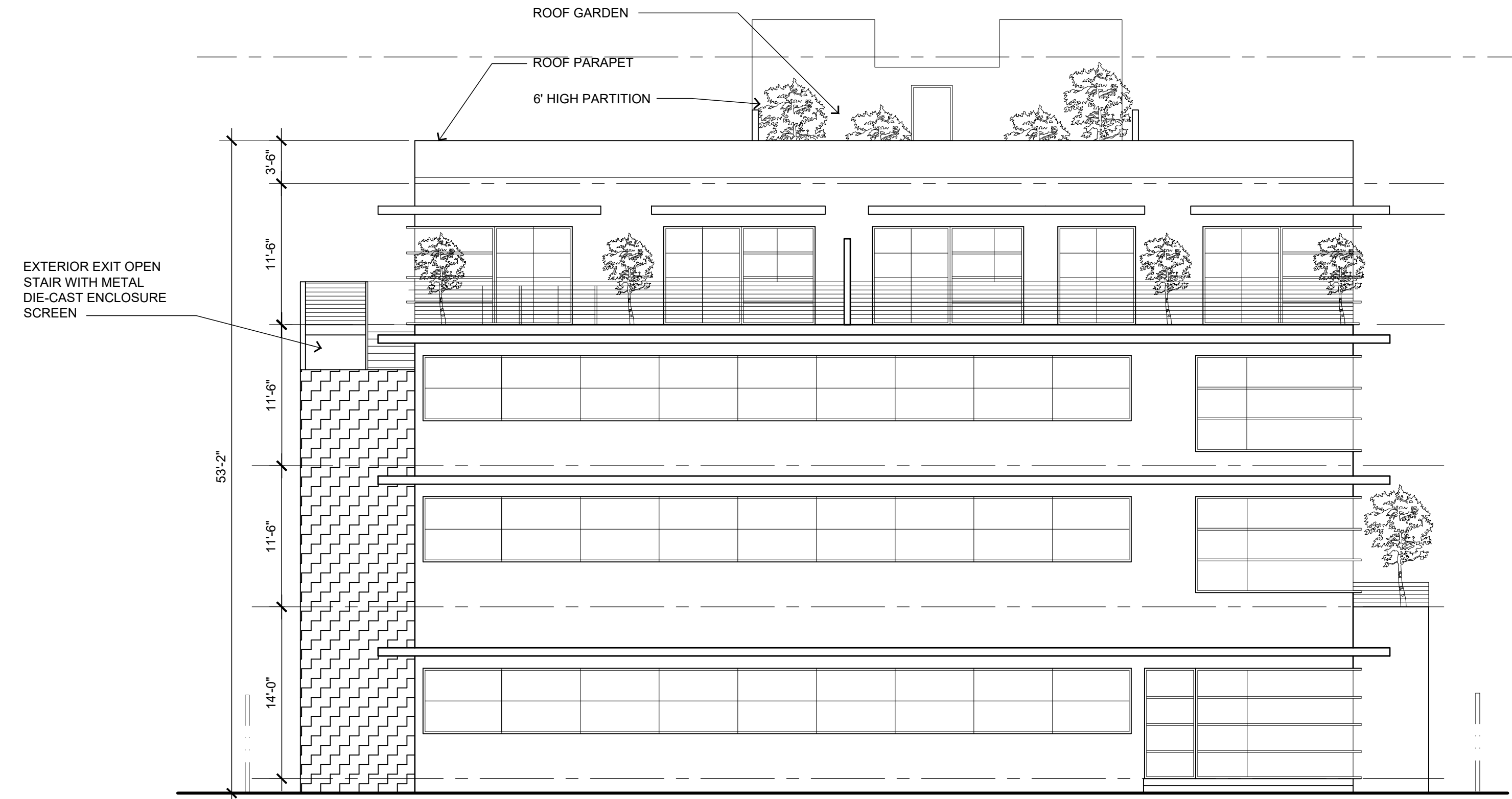
SCALE: AS NOTED



JOMA STUDIO ARCHITECTS
 200 INDUSTRIAL RD. STE 150
 SAN CARLOS, CA 94070
 (650) 532-8200

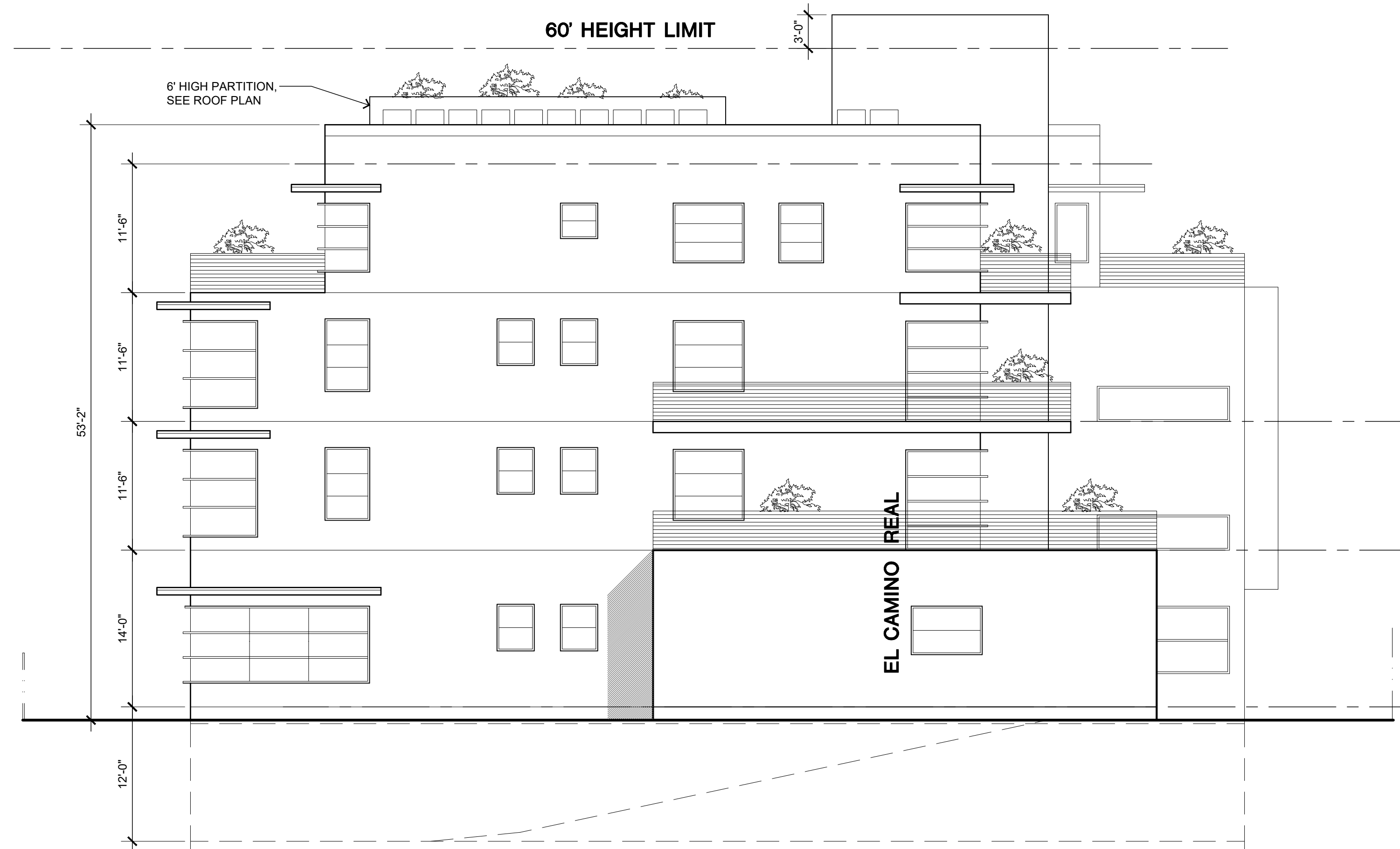
Rev.	Date	Issue

Copyright 2022
 Joma Studio Architects.
 All Rights Reserved - These
 Plans and/or Specifications
 are intended for the sole
 benefit of JSA's client and
 may not be used, reused,
 copied, or reproduced in
 any form without the
 express written consent of
 Joma Studio Architects.



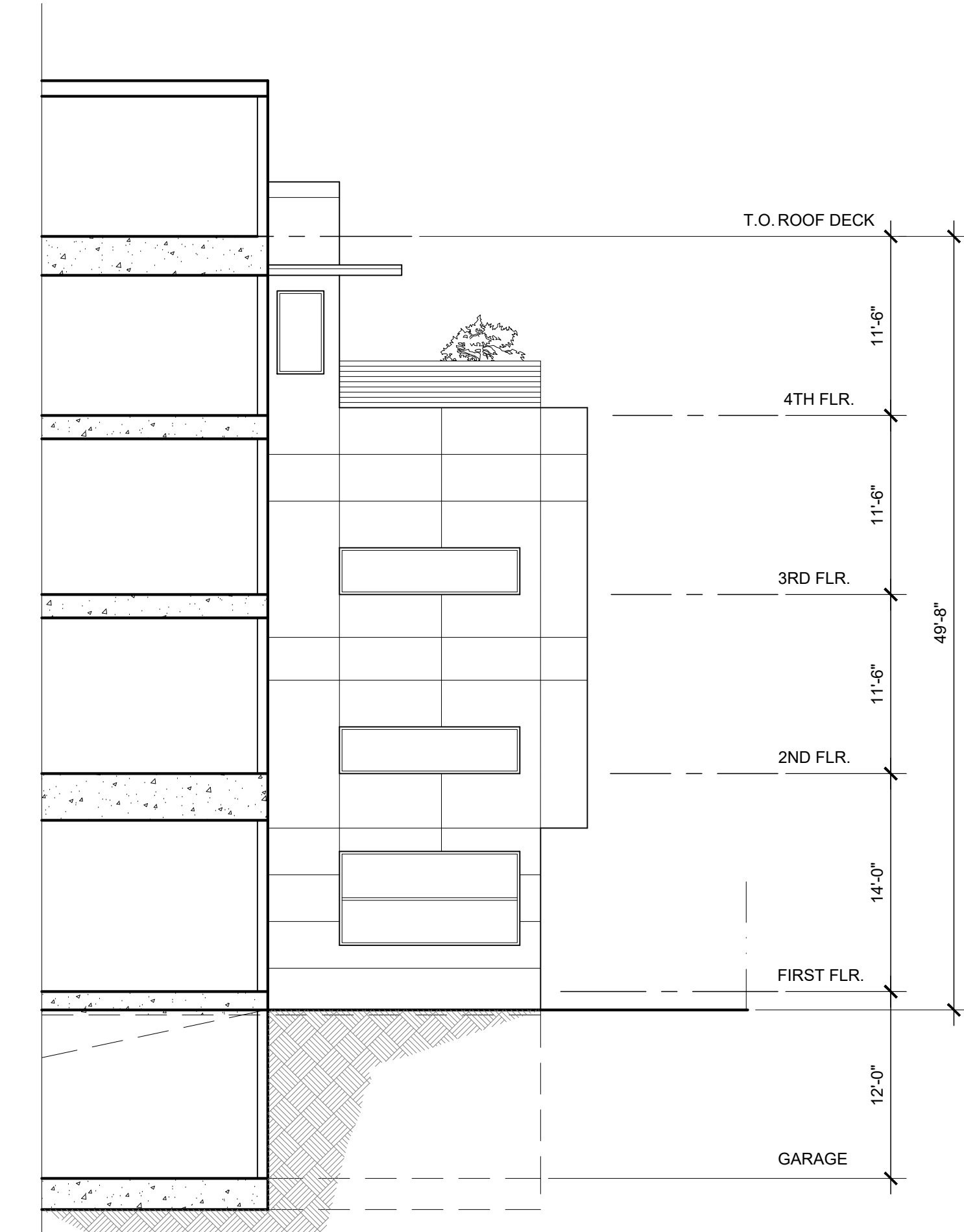
PROPOSED REAR ELEVATION - NORTH

1/8"=1-0"



LEFT SIDE ELEVATION - WEST

1/8"=1-0"



PARTIAL INTERIOR SIDE ELEVATION - WEST

1/8"=1-0"

RONA LABS & DWELLINGS
 LABATORIES AND APARTMENTS
 2875 El Camino Real, Redwood City, CA 94061

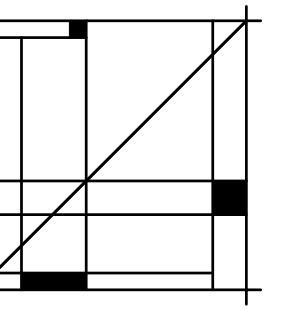
REAR & WEST SIDE ELEVATIONS

DATE: 03/15/2022

PROJECT No: 1910

SCALE: AS NOTED

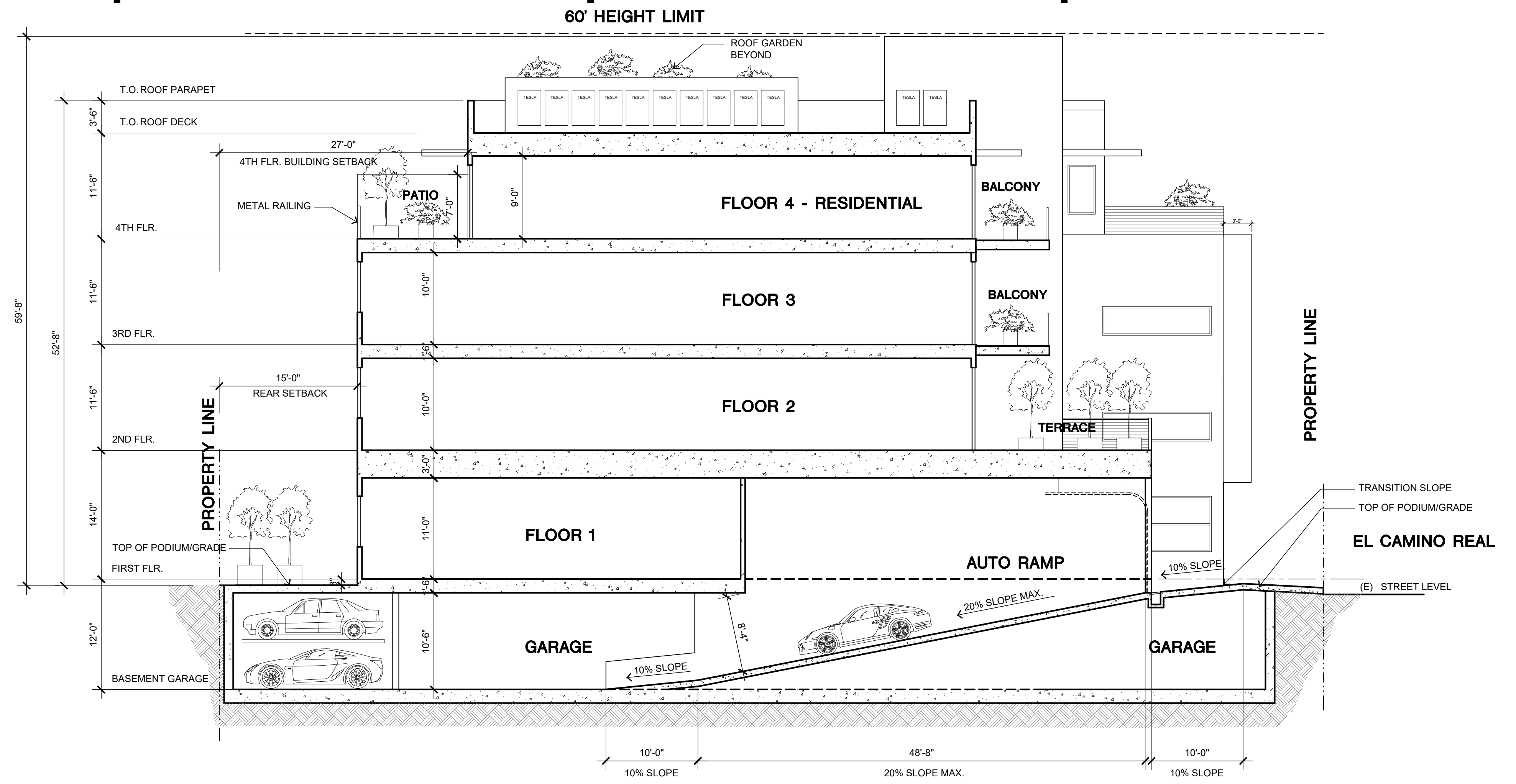
A4.2



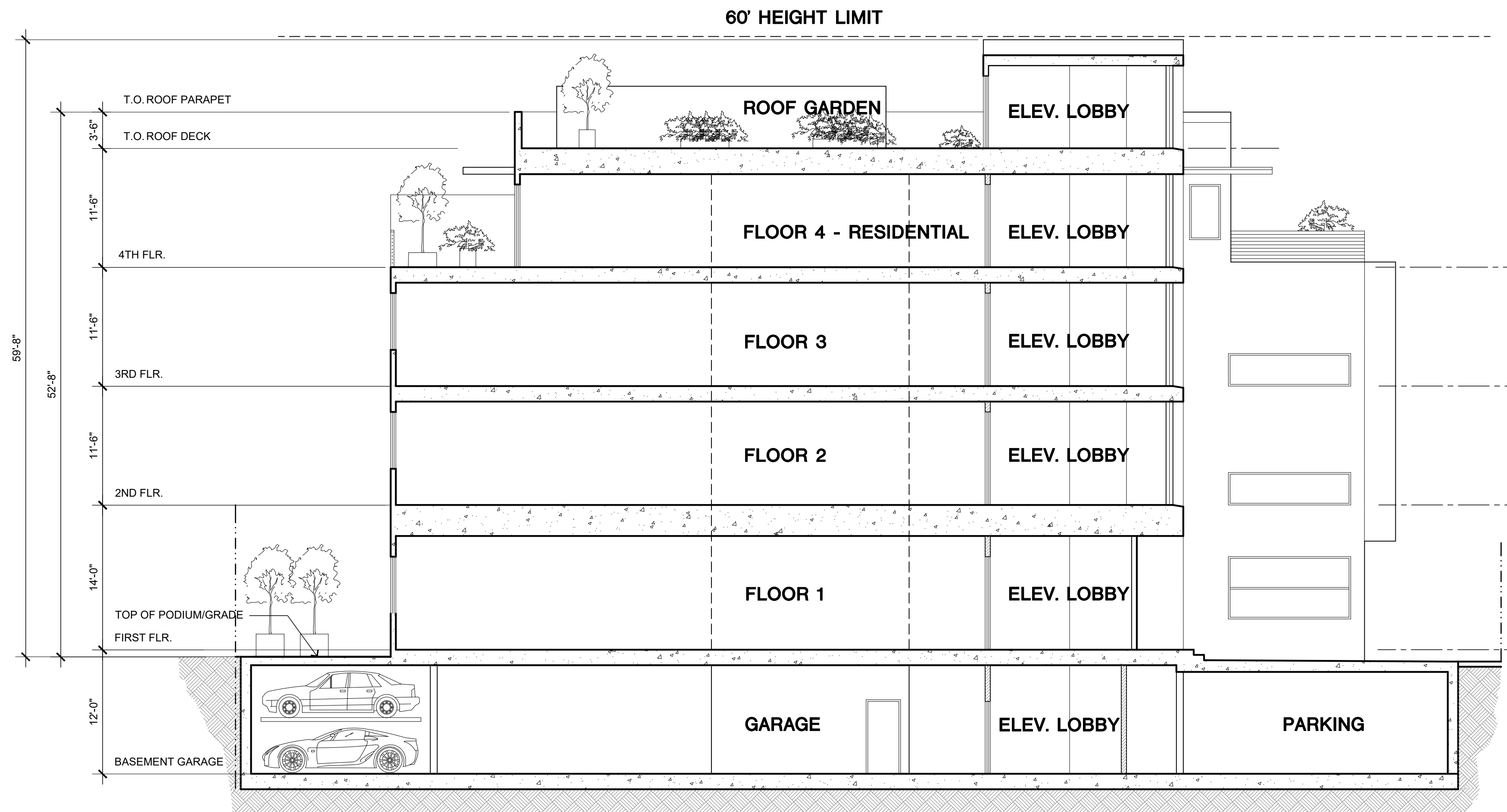
JOMA STUDIO ARCHITECTS
 200 INDUSTRIAL RD. STE 150
 SAN CARLOS, CA 94070
 (650) 532-8200

Rev.	Date	Issue

Copyright 2021
 Joma Studio Architects.
 All Rights Reserved - These
 Plans and/or Specifications
 are intended for the sole
 benefit of JSA's client and
 may not be used, reused,
 copied, or reproduced
 in any form without the
 express written consent of
 Joma Studio Architects.



BUILDING SECTION A-A
 1/8"=1-0"

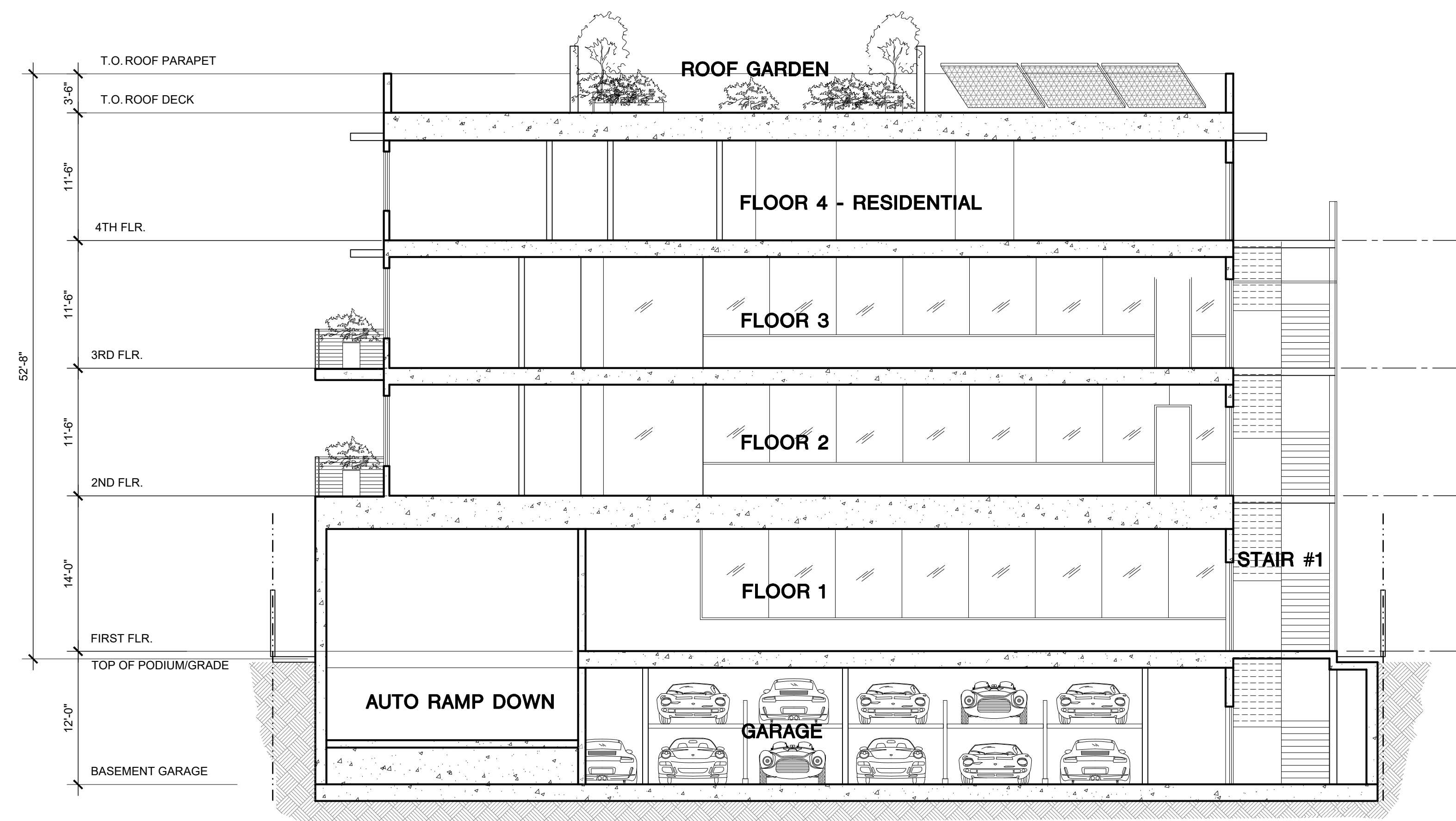


BUILDING SECTION B-B
 1/8"=1-0"

RONA LABS & DWELLINGS
 LABATORIES AND APARTMENTS
 2875 El Camino Real, Redwood City, CA 94061

BUILDING SECTION A-A
 DATE: 03/15/2022
 PROJECT No: 1910
 SCALE: AS NOTED

60' HEIGHT LIMIT



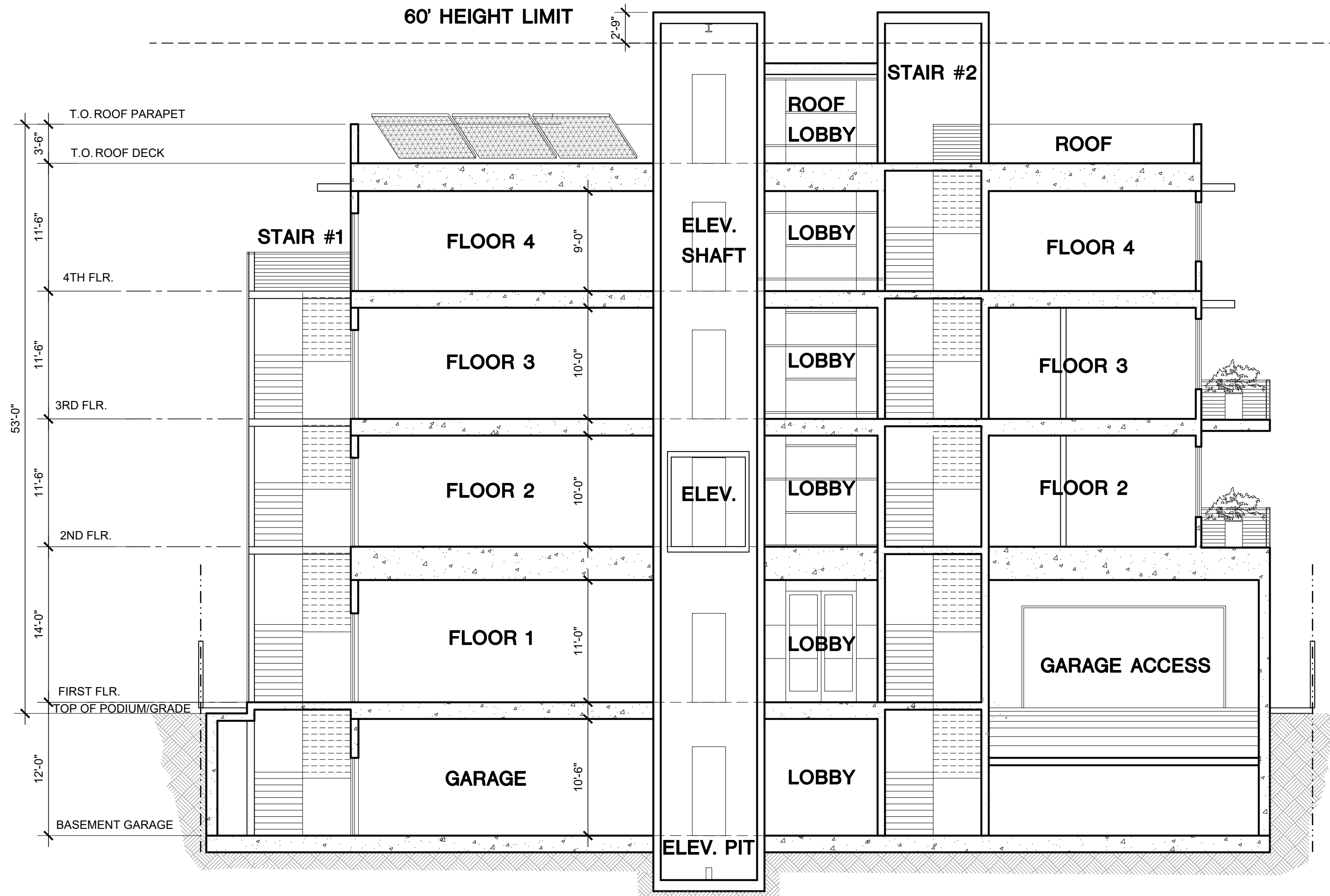
BUILDING SECTION C-C
1/8"=1'-0"

JOMA STUDIO ARCHITECTS
200 INDUSTRIAL RD. STE 150
SAN CARLOS, CA 94070
(650) 532-8200

Rev.	Date	Issue

Copyright 2022
Joma Studio Architects.
All Rights Reserved - These
Plans and/or Specifications
are intended for the sole
benefit of JSA's client and
may not be used, reused,
copied, or reproduced
in any form without the
express written consent of
Joma Studio Architects.

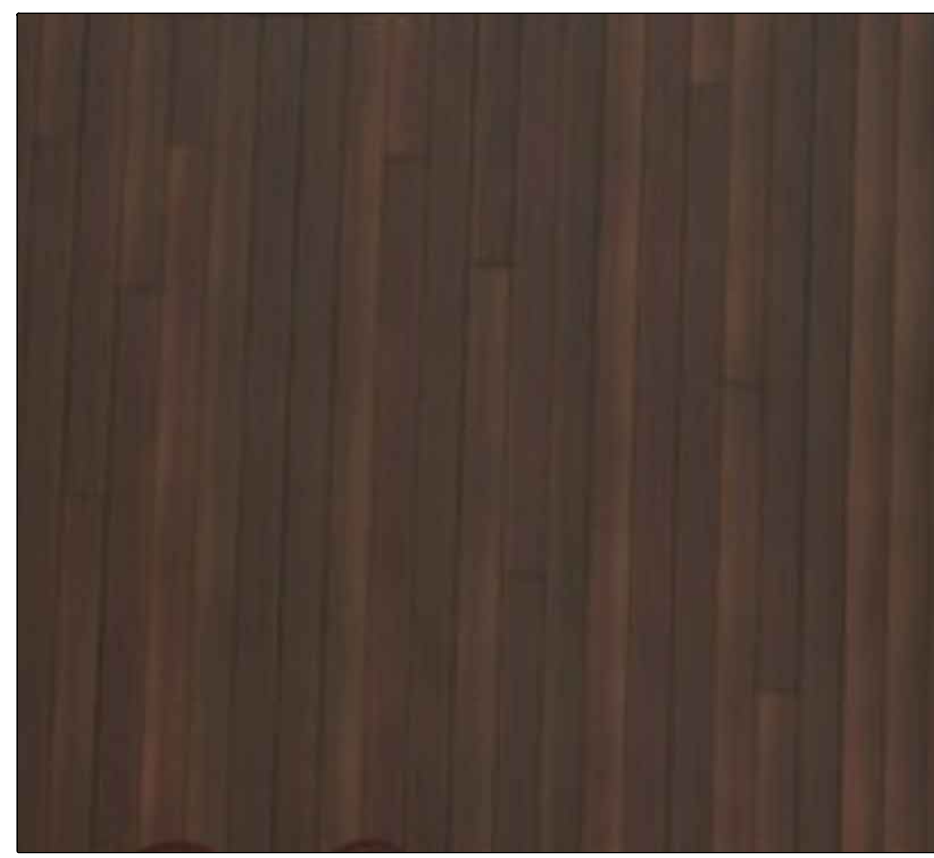
60' HEIGHT LIMIT



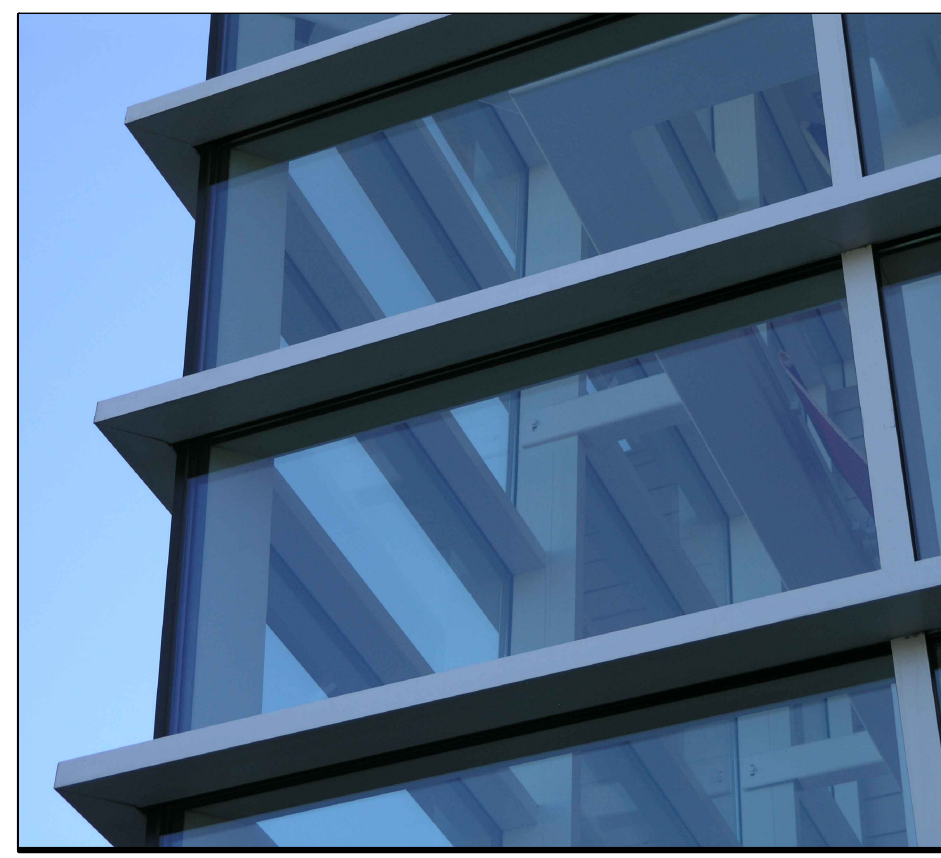
BUILDING SECTION D-D
1/8"=1'-0"

RONA LABS & DWELLINGS
LABORATORIES AND APARTMENTS
2875 El Camino Real, Redwood City, CA 94061

BUILDING SECTION B & C
DATE: 03/15/2022
PROJECT No: 1910
SCALE: AS NOTED



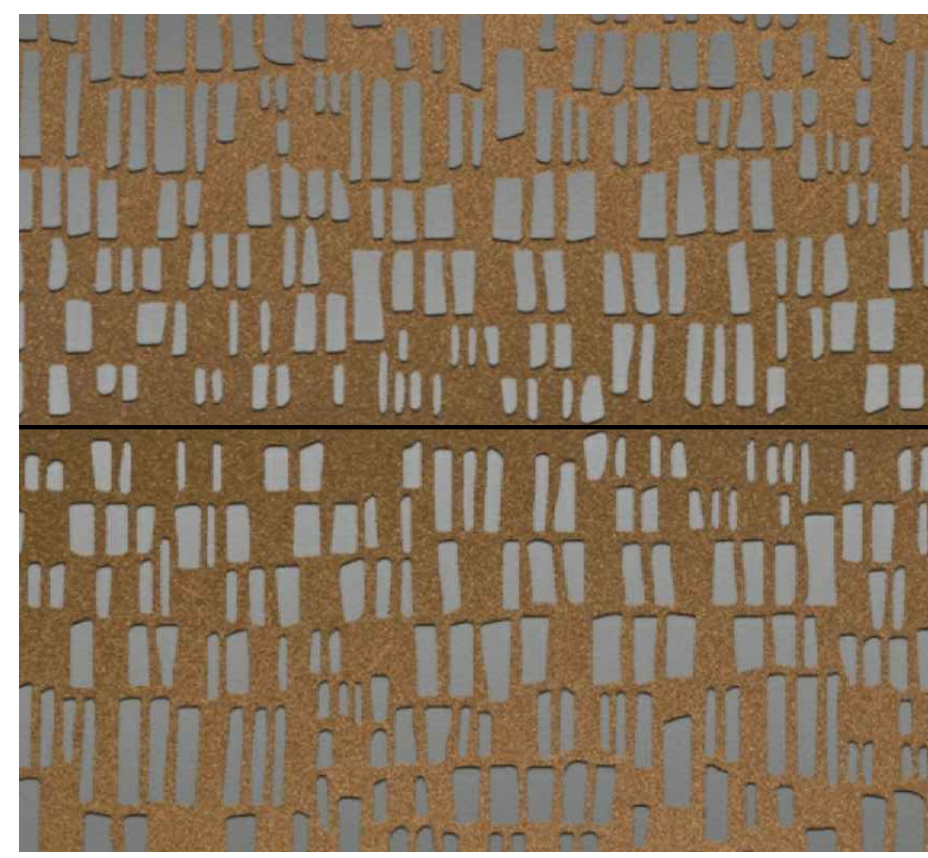
1 T&G VERTICAL EXTRUDED ALUM. SIDING W/ WOODGRAIN VENEER
COLOR: ITALIAN ROSEWOOD BY "LONGBOARD"



2 ALUMINUM CURTAIN WALL & GLAZING SYSTEM W/ SILL EXTENSION



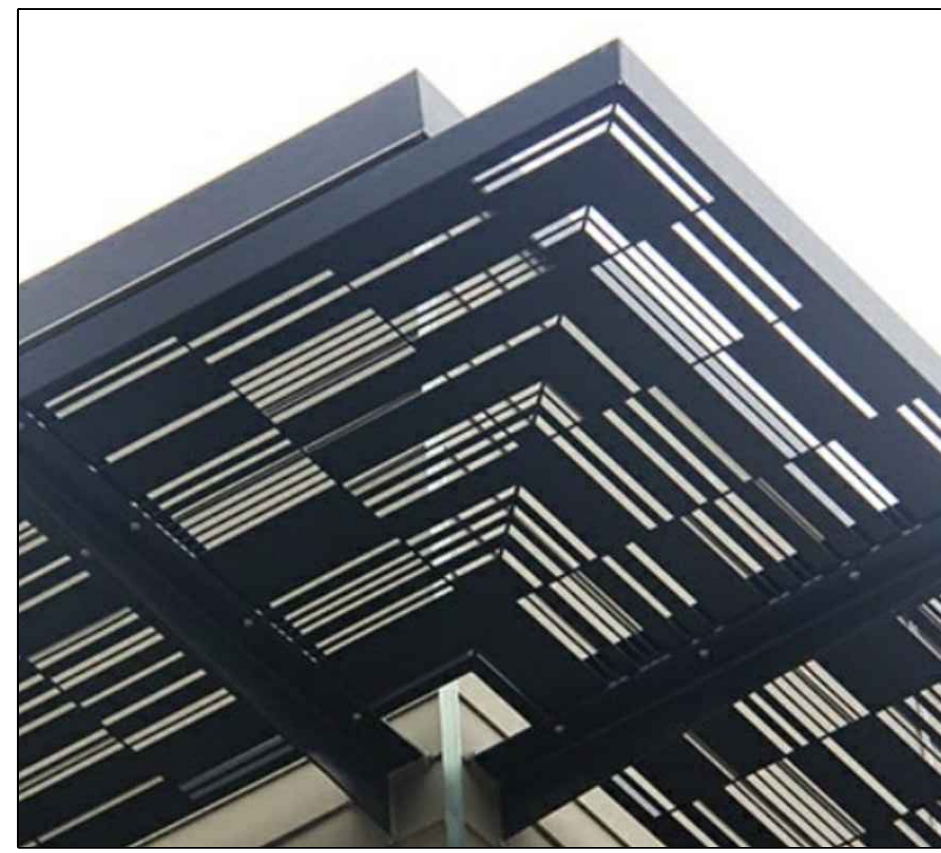
3 ALUMINUM COMPOSITE WALL PANEL



4 LASER CUT ALUMINUM PERFORATED SHEET - PATTERN; LIMESTONE
COLOR: RUSTED COPPER BY "MOZ DESIGN"



5 CABLE RAILING GUARD RAIL AT BALCONIES - similar



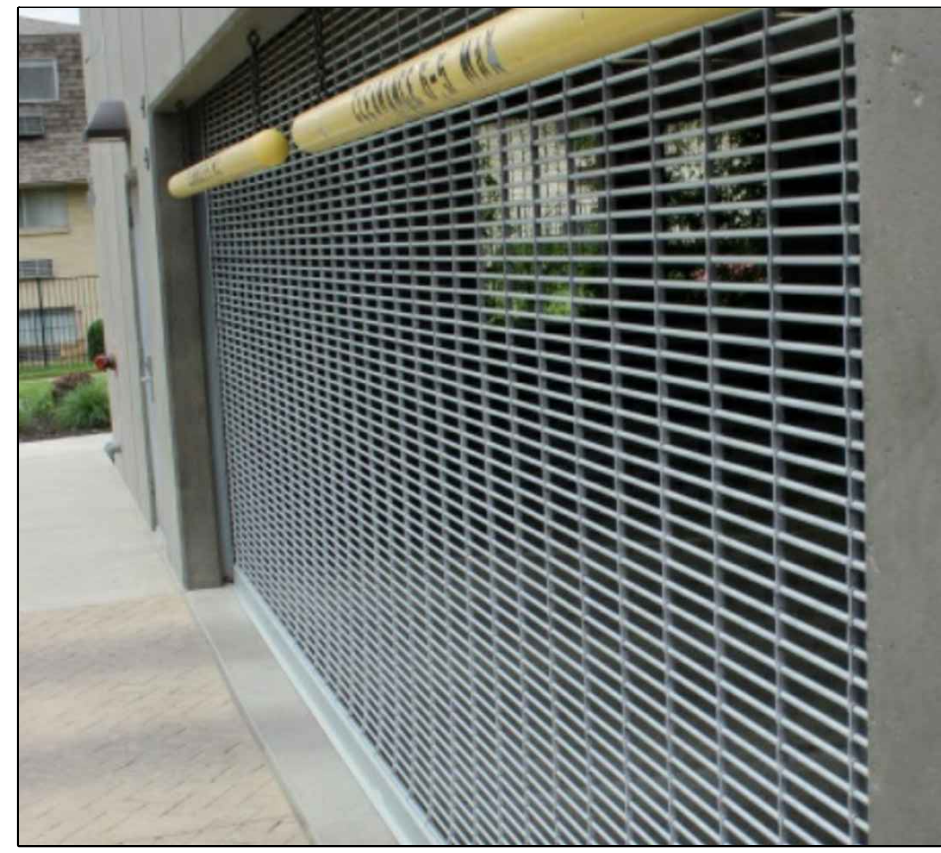
6 ALUMINUM SUNSHADE by "BOK MODERN"



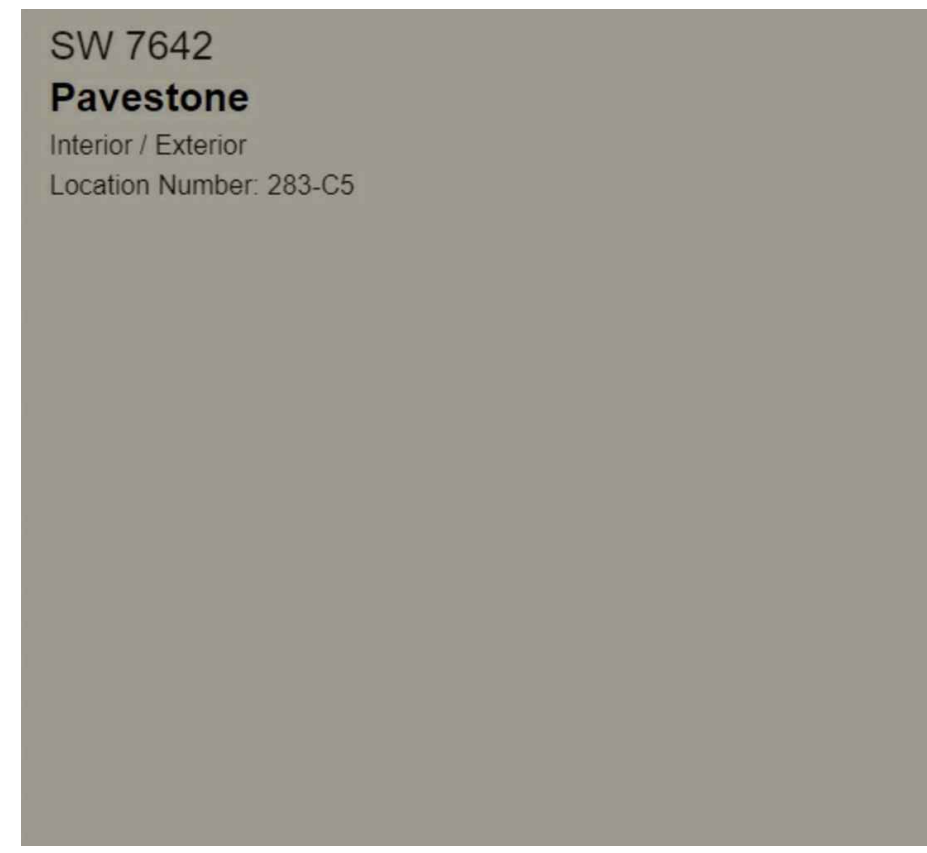
7 EXTRUDED ALUM DOOR/WINDOW SYSTEM



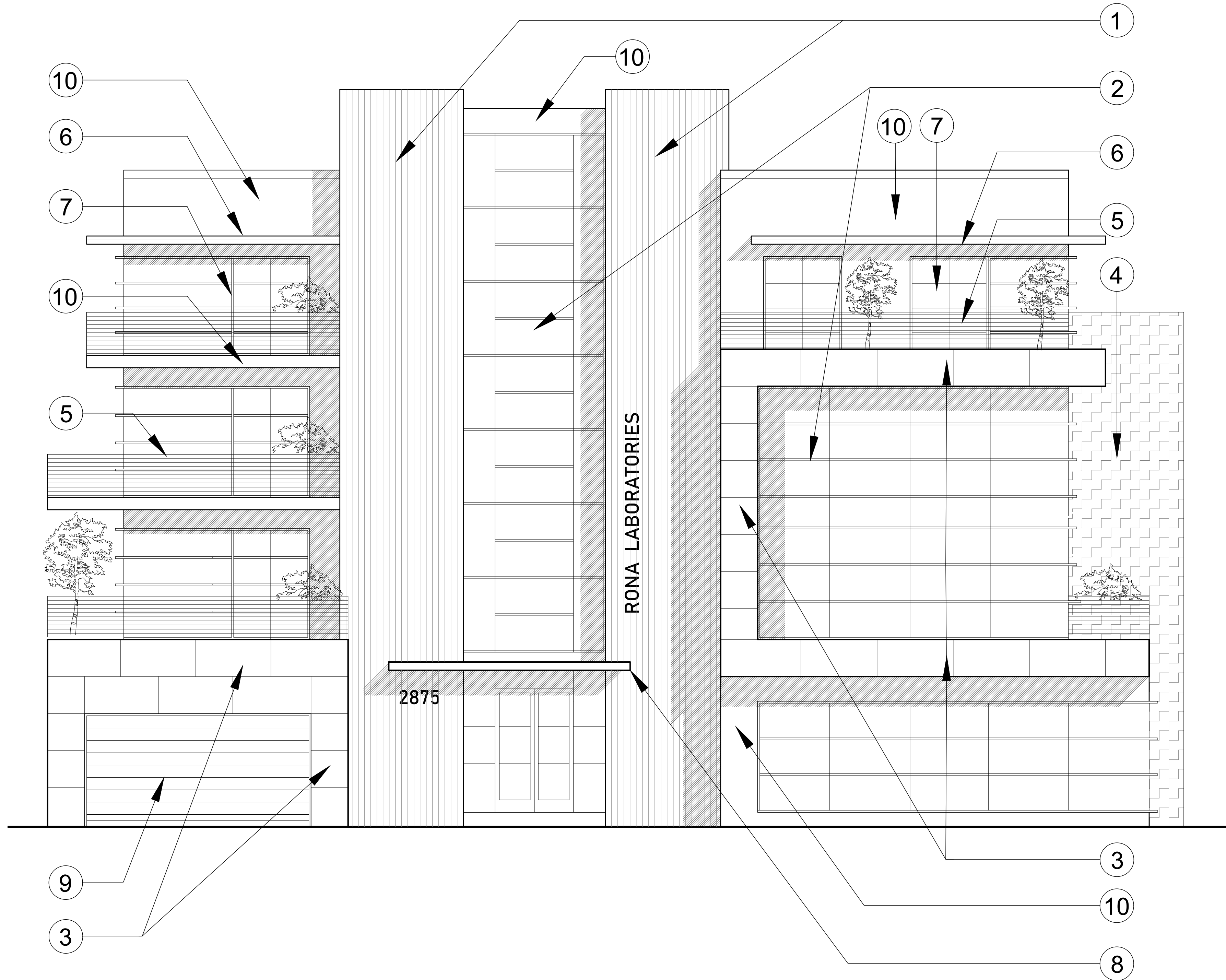
8 ALUM. METAL CLAD CANOPY @ FRONT ENTRANCE



9 OVERHEAD GARAGE DOOR



10 SAND BLASTED GFRC PANEL/ PLASTER WALL - MAIN BODY

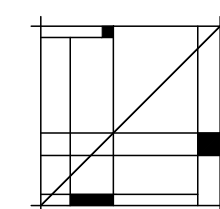


COLOR / MATERIAL BOARD

NTS

RONA LABS. / MIXED-USE PROJECT

2875 ELCAMINO REAL . REDWOOD CITY . CA 94061



JOMA STUDIO ARCHITECTS

200 INDUSTRIAL ROAD, SUITE 150 . SAN CARLOS . CA 94070

PROJECT NO: 1910 DATE: 03/05/2021

SCALE: N.T.S.

CB

ABBREVIATIONS	
DESCRIPTION	DESCRIPTION
AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
AD	AREA DRAIN
BC	BACK OF CURB
BFL	BACKFLOW PREVENTOR
BW	BOTTOM OF WALL
C&G	CURB AND GUTTER
C/L	CENTERLINE
CHD	CHANNEL DRAIN
CO	CLEANOUT
CP	CONTROL POINT
DWY	DRIVEWAY
DCDA	DOUBLE CHECK DETECTOR ASSEMBLY
DTL	DETAIL
ELCT	ELECTRIC
EP	EDGE OF PAVEMENT ELEVATION
EUC	EUCALYPTUS TREE
(E)EX	EXISTING
FDC	FIRE DEPARTMENT CONNECTION
FF	FINISH FLOOR
FG	FINISH GRADE
FH	FIRE HYDRANT
FL	FLOWLINE
FNC	FENCE
FOC	FACE OF CURB
FS	FIRE SERVICE
GB	GRADE BREAK
GUW	GUY WIRE
HP	HIGH POINT
DIP	DUCTILE IRON PIPE
INV	INVERT
JP	JOINT POLE
JB	JUNCTION BOX (UTILITY)
LIP	LIP OF GUTTER
LND'G	LANDING
LP	LOW POINT
MON	MONUMENT
(N)	NEW
OG	ORIGINAL GROUND
PAE	PUBLIC ACCESS EASEMENT
PB	PULL BOX
PIE	PRIVATE INGRESS EGRESS EASEMENT
P/L	PROPERTY LINE
PP	POWER POLE
PSDE	PRIVATE STORM DRAIN EASEMENT
PSSE	PRIVATE SANITARY SEWER EASEMENT
PUE	PUBLIC UTILITY EASEMENT
PVC	POLYVINYL CHLORIDE
PWE	PRIVATE WATER EASEMENT
R/W	RIGHT OF WAY
RCP	REINFORCED CONCRETE PIPE
SB	SETBACK
SD	STORM DRAIN
SDMH	STORM DRAIN MANHOLE
STD	STANDARD
SS	SANITARY SEWER
SMMH	SANITARY SEWER MANHOLE
SW	SIDEWALK
TC	TOP OF CURB
TF	TOP OF FOUNDATION
TC	TOP OF GRATE
TS	TOP OF SLAB
TP	TOP OF PAVEMENT
TW	TOP OF WALL
(TYP)	TYPICAL
VCP	VITRIFIED CLAY PIPE
WLK	WALKWAY
WM	WATER METER
WV	WATER VALVE

LEGEND		
EXISTING	PROPOSED	DESCRIPTION
---	---	CENTER LINE
---	---	SUBDIVISION BOUNDARY LINE (PROPERTY LINE)
---	---	OTHER LOT LINES (PROPERTY LINE)
---	---	PROPOSED BUILDING LINES
---	---	PROPOSED BUILDING BELOW / ABOVE
---	---	DIMENSION LINES AS NOTED
F	F	FILL AREA LIMIT
C	C	CUT AREA LIMIT
102	102	CONTOUR
W	W	WATER LINE
SD	SD	STORM DRAIN PIPE (SOLID)
SS	SS	SANITARY SEWER PIPE
OH e,T,TV	OH e,T,TV	SUBDRAIN PIPE (PERFORATED) OVERHEAD UTILITIES WITH POLE
G	G	GAS LINE
E	E	ELECTRIC LINE (UNDERGROUND)
JT	JT	JOINT TRENCH
SLV	SLV	STREET LIGHT VAULT
SSCO	SSCO	SANITARY SEWER CLEANOUT
○	●	SANITARY SEWER MANHOLE
⊙	⊙	STORM DRAIN MANHOLE
⊛	⊛	ELECTROLIER
WM	WM	WATER METER
○	○	TREE WITH TRUNK
x 102.23	102.23	6" WOODEN FENCE
○	○	SPOT ELEVATION
○	○	TREE PROTECTION FENCE
---	---	EARTH SWALE
⊗	⊗	OVERFLOW AREA DRAIN/ INLET (OPEN GRATE)
⊗	⊗	SD JUNCTION BOX (WATERPROOF LID)
→	→	OVERLAND RELEASE PATH
→	→	GRADING DIRECTION
⊗	⊗	(E) TREE TO BE REMOVE
⊗	⊗	DOWN-SPOUT WITH SPLASH BLOCK

PRELIMINARY GRADING AND DRAINAGE PLANS

NEW MIXED USE BUILDING

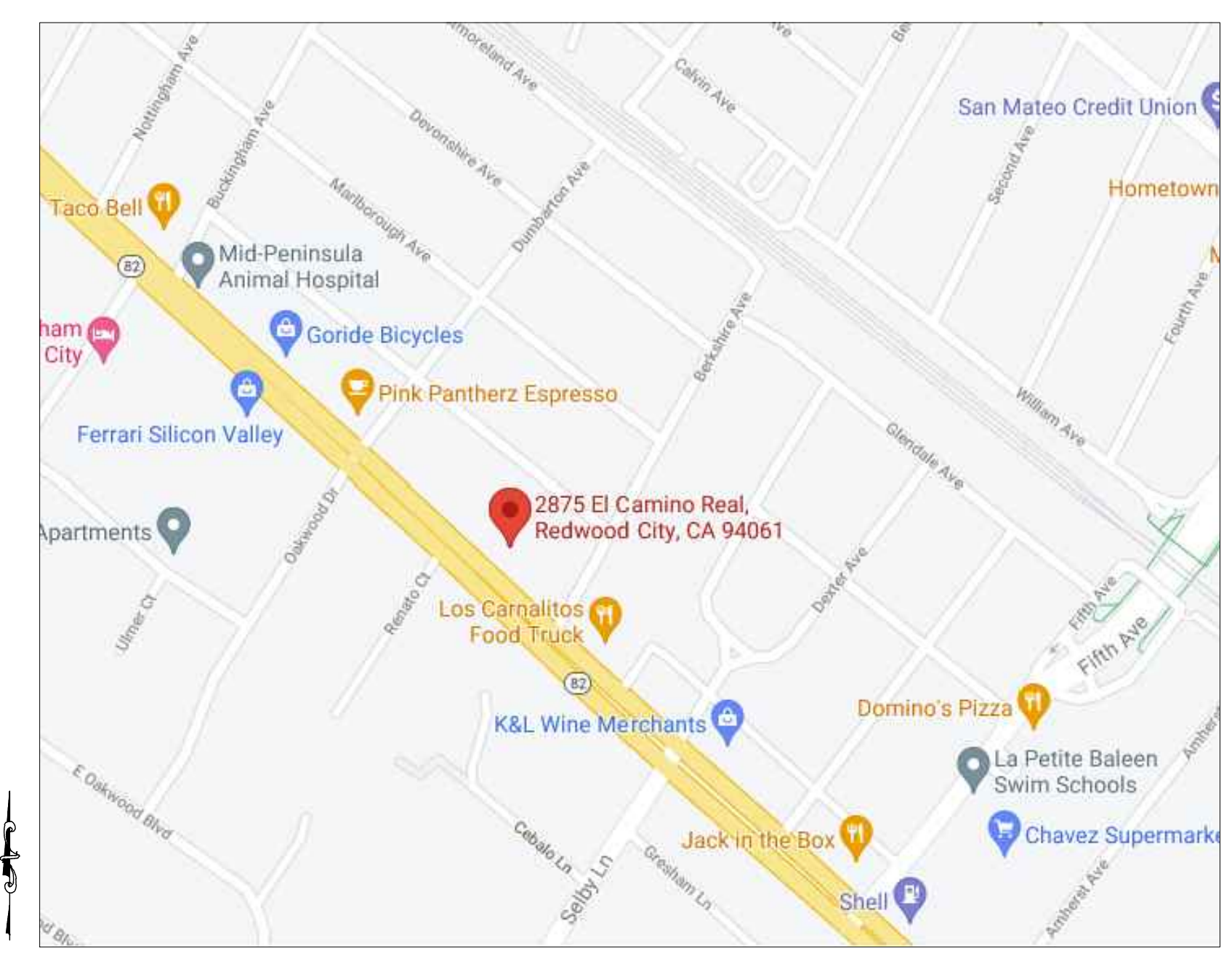
FOUR (4) RESIDENTIAL APARTMENTS AND LABORATORIES OFFICE SPACE

2875 EL CAMINO REAL, REDWOOD CITY, CA 94061

APN: 054-284-200

PROJECT NOTES:

1. CalWater
For subterranean garage level, CalWater staff would need to meet with project proponents prior to any digging, as CalWater has a main which is in the sidewalk or very close to it.
2. Fair Oaks Sewer Maintenance District (Sewer District) requirements:
 1. The applicant shall submit building plans to the Sewer District for review when the building permit application is submitted to County of San Mateo Building Department. The plans shall indicate the location of the existing and proposed sewer laterals to the Sewer District main. The County Sanitary Sewer and Streetlight Requirements Checklist can be found on our website at <http://publicworks.smcgov.org/sewer-services>. All appropriate information and notes shall be included on the plans.
 2. A Sewer Inspection Permit (SIP) must be obtained to cap the existing sewer lateral prior to demolition of the existing building. SIP may be obtained from the Sewer District office at 555 County Center, 5th Floor, Redwood City.
 3. The applicant shall pay a plan review fee in the amount of \$500. Payment shall be made to the County of San Mateo.
 4. The Sewer District may need to perform a capacity analysis of the additional sewage anticipated to be generated by the new development and delivered into the Sewer District facilities to determine whether the Sewer District facilities have sufficient capacity to accommodate the increased flow. The applicant will be responsible for the capacity analysis cost incurred by the Sewer District as it is a direct cost associated with the proposed development. This evaluation and the design of any resulting upgrades to the Sewer District facilities must be completed and approved by the District prior to final approval of the building plans.
 5. If applicable, the applicant shall mitigate the additional sewage to be generated by the site's change in use with a sanitary sewer project within the Sewer District to reduce the amount of inflow and infiltration (I/I) in its collection system. This type of mitigation would be considered for offsetting the project's effect on downstream Sewer District and City of Redwood City pipes by reducing or eliminating wet weather inflow and infiltration from the Sewer District that would otherwise be conveyed to the downstream agencies' sewer systems. The applicant would be responsible for the cost of designing, constructing, and managing such improvement project.
 6. See applicable district standard notes and details on sheet C-10.



VICINITY MAP
NTS

SHEET INDEX:

C-1	TITLE AND COVER SHEET
C-2	GRADING AND DRAINAGE PLAN, GROUND FLOOR
C-3	GRADING AND DRAINAGE PLAN, BASEMENT
C-4	STORM DRAINAGE SYSTEM PIPING PLAN
C-5	STORMWATER CONTROL PLAN
C-6	STORMWATER CONTROL PLAN
C-7	CALTRANS STD DETAILS
C-8	EROSION CONTROL PLAN
C-9	CONSTRUCTION BEST MANAGEMENT PRACTICES (BMP'S)
C-10	FAIR OAKS SEWER MAINTENANCE DISTRICT (SEWER DISTRICT) STANDARD NOTES AND DETAILS

EARTHWORK TABLE SUMMERY

	FILL (CY)	CUT (CY)	IMPORT (CY)	EXPORT (CY)
GARAGE BASEMENT	0	5,281		
SITE WALKWAYS	0	19		
SITE LANDSCAPE	0	7		
TOTAL	0	5,308	0	5,308

NOTE:

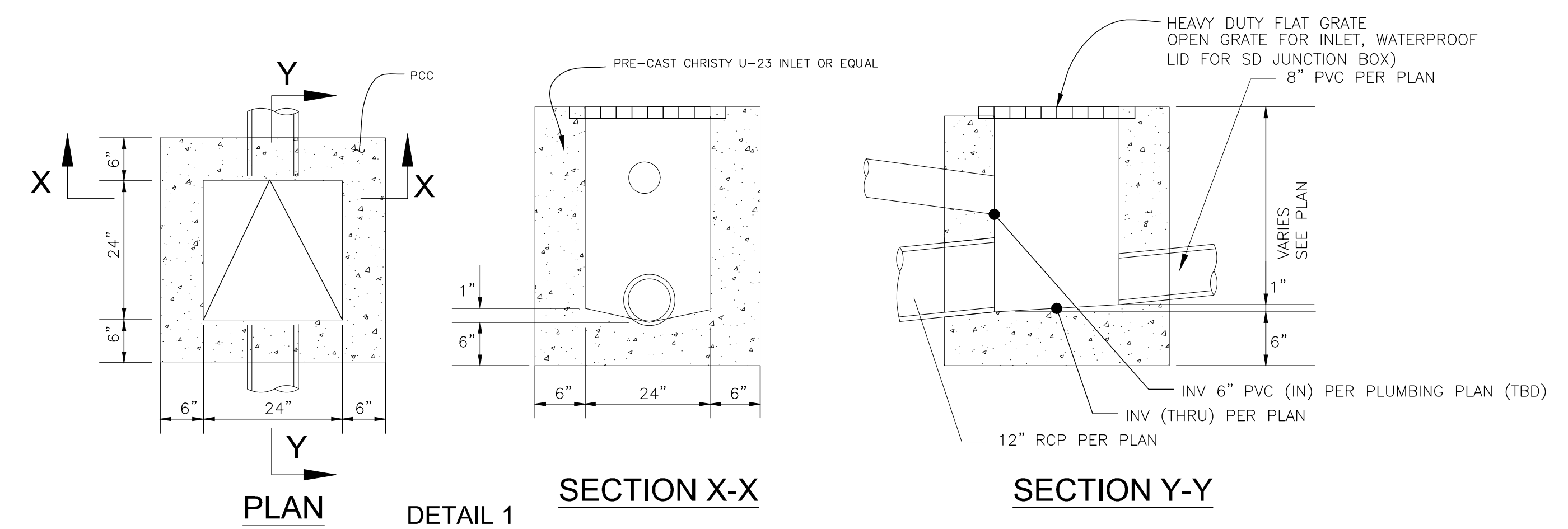
1. EARTHWORK QUANTITIES ON THIS TABLE ARE FOR INFORMATION ONLY. CONTRACTORS ARE TO PERFORM THEIR OWN QUANTITY TAKE OFFS.
2. SEE BREAKDOWN ON SHEET C-3.

BASIS OF ELEVATIONS:

- REFERENCED ASSUMED B.M.:
TOP OF SANITARY SEWER MANHOLE NEAR INTERSECTION OF THE NORTHEASTERLY LINE OF EL CAMINO REAL AND CENTERLINE OF BERKSHIRE AVE. EL: 100.00'

BASIS OF BEARINGS:

- THE BEARING S 52°20'00" E OF THE CENTERLINE OF BLENHEIM AVE., AS SHOWN UPON CERTAIN MAP, RECORDED IN BOOK 5 OF MAPS, AT PAGE 56, WAS TAKEN AS BASIS OF BEARINGS FOR ALL BEARINGS SHOWN HEREON.

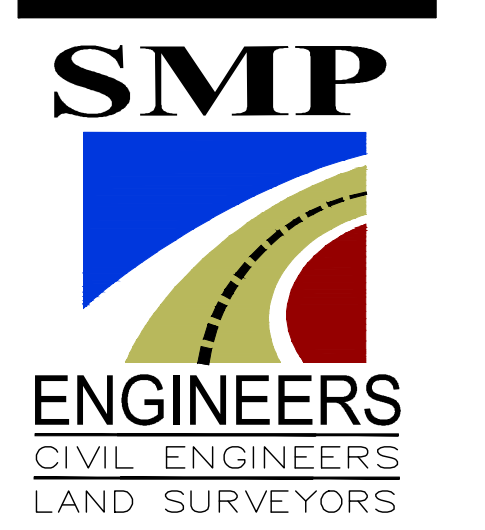


PLAN
SECTION X-X
SECTION Y-Y
ON-SITE STORM DRAIN INLET
N.T.S.

EXISTING SANITARY SEWER LATERAL ABANDONMENT:

EXISTING SANITARY SEWER SHALL BE ABANDONED USING A CUT AND CAP METHOD AT EXISTING SANITARY SEWER MAIN LINE.
CONTRACTOR SHALL LOCATE AND FIELD VERIFY DEPTH PRIOR TO ABANDONMENT.

PRELIMINARY PLANS
NOT APPROVED FOR CONSTRUCTION



1534 CAROL LANE
LOS ALTOS, CA 94024
TEL: (650) 941-8055
FAX: (650) 941-8755

OWNER / DEVELOPER:
Rono Maskan LLC
ATTN: MOJTABA RONAGHI
20 SAN JUAN AVE.
MENLO PARK CA 94025
RONAGHI@GMAIL.COM
PHONE: (650) 215-0584

COPYRIGHT © 2021
SMP ENGINEERS
CIVIL ENGINEERS

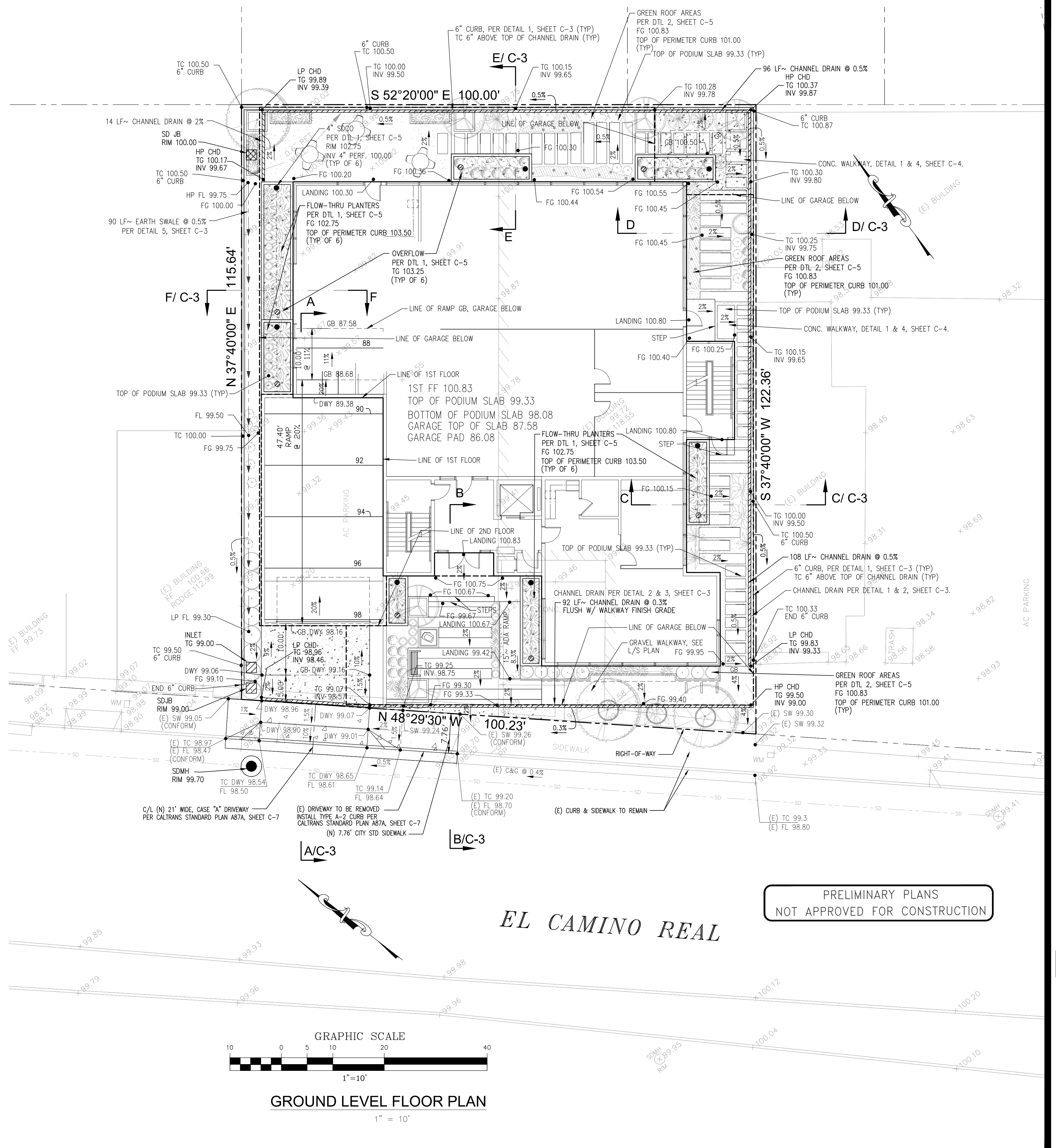
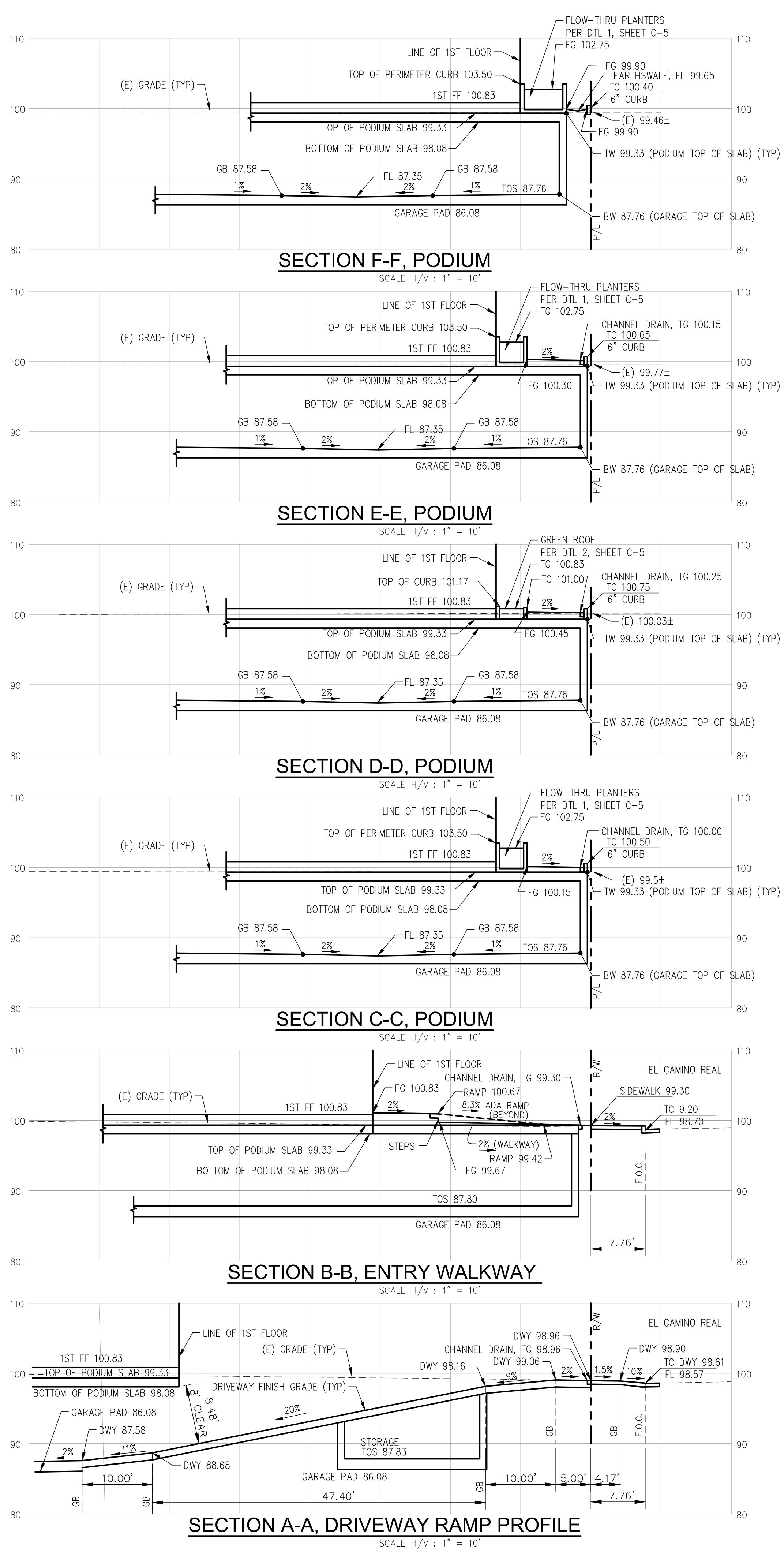
TITLE AND COVER SHEET
PRELIMINARY GRADING AND DRAINAGE PLANS
NEW MIXED USE BUILDING
2875 EL CAMINO REAL, REDWOOD CITY, CA 94061

Revisions:



Saeid Razaqi

Date: 3/9/2022
Scale: NTS
PREPARED BY: S.R.
CHECKED BY: S.R.
Job #: 220170
Sheet:



PRELIMINARY PLANS
NOT APPROVED FOR CONSTRUCTION



1534 CAROL LANE
LOS ALTOS, CA 94024
TEL: (650) 941-8055
FAX: (650) 941-8755

OWNER / DEVELOPER:
Rona Maskan LLC
ATTN: MOJTABA RONAGHI
20 SAN JUAN AVE.
MENLO PARK CA 94025
RONAGHI@GMAIL.COM
PHONE: (650) 215-0584

COPYRIGHT © 2021
SMP ENGINEERS
CIVIL ENGINEERS

GRADING AND DRAINAGE PLAN
GROUND LEVEL
PRELIMINARY GRADING AND DRAINAGE PLANS
NEW MIXED USE BUILDING
2875 EL CAMINO REAL, REDWOOD CITY, CA 94061

Revisions:

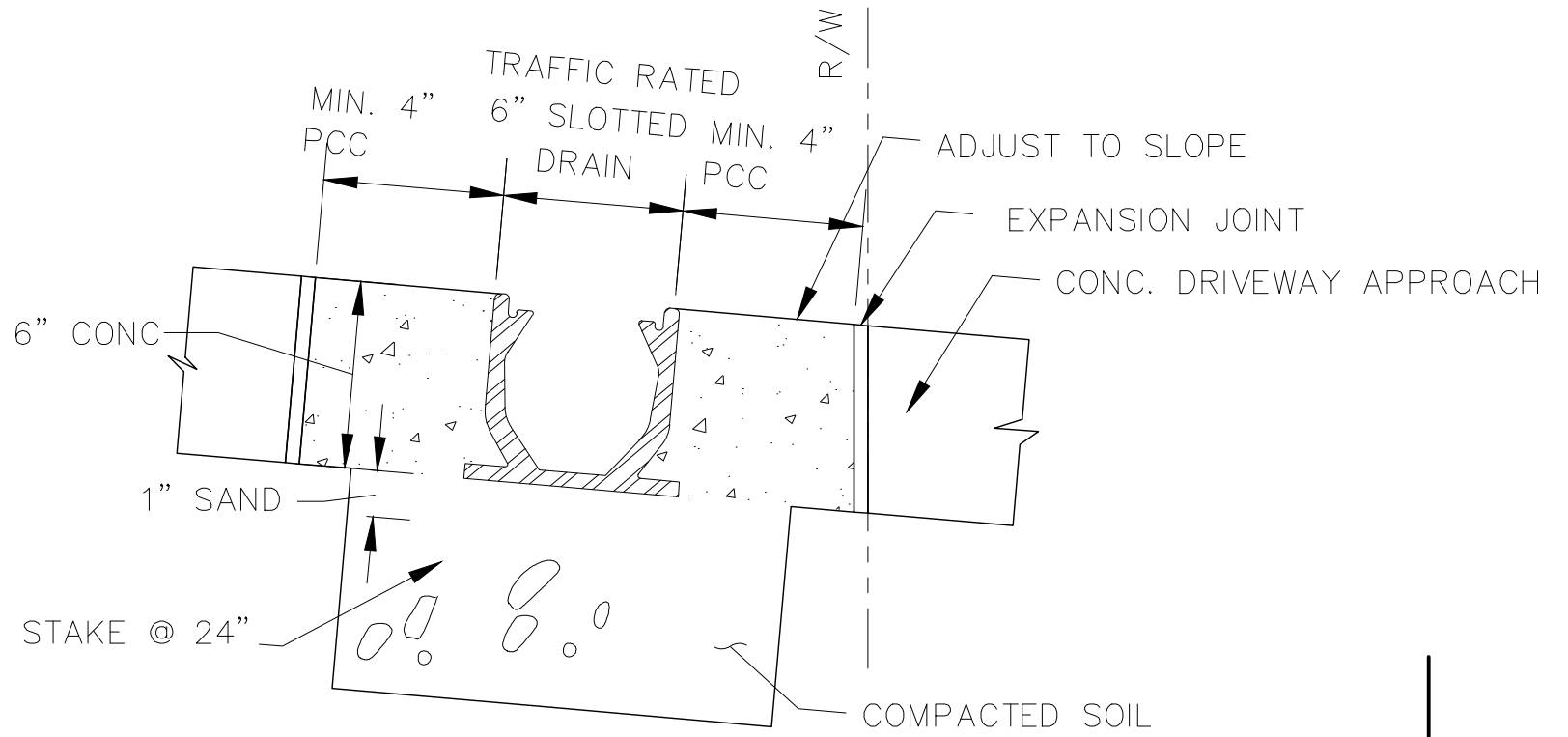


Saeed Rajavi

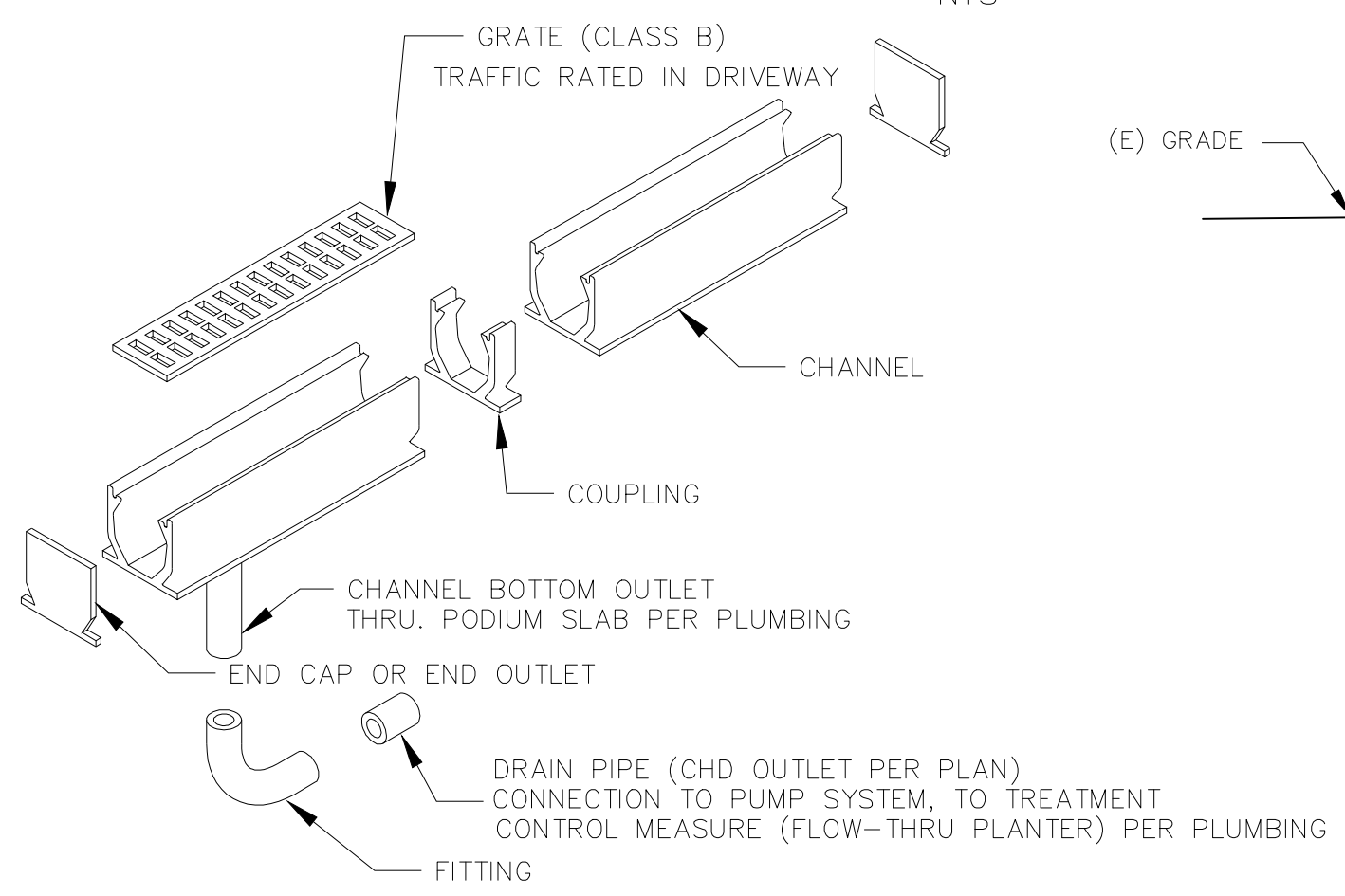
Date: 3/9/2022
Scale: 1" = 10'
PREPARED BY: S.R.
CHECKED BY: S.R.
Job #: 220170
Sheet:

EARTHWORK ESTIMATE TABLE:							
a. Notation	b	c	d	e = c - (d/12)	f	i = f - e (CUT)	j = (i*b)/27
DESCRIPTION/LOCATION	2D AREA OF GRADING (SQ.FT.)	AVERAGE FINISH GRADE ELEVATION (FT.)	ESTIMATED STRUCTURAL THICKNESS (INCH)	PAD GRADE ELEVATION (FT.)	AVERAGE (E) GRADE ELEVATION (FT.)	AVERAGE CUT DEPTH (FT.)	CUT VOLUME (C.Y.)
GARAGE	10,505	87.58	18	86.08	99.50	13.42	5,221
DRIVEWAY RAMP AT ENTRY	261	99.00	12	98.00	99.10	1.10	11
ELEVATORE	82	84.75	18	83.25	99.41	16.16	49
TOTAL Building / GARAGE							5,281
LANDSCAPE AREA	400	99.75	12	98.75	99.25	0.50	7
SITE WALKWAYS	652	99.50	12	98.50	99.30	0.80	19
TOTAL Site							27
TOTAL PROJECT EARTHWORK (C.Y.) =						TOTAL CUT=	5,308
TOTAL PROJECT BALANCE (C.Y.) =						5,308	EXPORT

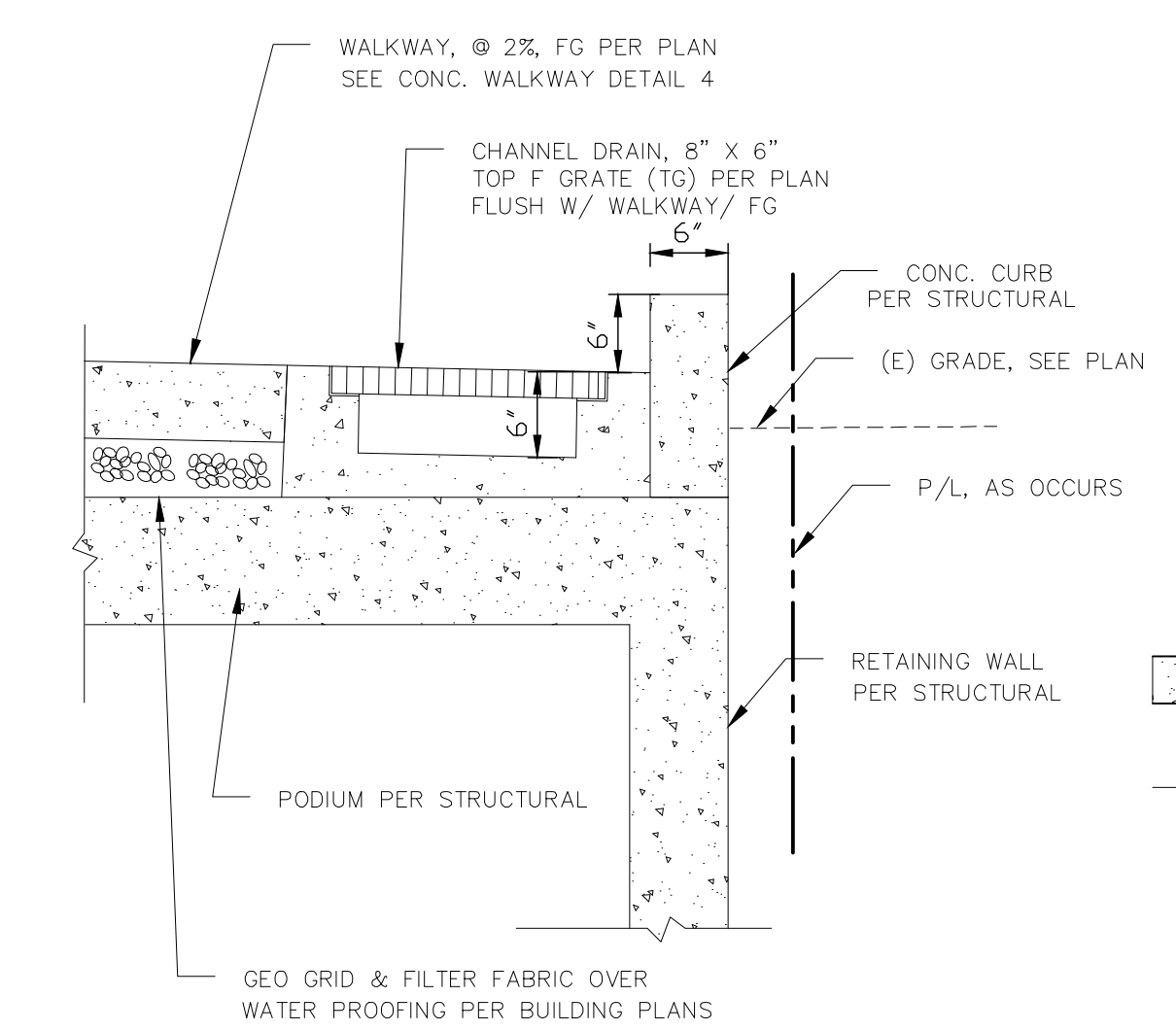
NOTE: EARTHWORK QUANTITIES ON THIS TABLE ARE FOR INFORMATION ONLY. CONTRACTORS ARE TO PERFORM THEIR OWN QUANTITY TAKE OFFS.



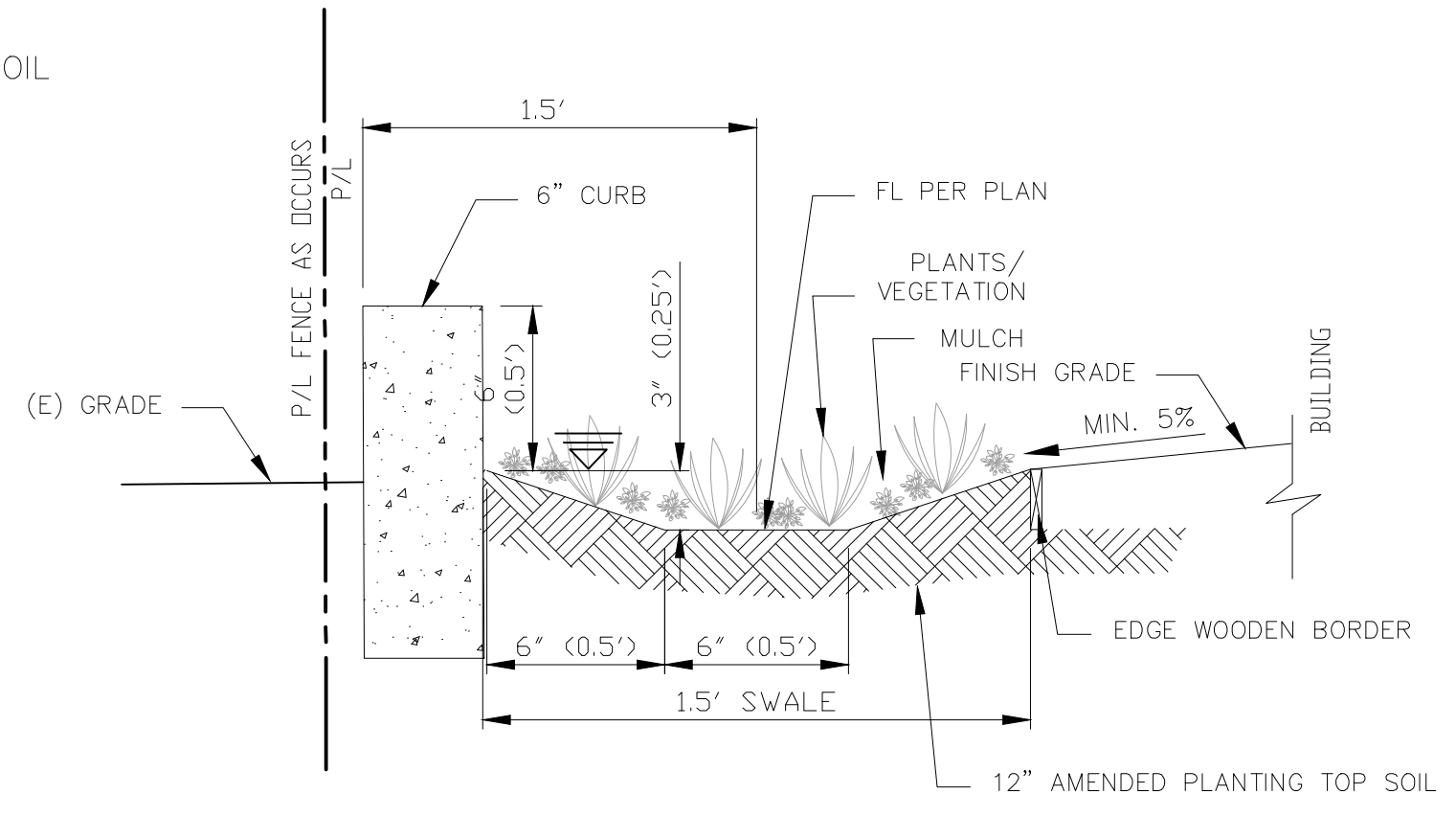
DETAIL 3
CHANNEL DRAIN AT DRIVEWAY
NTS



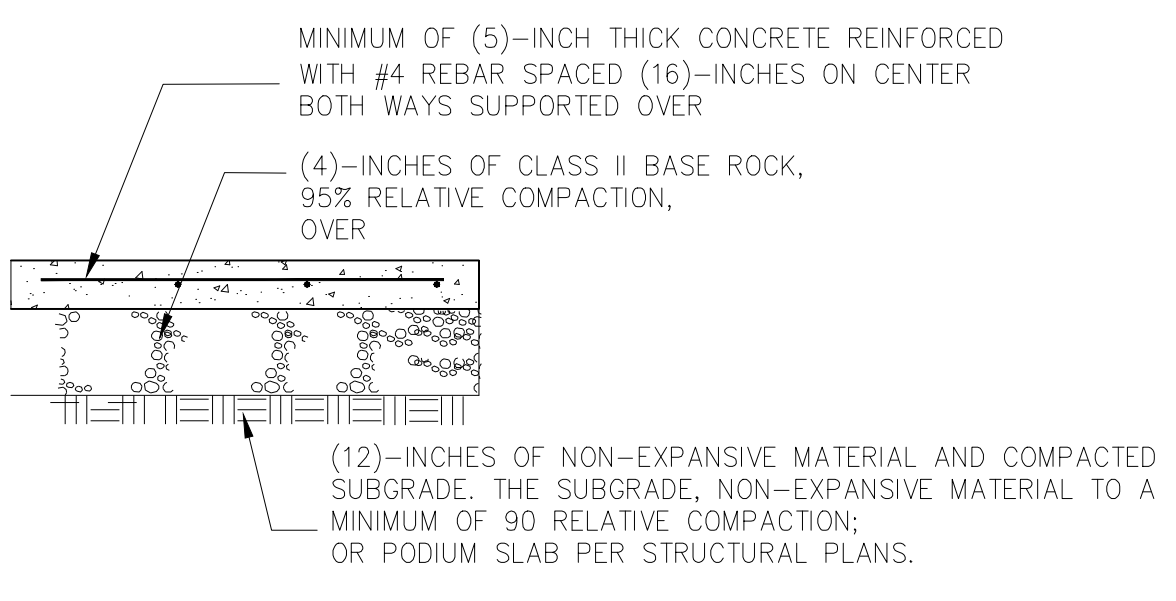
DETAIL 2
CHANNEL DRAIN DETAIL
NTS



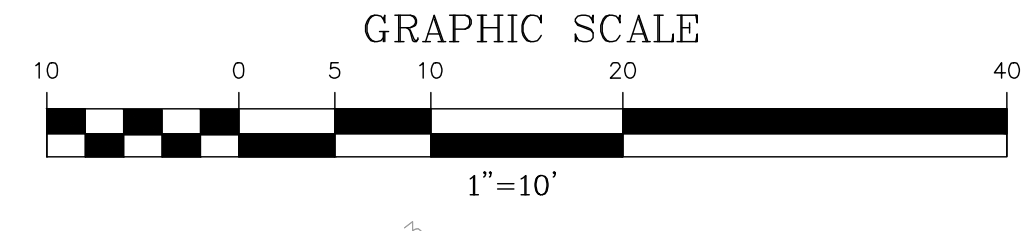
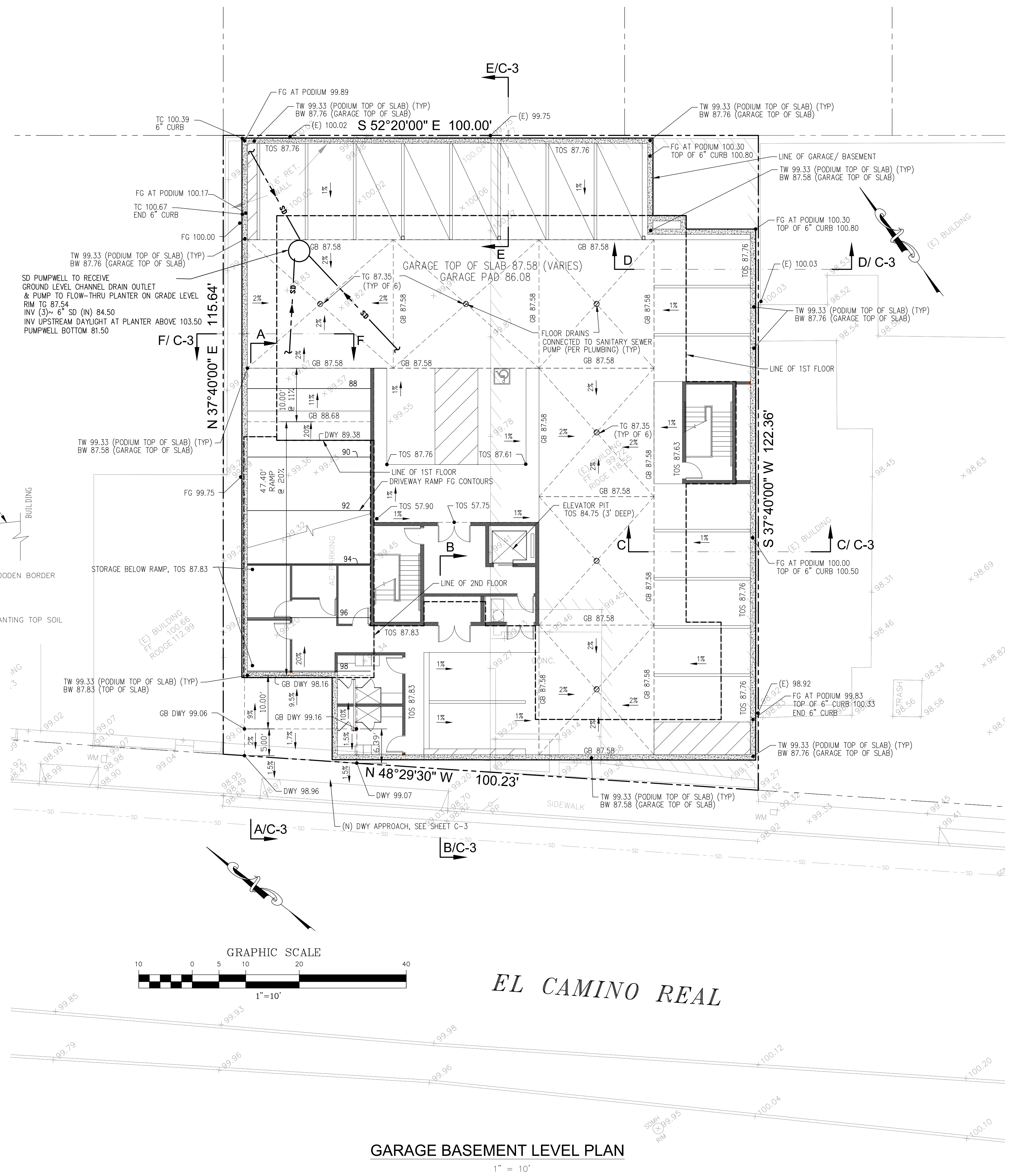
DETAIL 1
6" CURB & CHANNEL DRAIN AT PODIUM
NTS



DETAIL 5
EARTH SWALE DETAIL
NTS

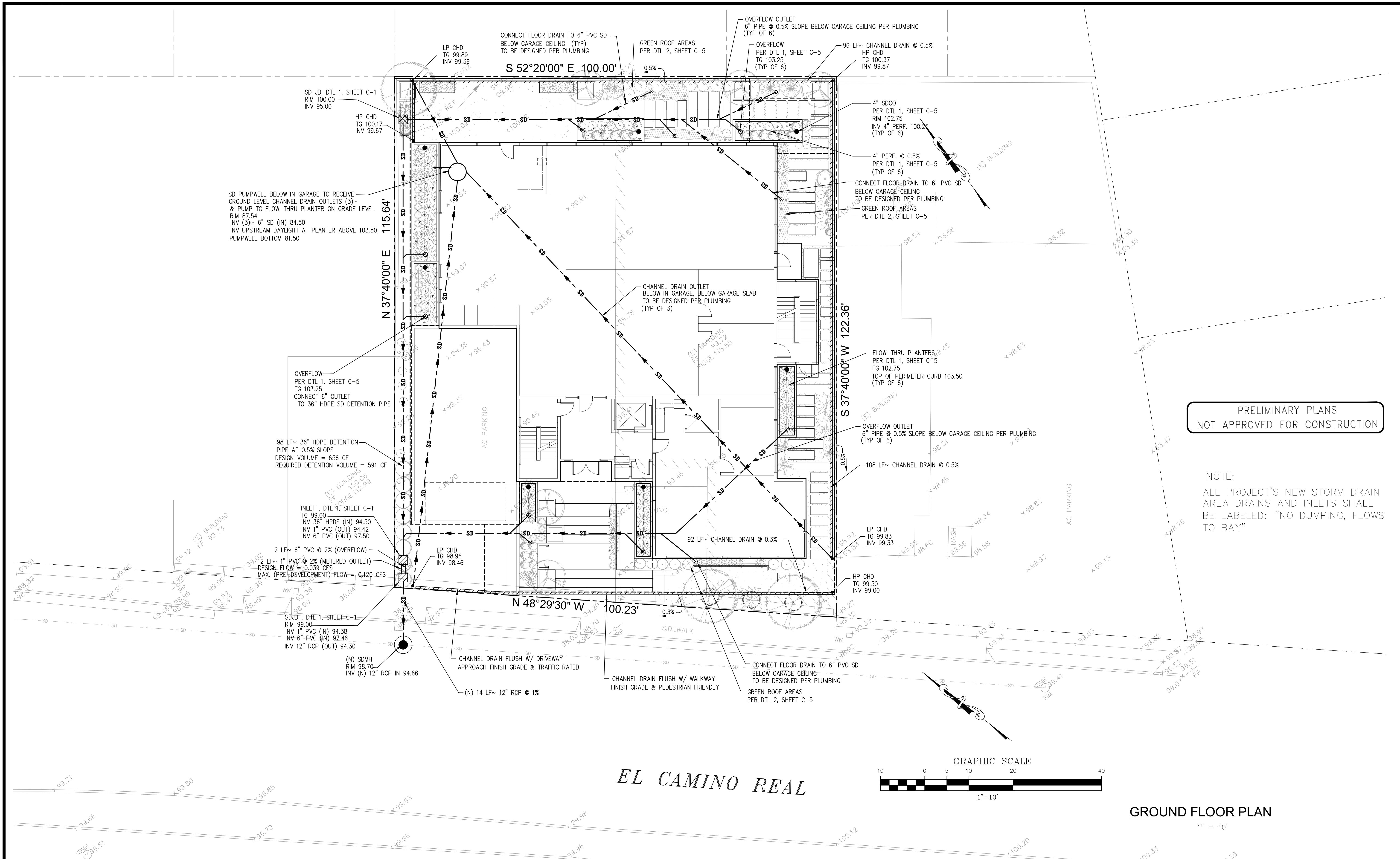


DETAIL 4
CONCRETE WALKWAY DETAIL
NTS



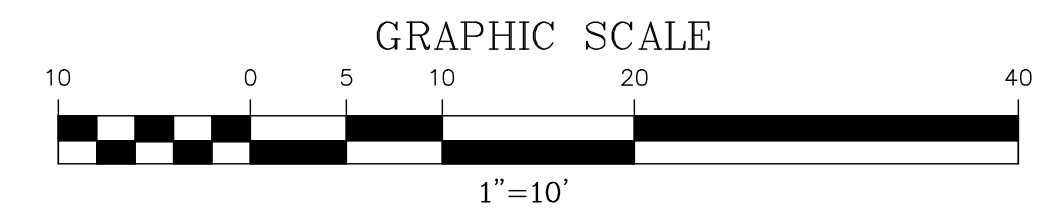
EL CAMINO REAL

GARAGE BASEMENT LEVEL PLAN
1" = 10'

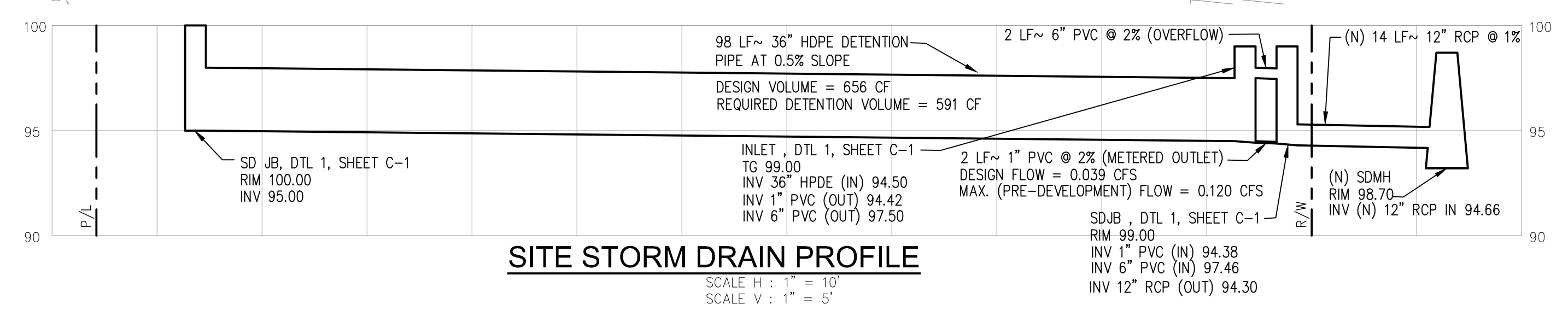


PRELIMINARY PLANS
 NOT APPROVED FOR CONSTRUCTION

NOTE:
 ALL PROJECT'S NEW STORM DRAIN
 AREA DRAINS AND INLETS SHALL
 BE LABELED: "NO DUMPING, FLOWS
 TO BAY"



GROUND FLOOR PLAN
 1" = 10'



SITE STORM DRAIN PROFILE
 SCALE H : 1" = 10'
 SCALE V : 1" = 5'

Revisions:



Saeid Razaavi

Date: 3/9/2022
 Scale: 1" = 10'
 PREPARED BY: S.R.
 CHECKED BY: S.R.
 Job #: 220170
 Sheet:

STORMWATER CONTROL PLAN

Compliance with NPDES Permit Provision C.3:

The San Francisco Bay Regional Water Quality Control Board (SFRWQCB) incorporated updated requirements into Santa Mateo's County's National Pollution Discharge Elimination System (NPDES) Permit in August 2006. These updated stormwater quality control requirements are predominantly in the category of new development discharge controls. The Permit requires that permanent, post-construction stormwater quality control measures be implemented as part of development projects.

Updated stormwater quality control measures include:
 - Source Control Measures
 - Site Design Measures
 - Treatment Control Measures

Beginning August 15, 2006, all projects creating or replacing 10,000 sq. ft. or more of impervious surface area must design and install a permanent post-construction stormwater treatment facility on the site. The system must be design and installed according to numeric sizing criteria.

All projects, regardless of size that create or replace impervious surface may be required to install stormwater quality controls to the maximum extent practicable.

SOURCE CONTROL MEASURES:

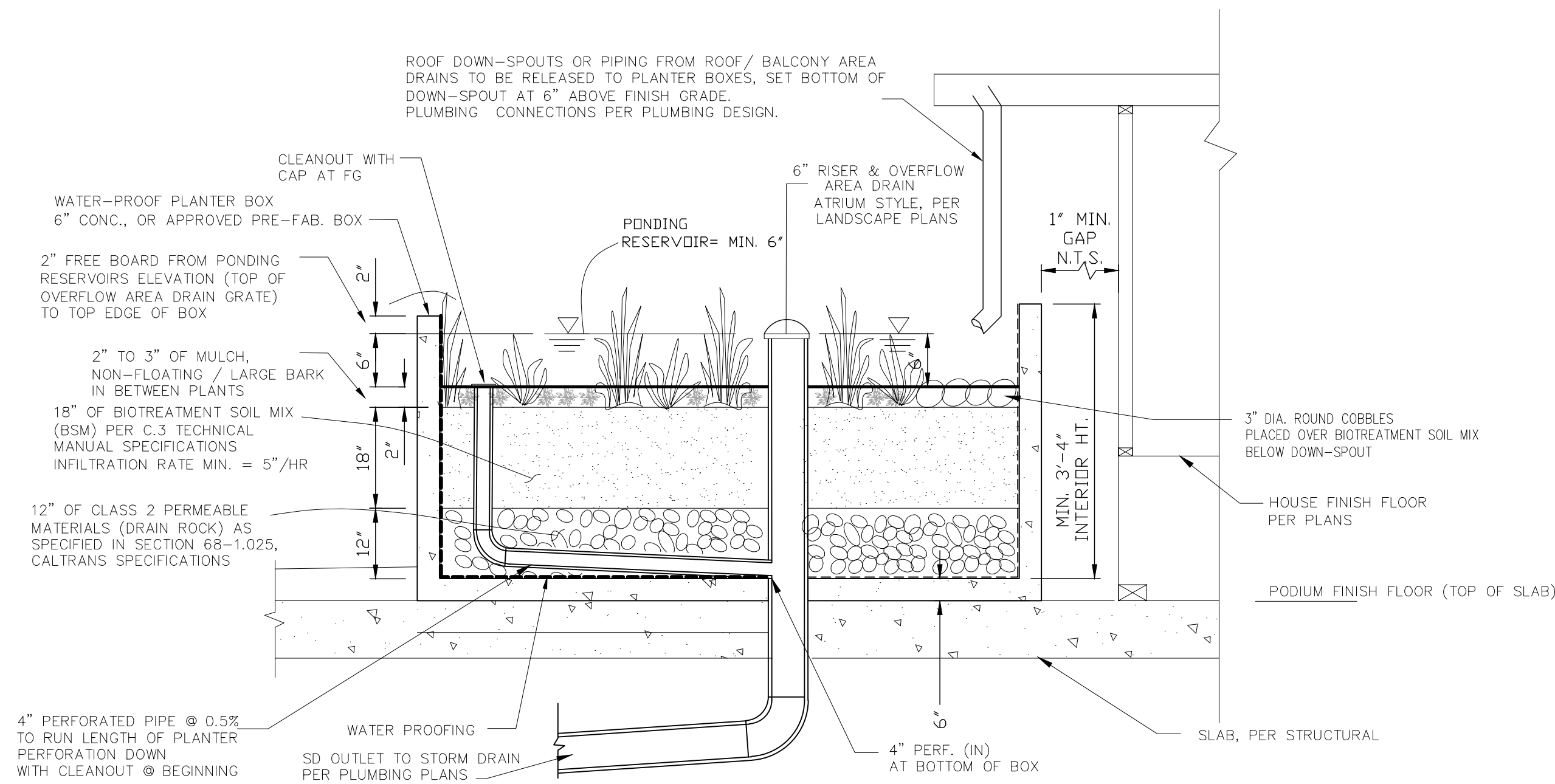
1. BENEFICIAL LANDSCAPING, SEE LANDSCAPE REQUIREMENTS BELOW.
2. USE OF WATER EFFICIENT IRRIGATION SYSTEMS.
3. MAINTENANCE (PAVEMENT SWEEPING, CATCH BASIN CLEANING, GDD HOUSEKEEPING).
4. CONNECT TRASH ENCLOSURE FLOOR DRAIN AND PARKING STRUCTURES FLOOR DRAIN INTO SANITARY SEWER.
5. DISCHARGE FOLLOWING INTO LANDSCAPE CATCH BASIN CLEANING, GDD HOUSEKEEPING.
 - DRAIN CONDENSATE OF AIR CONDITIONING UNITS TO LANDSCAPING. LARGE AIR CONDITIONING UNITS MAY CONNECT TO THE SANITARY SEWER.

SITE DESIGN MEASURES:

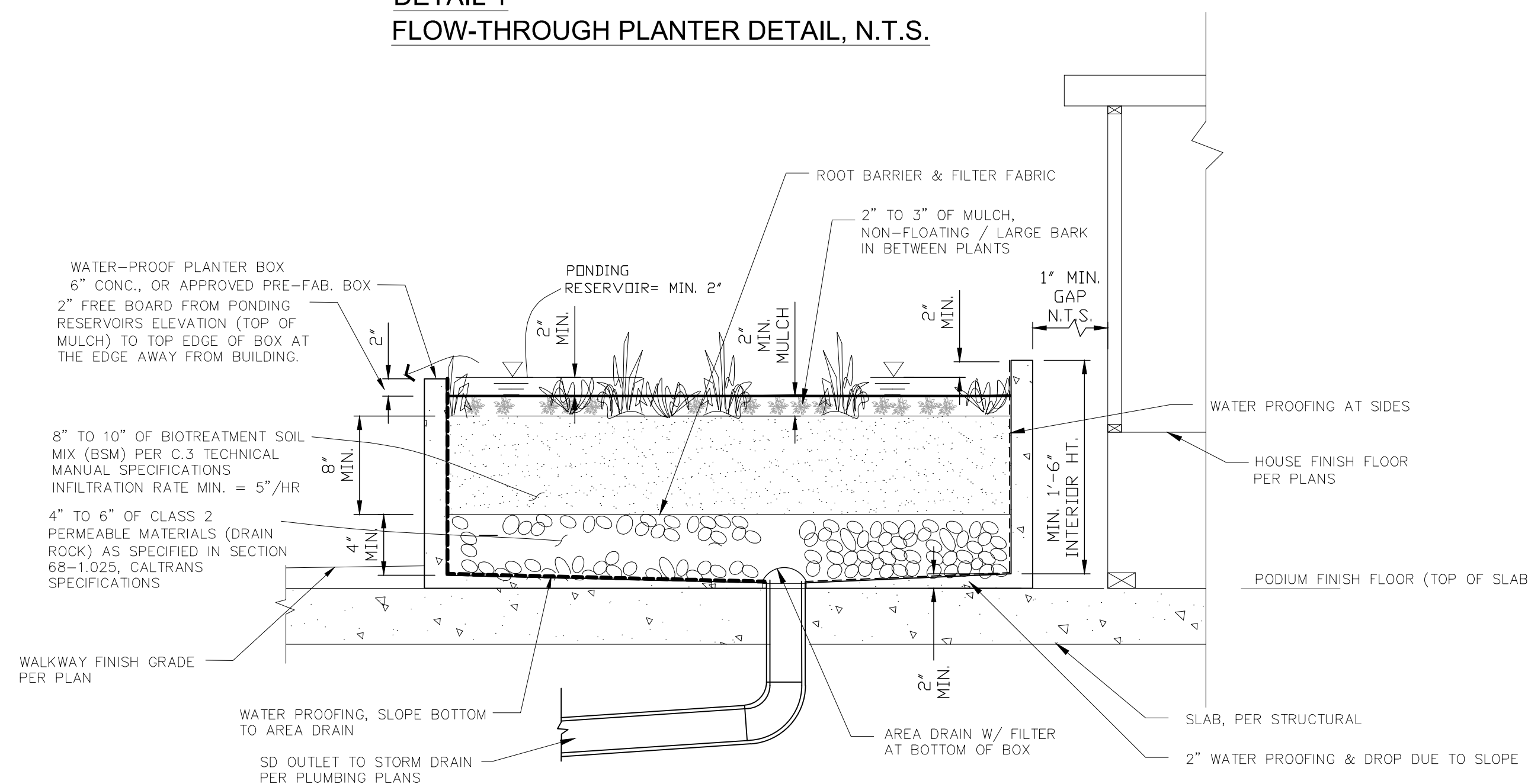
1. PROVIDE GREEN ROOF AREAS OVER BUILDING PODIUM.
2. DIRECT ROOF RUN-OFF TO VEGETATED AREAS (FLOW-THRU PLANTERS).
3. REDUCE IMPERVIOUS AREAS, PARKING AREAS (NOT PROVIDED IN EXCESS OF CODE).
4. UNDER BUILDING.

STORMWATER TREATMENT MEASURES:

FLOW-THRU PLANTERS, FLOW BASED DESIGN (4% RULE)



DETAIL 1
FLOW-THROUGH PLANTER DETAIL, N.T.S.



DETAIL 2
GREEN ROOF DETAIL, N.T.S.

BIOTREATMENT SOIL MIX REQUIREMENTS

- BIOTRETENTION SOIL MIX SHALL MEET THE REQUIREMENTS AS OUTLINED IN THE C.3 STORM WATER HANDBOOK AND SHALL BE A MIXTURE OF FINE SAND AND COMPOST MEASURED ON A VOLUME BASIS OF 60-70% SAND AND 30-40% COMPOST. CONTRACTOR TO REFER TO SAN MATEO COUNTY WEBSITE FOR SAND AND COMPOST MATERIAL SPECIFICATIONS.
- PRIOR TO ORDERING THE BIOTREATMENT SOIL MIX OR DELIVERY TO THE PROJECT SITE, CONTRACTOR SHALL PROVIDE A BIOTREATMENT SOIL MIX SPECIFICATION CHECKLIST, COMPLETED BY THE SOIL MIX SUPPLIER AND CERTIFIED TESTING LAB.

FLOW-THROUGH PLANTER NOTES:

1. SEE TREATMENT CONTROL MEASURE TABLE FOR INTERIOR FOOTPRINT SURFACE PONDING AREA AND FOR OVERFLOW RISER HEIGHT PONDING DEPTH.
2. PLACE 2 TO 3 INCHES OF NON-FLOATABLE MULCH IN AREAS BETWEEN STORMWATER PLANTINGS. DEPTH OF PONDING IS MEASURED FROM TOP OF MULCH.
3. SEE LANDSCAPE PLAN FOR PLANT SELECTION AND SPACING, MULCH, PLANTER BOX MATERIALS AND IRRIGATION REQUIREMENTS.
4. PROVIDE A MINIMUM 0.1' DROP BETWEEN STORM WATER ENTRY POINT (I.E. DOWNSPOUT, FLOW SPREADER MANIFOLD, ETC.) AND ADJACENT TOP OF PONDING (OVERFLOW TOP OF GRATE).
5. TOP OF CREST OF THE FLOW-THRU PLANTER BOX ELEVATION SHALL BE MIN. 2 INCH ABOVE THE OVERFLOW GRATE.

TABLE 1
ROUTINE MAINTENANCE ACTIVITIES FOR FLOW-THROUGH PLANTERS

NO.	MAINTENANCE TASK	FREQUENCY OF TASK
1	INSPECT THE PLANTER SURFACE AREA, INLETS AND OUTLETS FOR OBSTRUCTIONS AND TRASH; CLEAR ANY OBSTRUCTIONS AND REMOVE TRASH.	QUARTERLY
2	INSPECT PLANTER FOR STANDING WATER. IF STANDING WATER DOES NOT DRAIN WITHIN 2-3 DAYS, THE SURFACE BIOTREATMENT SOIL SHOULD BE TILLED OR REPLACED WITH THE APPROVED SOIL MIX AND REPLANTED. USE THE CLEANOUT RISER TO CLEAR ANY UNDERDRAINS OF OBSTRUCTIONS OR CLOGGING MATERIAL.	QUARTERLY
3	CHECK FOR ERODED OR SETTLED BIOTREATMENT SOIL MEDIA. LEVEL SOIL WITH RAKE AND REMOVE/REPLANT VEGETATION AS NECESSARY.	QUARTERLY
4	MAINTAIN THE VEGETATION AND IRRIGATION SYSTEM. PRUNE AND WEED TO KEEP FLOW-THROUGH PLANTER NEAT AND ORDERLY IN APPEARANCE.	QUARTERLY
5	EVALUATE HEALTH AND DENSITY OF VEGETATION. REMOVE AND REPLACE ALL DEAD AND DISEASED VEGETATION. REMOVE EXCESSIVE GROWTH OF PLANTS THAT ARE TOO CLOSE TOGETHER.	ANNUALLY, BEFORE THE RAINY SEASON BEGINS
6	USE COMPOST AND OTHER NATURAL SOIL AMENDMENTS AND FERTILIZERS INSTEAD OF SYNTHETIC FERTILIZERS, ESPECIALLY IF THE SYSTEM USES AN UNDERDRAIN.	ANNUALLY, BEFORE THE RAINY SEASON BEGINS
7	INSPECT THE OVERFLOW PIPE TO MAKE SURE THAT IT CAN SAFELY CONVEY EXCESS FLOWS TO A STORM DRAIN. REPAIR OR REPLACE ANY DAMAGED OR DISCONNECTED PIPING. USE THE CLEANOUT RISER TO CLEAR UNDERDRAINS OF OBSTRUCTIONS OR CLOGGING MATERIAL.	ANNUALLY, BEFORE THE RAINY SEASON BEGINS
8	INSPECT THE ENERGY DISSIPATOR AT THE INLET TO ENSURE IT IS FUNCTIONING ADEQUATELY, AND THAT THERE IS NO SCOUR OF THE SURFACE MULCH. REMOVE ANY ACCUMULATION OF SEDIMENT.	ANNUALLY, BEFORE THE RAINY SEASON BEGINS
9	INSPECT AND, IF NEEDED, REPLACE WOOD MULCH. IT IS RECOMMENDED THAT 2" TO 3" OF COMPOSTED ARBOR MULCH BE APPLIED ONCE A YEAR.	ANNUALLY, BEFORE THE RAINY SEASON BEGINS
10	INSPECT SYSTEM FOR EROSION OF BIOTREATMENT SOIL MEDIA, LOSS OF MULCH, STANDING WATER, CLOGGED OVERFLOWS, WEEDS, TRASH AND DEAD PLANTS. IF USING ROCK MULCH, CHECK FOR 3" OF COVERAGE.	ANNUALLY AT THE END OF THE RAINY SEASON AND/OR AFTER LARGE STORM EVENTS,
11	INSPECT SYSTEM FOR STRUCTURAL INTEGRITY OF WALLS, FLOW SPREADERS, ENERGY DISSIPATORS, CURB CUTS, OUTLETS AND FLOW SPLITTERS.	ANNUALLY AT THE END OF THE RAINY SEASON AND/OR AFTER LARGE STORM EVENTS,

TABLE 2
ROUTINE MAINTENANCE ACTIVITIES FOR GREEN ROOF AREAS

NO.	MAINTENANCE TASK	FREQUENCY OF TASK
1	EVALUATE HEALTH OF PLANTS AND GROUND COVER. REMOVE AND REPLACE ALL DEAD AND DISEASED VEGETATION.	TWICE A YEAR
2	MAINTAIN THE VEGETATION AND IRRIGATION SYSTEM. PRUNE AND WEED TO KEEP TREE WELL FILTER NEAT AND ORDERLY IN APPEARANCE.	AS NEEDED
3	USE COMPOST AND OTHER NATURAL SOIL AMENDMENTS AND FERTILIZERS INSTEAD OF SYNTHETIC FERTILIZERS, ESPECIALLY IF THE SYSTEM USES AN UNDERDRAIN.	AS NEEDED
4	CHECK THAT PLANTING MIX IS AT APPROPRIATE DEPTH AND REPLENISH AS NECESSARY. REPLENISH MULCH AS NEEDED.	BEFORE WET SEASON AND AS NECESSARY
5	REMOVE SEDIMENT, LITTER AND DEBRIS FROM TREE WELL FILTER. CONFIRM THAT NO CLOGGING WILL OCCUR AND THAT THE FILTER WILL DRAIN PER THE DESIGN SPECIFICATIONS. DISPOSE OF SEDIMENT, LITTER AND DEBRIS PROPERLY.	BEFORE WET SEASON AND AS NECESSARY
6	INSPECT BOTTOM DRAIN FILTER TO ENSURE THAT IT DRAINS BETWEEN STORMS PER DESIGN SPECIFICATIONS	PERIODICALLY OR AS NEEDED AFTER STORM EVENTS
7	INSPECT OVERFLOW TO ENSURE THAT IT WILL SAFELY CONVEY EXCESS FLOWS TO STORM DRAIN. REPAIR OR REPLACE ANY DAMAGED OR BOX OR CURBS.	ONCE A YEAR/ AS NECESSARY
8	INSPECT GREEN ROOF USING THE ATTACHED INSPECTION CHECKLIST.	MONTHLY, OR AFTER LARGE STORM EVENTS, AND AFTER REMOVAL OF ACCUMULATED DEBRIS OR MATERIAL

ADDITIONAL INFORMATION:

- NAME AND LOCATION OF RECEIVING WATER BODY: LOCAL CREEK/ RESERVOIR, FOLLOWING TO BAY
- POLLUTANT SOURCES: DRIVEWAY, ROOF
- MAINTENANCE RESPONSIBILITY : HOME OWNERS (HOA)

Municipal Regional Stormwater Permit

THE PROJECT SHALL BE IN COMPLIANCE WITH THE COUNTY OF SAN MATEO MUNICIPAL REGIONAL STORMWATER (MRP) NPDES PERMIT NO. CA S612008, ORDER NO. R2-2015-0049 DATED NOVEMBER 19, 2015.

LANDSCAPING REQUIREMENTS

- RETAIN EXISTING VEGETATION AS PRACTICABLE.
- SELECT DIVERSE SPECIES APPROPRIATE TO THE SITE. INCLUDE PLANTS THAT ARE PEST AND/OR DISEASE-RESISTANT, DROUGHT-TOLERANT, AND/OR ATTRACT BENEFICIAL INSECTS.
- MINIMIZE USE OF PESTICIDES AND QUICK-RELEASE FERTILIZERS.
- USE EFFICIENT IRRIGATION SYSTEM; DESIGN TO MINIMIZE RUNOFF.

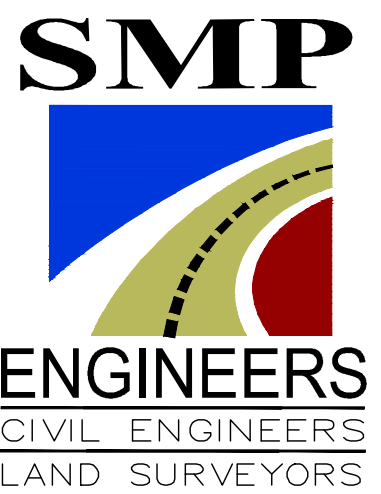
PRELIMINARY PLANS
NOT APPROVED FOR CONSTRUCTION

PROJECT SITE INFORMATION:

1. SOILS TYPE: D (SILTY CLAY)
2. GROUND WATER DEPTH: NOT KNOWN
3. NAME OF RECEIVING BODY: REDWOOD CREEK, FOLLOWS TO BAY
4. FLOOD ZONE: D
5. FLOOD ELEVATION (IF APPLICABLE): N/A

OPERATION AND MAINTENANCE INFORMATION:

- I. PROPERTY INFORMATION:
 I.A. PROPERTY ADDRESS: 2875 EL CAMINO REAL
REDWOOD CITY, CA 94061
 I.B. PROPERTY OWNER: RONA MASKAN LLC
- II. RESPONSIBLE PARTY FOR MAINTENANCE:
 IIA. CONTACT: RONA MASKAN LLC
 ATTN: MOJTABA RONAGHI
 IIB. PHONE NUMBER OF CONTACT: PHONE: (650) 215-0584
 IIC. EMAIL: RONAGHI@GMAIL.COM
 IID. ADDRESS: 20 SAN JUAN AVE.
MENLO PARK CA 94025



1534 CAROL LANE
LOS ALTOS, CA 94024
TEL: (650) 941-8055
FAX: (650) 941-8755

OWNER / DEVELOPER:
Rona Maskan LLC
ATTN: MOJTABA RONAGHI
20 SAN JUAN AVE.
MENLO PARK CA 94025
RONAGHI@GMAIL.COM
PHONE: (650) 215-0584

COPYRIGHT © 2021
SMP ENGINEERS
CIVIL ENGINEERS

STORMWATER CONTROL PLAN
PRELIMINARY GRADING AND DRAINAGE PLANS
NEW MIXED USE BUILDING
2875 EL CAMINO REAL, REDWOOD CITY, CA 94061

Revisions:



Saeid Razaavi

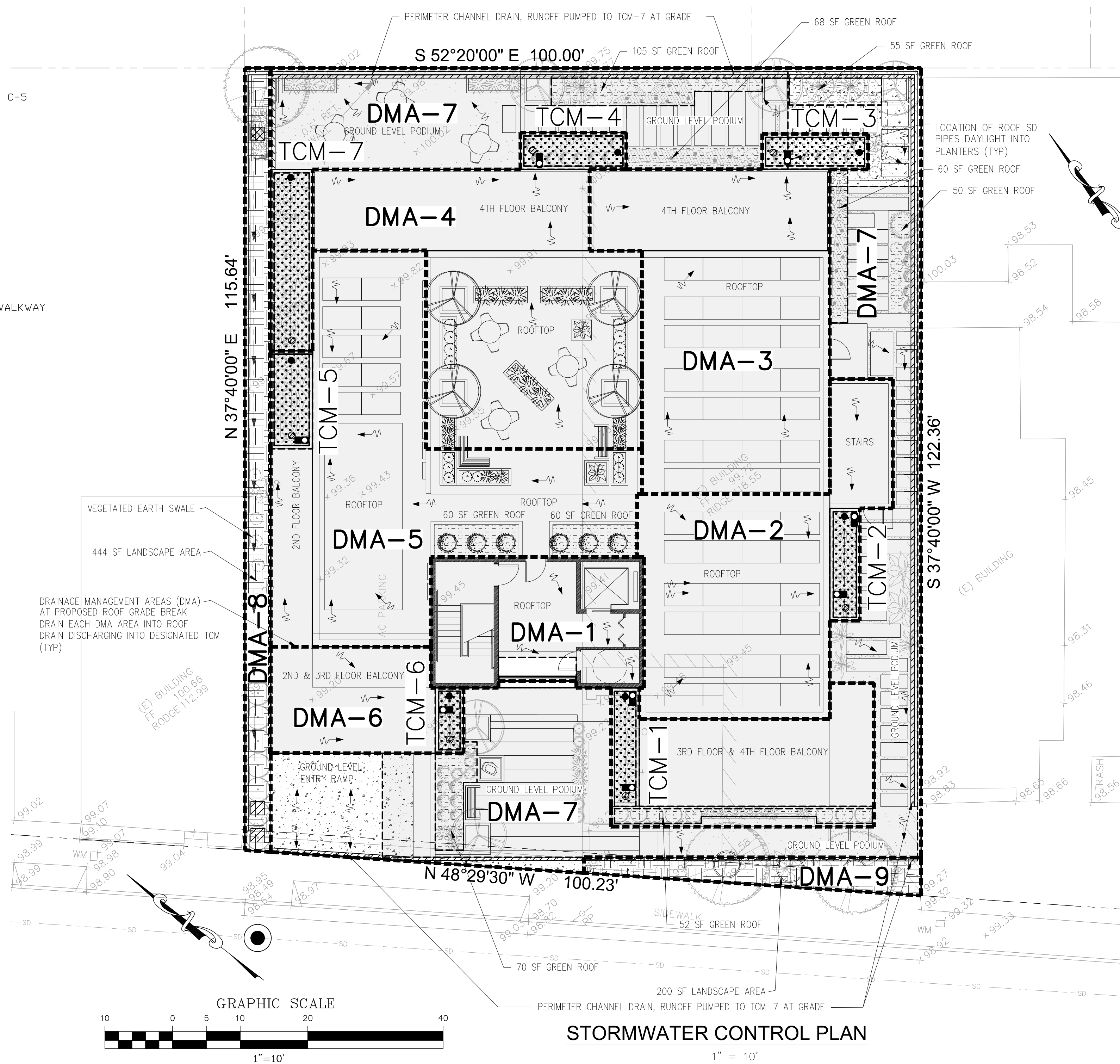
Date: 3/9/2022
 Scale: NTS
 PREPARED BY: S.R.
 CHECKED BY: S.R.
 Job #: 220170
 Sheet:

HATCH KEY

- TREATMENT CONTROL MEASURE
FLOW-THRU PLANTER, DTL 1, SHEET C-5
464 SFQ.FT.
- GREEN ROOF, DTL 2, SHEET C-5
SELF-TREATING AREAS
580 SFQ.FT.
- LANDSCAPE AREA
SELF-TREATING AREAS
644 SFQ.FT.
- BUILDING
10,007 SFQ.FT.
- IMPERVIOUS SURFACE
CONCRETE OR PAVERS OR GRAVEL WALKWAY
OVER PODIUM PER LANDSCAPE PLAN
669 SFQ.FT.

Table I.B.1 Impervious⁵ and Pervious Surfaces

Type of Impervious ⁵ Surface	I.B.1.a	I.B.1.b	I.B.1.c	I.B.1.d	I.B.1.e
	Pre-Project Impervious ⁵ Surface (sq.ft.)	Existing Impervious ⁵ Surface to be Retained ⁶ (sq.ft.)	Existing Impervious ⁵ Surface to be Replaced ⁶ (sq.ft.)	New Impervious ⁵ Surface to be Created ⁶ (sq.ft.)	Post-Project Impervious ⁵ Surface (sq.ft.) (=b+c+d)
Roof area(s)	5290	0	10007	0	10007
Impervious ⁵ sidewalks, patios, paths, driveways, streets	5643	0	669	0	669
Impervious ⁵ uncovered parking ⁷	867	0	0	0	0
Totals of Impervious Surfaces:	11800	0	10676	0	10676
I.B.1.f - Total Impervious⁵ Surface Replaced and Created (sum of totals for columns I.B.1.c and I.B.1.d):				10676	
Type of Pervious Surface	Pre-Project Pervious Surface (sq.ft.)				Post-project Pervious Surface (sq.ft.)
Landscaping	100				644
Pervious Paving	0				0
Green Roof	0				580
Totals of Pervious Surfaces:	100				1224
Total Site Area (Total Impervious⁵+Total Pervious=I.A.2)	11900				11900



DMA #	Location/ Lvl.	TCM #	Location/ Lvl.	Treatment Type	Drainage Area (s.f.)	Impervious Area (s.f.)	Pervious Area (Green Roof) (s.f.)	Pervious Area (L/S) (s.f.)	Pervious Area Equivalent Impervious Area (0.1) (s.f.)	DMA Total Effective Impervious Area (s.f.)	% Onsite Area Treated by LID or Non-LID TCM	**Treatment Area Required (s.f.)	Treatment Area Provided (s.f.)	Overflow Riser Height (in)
1	Roof/ 5th Balcny/ 3rd & 4th	1	Podium/ 1st	Flow-Through planter	1,259	1,259	0	0	0	1,259	10.58%	50	52	6
2	Roof/ 5th Balcny/ 4th	2	Podium/ 1st	Flow-Through planter	1,177	1,177	0	0	0	1,177	9.89%	47	53	6
3	Roof/ 5th Balcny/ 4th	3	Podium/ 1st	Flow-Through planter	1,509	1,509	0	0	0	1,509	12.68%	60	62	6
4	Roof/ 5th Balcny/ 4th	4	Podium/ 1st	Flow-Through planter	1,513	1,513	0	0	0	1,513	12.71%	61	65	6
5	Roof/ 5th Balcny/ 2nd	5	Podium/ 1st	Flow-Through planter	1,767	1,647	120	0	12	1,659	14.85%	66	69	6
6	Balcny/ 2nd & 3rd	6	Podium/ 1st	Flow-Through planter	599	599	0	0	0	599	5.03%	24	27	6
7	Podium/ 1st	7	Podium/ 1st	Flow-Through planter	3,432	2,972	460	0	46	3,018	28.84%	121	136	6
8	Ground/1ST	N/A	Ground/1ST	Self-retaining areas	444	0	0	444	n/a	n/a	3.73%	n/a	n/a	n/a
9	Ground/1ST	N/A	Ground/1ST	Self-retaining areas	200	0	0	200	n/a	n/a	1.68%	n/a	n/a	n/a
TOTALS					11,900	10,676	580	644		10,734	100.00%		464	

Footnotes:
** Sizing for Treatment Area Required calculated using the 4% Method (Impervious Area x 0.04), Flow based sizing, C.3. provision 2.c.

125

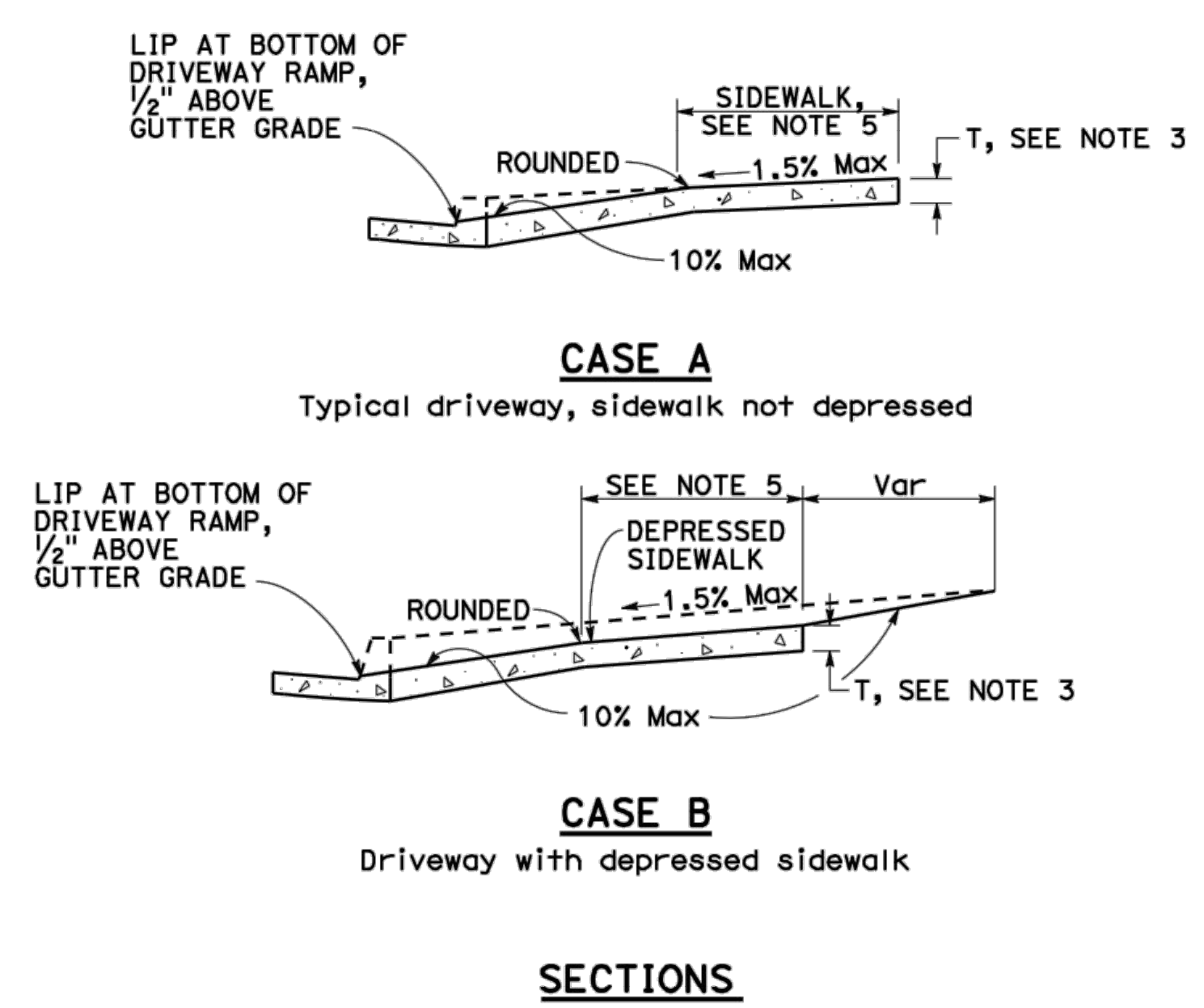
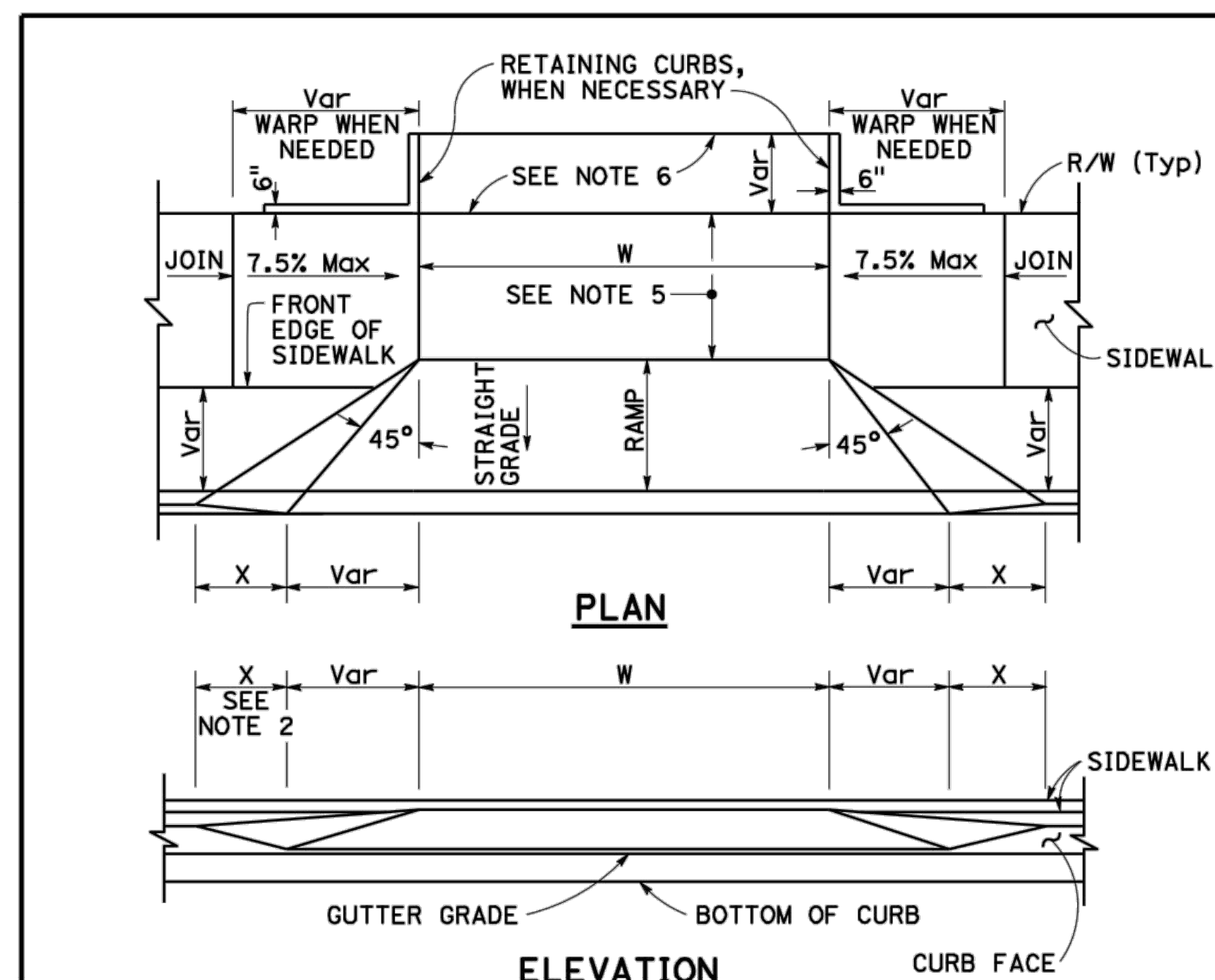


TABLE A

CURB TYPE	DIMENSIONS			
	"H1"	"H2"	"W1"	"W2"
A1-6	1'-2"	6"	7 1/2"	1 1/2"
A1-8	1'-4"	8"	8"	2"
A2-6	1'-0"	6"	2'-7 1/2"	1 1/2"
A2-8	1'-2"	8"	2'-8"	2"
A3-6	6"	5"	7 1/4"	1 1/4"
A3-8	8"	7"	7 3/4"	1 3/4"
B1-4	1'-0"	4"	7 1/2"	2 1/2"
B1-6	1'-2"	6"	9"	4"
B2-4	10"	4"	2'-7 1/2"	2 1/2"
B2-6	1'-0"	6"	2'-9"	4"
B3-4	4"	3"	7"	2"
B3-6	6"	5"	8 1/2"	3 1/2"
D-4	10"	4"	1'-6"	1'-1"
D-6	1'-0"	6"	2'-2"	1'-9"

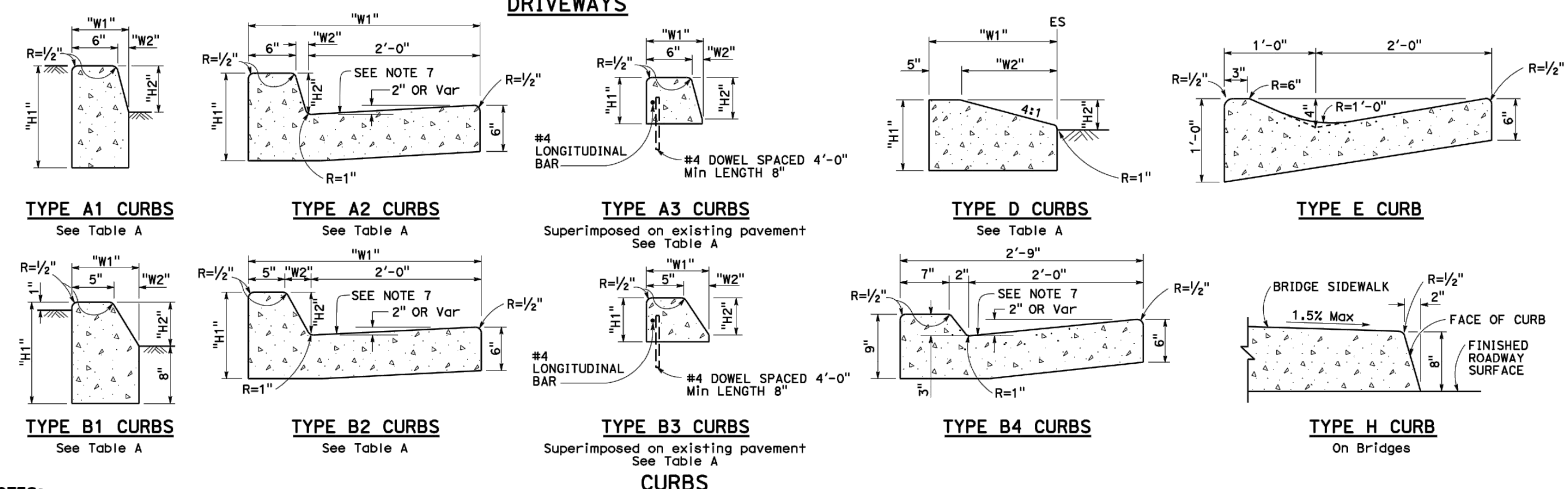
D18+	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS

October 30, 2015
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

CURB QUANTITIES

TYPE	CUBIC YARDS PER LINEAR FOOT
A1-6	0.02585
A1-8	0.03084
A2-6	0.05903
A2-8	0.06379
A3-6	0.01036
A3-8	0.01435
B1-4	0.02185
B1-6	0.02930
B2-4	0.05515
B2-6	0.06171
B3-4	0.00641
B3-6	0.01074
B4	0.05709
D-4	0.04083
D-6	0.06804
E	0.06661

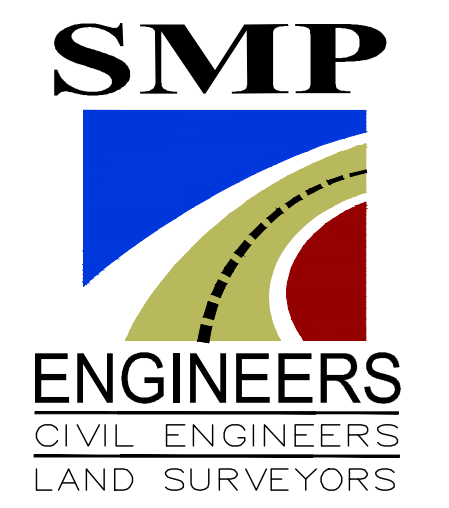


- NOTES:**
- Case A driveway section typically applies.
 - X=3'-0" except for curb heights over 10" where 4:1 slopes shall be used on curb slope.
 - Sidewalk and ramp thickness "T" at driveway shall be 4" for residential and 6" for commercial.
 - Difference in slope of the driveway ramp and the slope of a line between the gutter and a point on the roadway 5'-0" from gutter line shall not exceed 15%. Reduce driveway ramp slope, not gutter slope, where required.
 - Minimum width of clear passageway for sidewalk shall be 4'-2".
 - Retaining curbs and acquisition of construction easement may be necessary for narrow sidewalks or curb heights in excess of 6".
 - Across the pedestrian route at curb ramp locations, the gutter pan slope shall not exceed 1" of depth for each 2'-0" of width.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
CURBS AND DRIVEWAYS
NO SCALE

A87A

2015 STANDARD PLAN A87A



1534 CAROL LANE
LOS ALTOS, CA 94024
TEL: (650) 941-8055
FAX: (650) 941-8755

COPYRIGHT © 2021
SMP ENGINEERS
CIVIL ENGINEERS

CALTRANS STD DETAILS (FOR REFERENCE)
PRELIMINARY GRADING AND DRAINAGE PLANS
NEW MIXED USE BUILDING
2875 EL CAMINO REAL, REDWOOD CITY, CA 94061

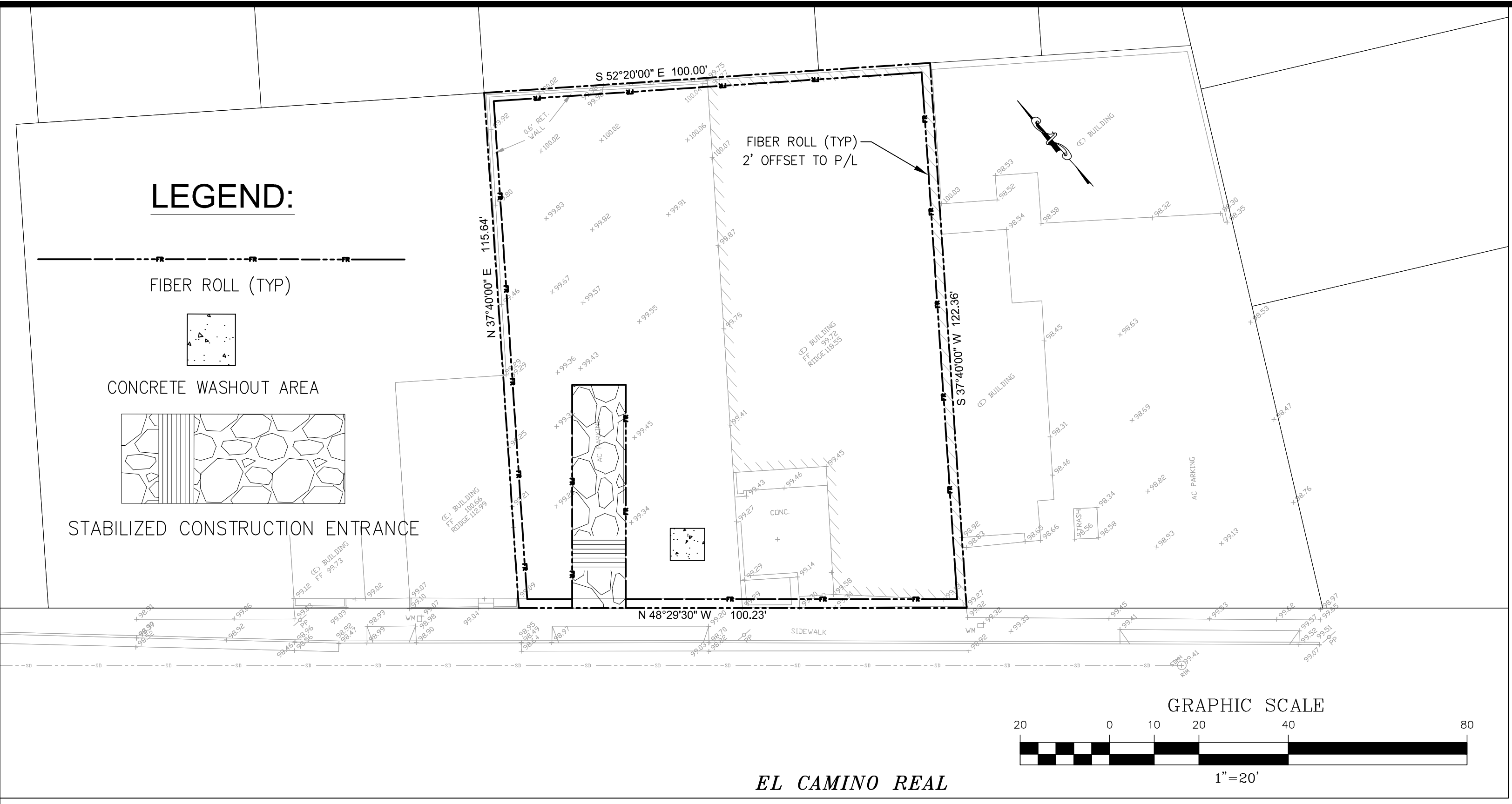


Date: 3/9/2022
Scale:
NTS
PREPARED BY: S.R.
CHECKED BY: S.R.
Job #: 220170
Sheet:



Saeid Rajani

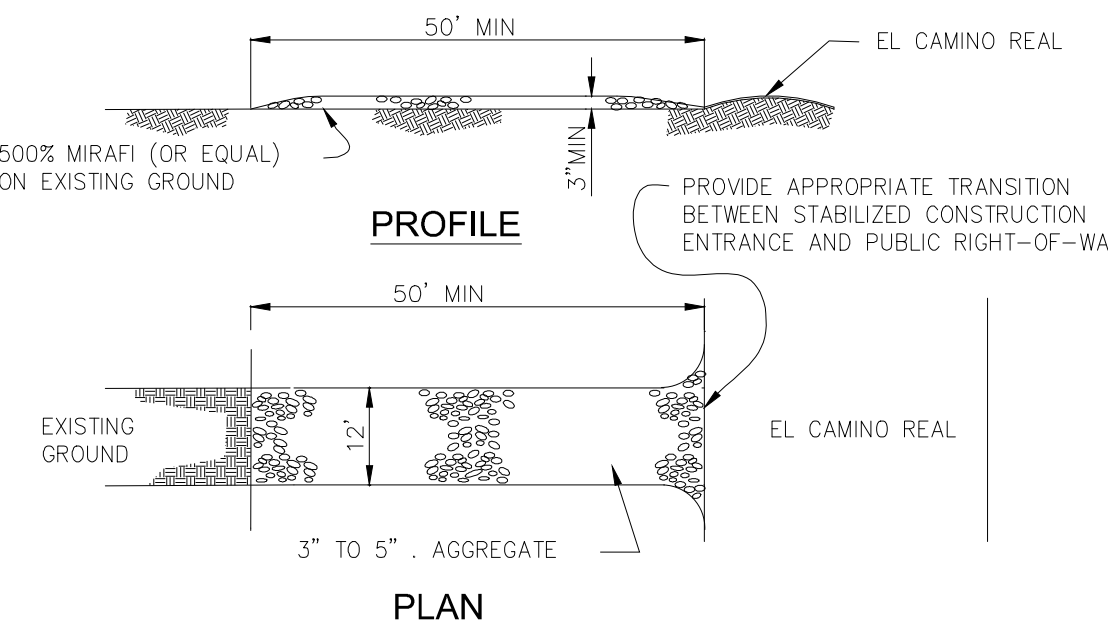
Date: 3/9/2022
 Scale: 1" = 20'
 PREPARED BY: S.R.
 CHECKED BY: S.R.
 Job #: 220170
 Sheet:



SITE PLAN
 1"=20'

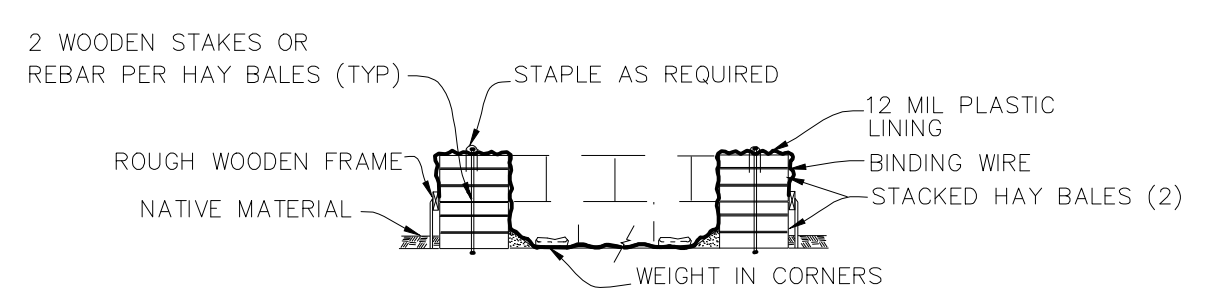
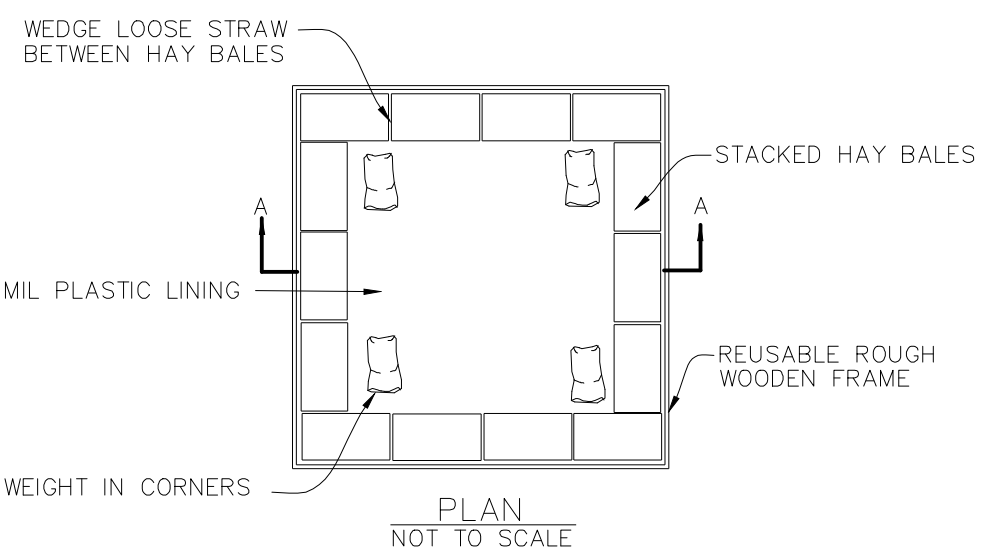
Best Management Practice (BMP) Notes:

- EROSION CONTROL POINT OF CONTACT. (PROVIDE AN EROSION CONTROL POINT OF CONTACT INCLUDING NAME, TITLE/QUALIFICATION, EMAIL, AND PHONE NUMBER. THE EC POINT OF CONTACT WILL BE THE COUNTY'S MAIN POINT OF CONTACT IF EROSION CONTROL OR TREE PROTECTION CORRECTIONS ARE REQUIRED).
- PERFORM CLEARING AND EARTH-MOVING ACTIVITIES ONLY DURING DRY WEATHER. MEASURES TO ENSURE ADEQUATE EROSION AND SEDIMENT CONTROL SHALL BE INSTALLED PRIOR TO EARTH-MOVING ACTIVITIES AND CONSTRUCTION.
- MEASURES TO ENSURE ADEQUATE EROSION AND SEDIMENT CONTROL ARE REQUIRED YEAR-ROUND. STABILIZE ALL DENuded AREAS AND MAINTAIN EROSION CONTROL MEASURES CONTINUOUSLY BETWEEN OCTOBER 1 AND APRIL 30.
- STORE, HANDLE, AND DISPOSE OF CONSTRUCTION MATERIALS AND WASTES PROPERLY, SO AS TO PREVENT THEIR CONTACT WITH STORMWATER.
- CONTROL AND PREVENT THE DISCHARGE OF ALL POTENTIAL POLLUTANTS, INCLUDING PAVEMENT CUTTING WASTES, PAINTS, CONCRETE, PETROLEUM PRODUCTS, CHEMICALS, WASH WATER OR SEDIMENTS, AND NON-STORMWATER DISCHARGES TO STORM DRAINS AND WATERCOURSES.
- USE SEDIMENT CONTROLS OR FILTRATION TO REMOVE SEDIMENT WHEN DEWATERING SITE AND OBTAIN REGIONAL WATER QUALITY CONTROL BOARD (RWQCB) PERMIT(S) AS NECESSARY.
- AVOID CLEANING, FUELING, OR MAINTAINING VEHICLES ON-SITE, EXCEPT IN A DESIGNATED AREA WHERE WASH WATER IS CONTAINED AND TREATED.
- LIMIT AND TIME APPLICATIONS OF PESTICIDES AND FERTILIZERS TO PREVENT POLLUTED RUNOFF.
- LIMIT CONSTRUCTION ACCESS ROUTES TO STABILIZED, DESIGNATED ACCESS POINTS.
- AVOID TRACKING DIRT OR OTHER MATERIALS OFF-SITE; CLEAN OFF-SITE PAVED AREAS AND SIDEWALKS USING DRY SWEEPING METHODS.
- TRAIN AND PROVIDE INSTRUCTION TO ALL EMPLOYEES AND SUBCONTRACTORS REGARDING THE WATERSHED PROTECTION MAINTENANCE STANDARDS AND CONSTRUCTION BEST MANAGEMENT PRACTICES.
- PLACEMENT OF EROSION MATERIALS AT THESE LOCATIONS ARE REQUIRED ON WEEKENDS AND DURING RAIN - FIBER ROLL AT PERIMETER OF SITE, 2 FT OFFSET TO PROPERTY LINE (WITHIN PRIVATE PROPERTY)
- THE AREAS DELINEATED ON THE PLANS FOR PARKING, GRUBBING, STORAGE, ETC., SHALL NOT BE ENLARGED OR "RUN OVER."
- CONSTRUCTION SITES ARE REQUIRED TO HAVE EROSION CONTROL MATERIALS ON-SITE DURING THE "OFF-SEASON."
- DUST CONTROL IS REQUIRED YEAR-ROUND.
- EROSION CONTROL MATERIALS SHALL BE STORED ON-SITE.
- USE OF PLASTIC SHEETING BETWEEN OCTOBER 1 AND APRIL 30 IS NOT ACCEPTABLE, UNLESS FOR USE ON STOCKPILES WHERE THE STOCKPILE IS ALSO PROTECTED WITH FIBER ROLLS CONTAINING THE BASE OF THE STOCKPILE.

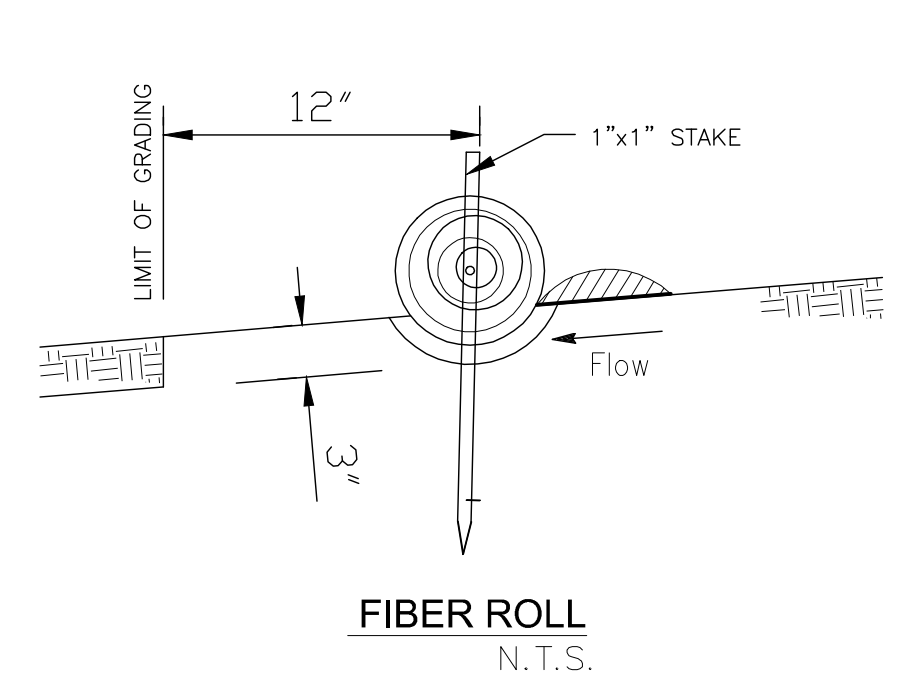


Maintenance
 - The entrance shall be maintained in a condition that will prevent tracking or flowing sediment onto public rights-of-way. This may require periodic top dressing with additional stone as conditions demand, and repair and/or clean out any measures used to trap sediment.
 - All sediment spilled, dropped, washed, or tracked onto public rights-of-way shall be removed immediately.
 - When necessary, wheels shall be cleaned to remove sediment prior to entrance onto public rights-of-way. This shall be done at an area stabilized with crushed stone, which drains into an approved sediment trap or sediment basin.

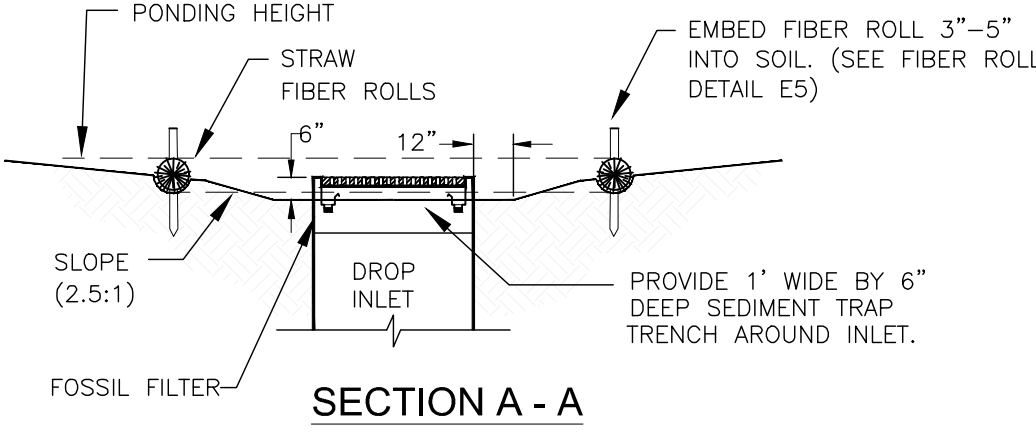
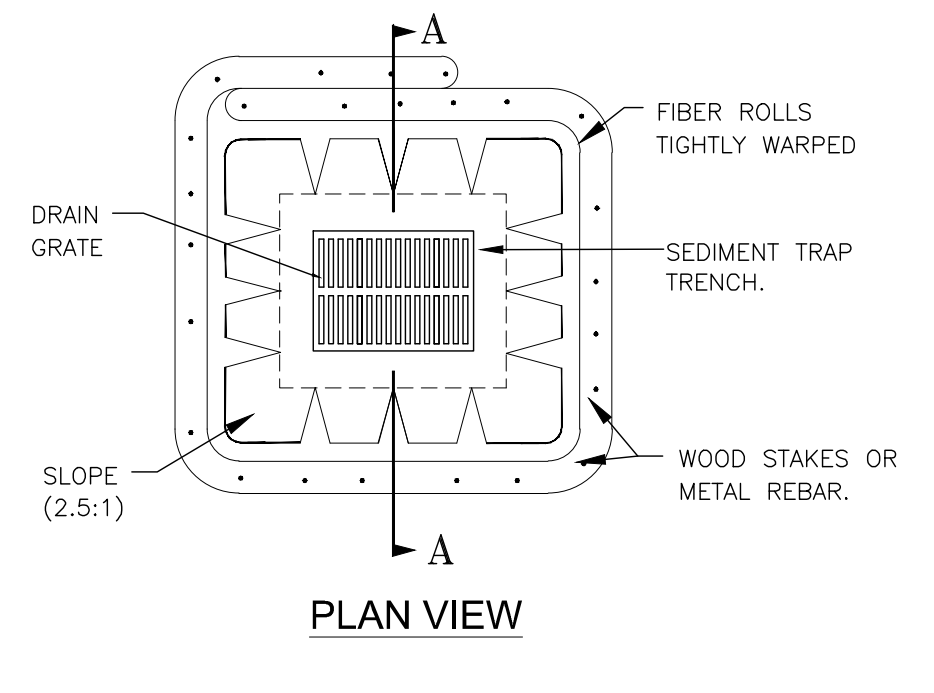
STABILIZED CONSTRUCTION ENTRANCE (TO BE MAINTAINED)



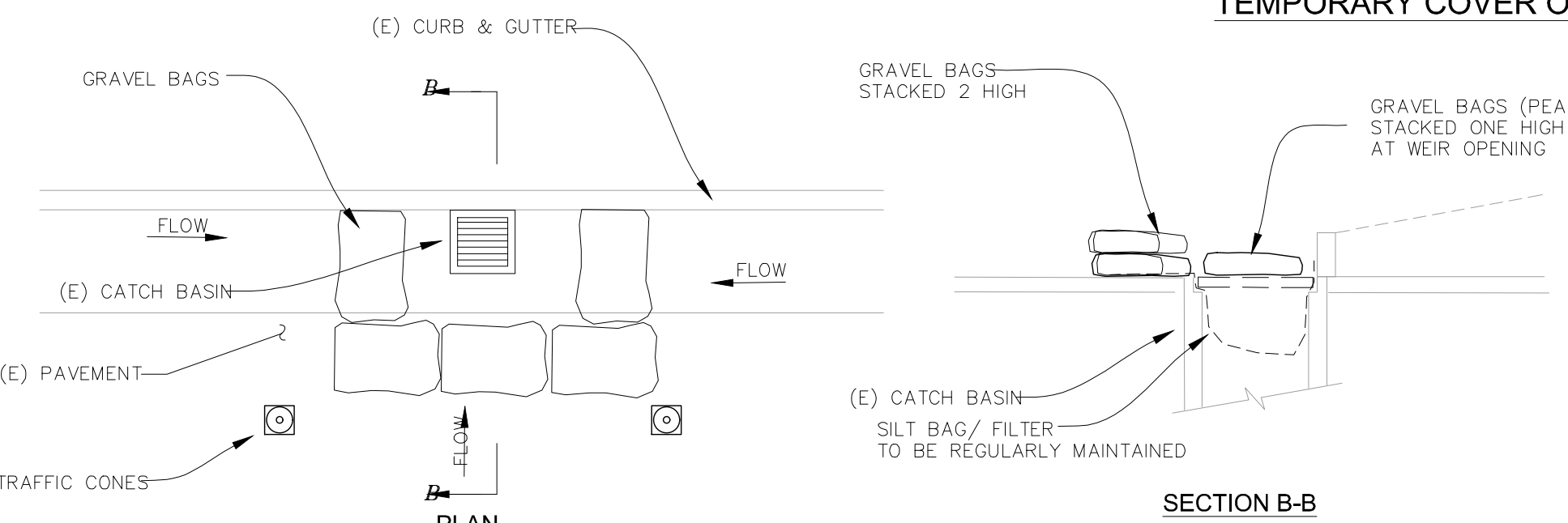
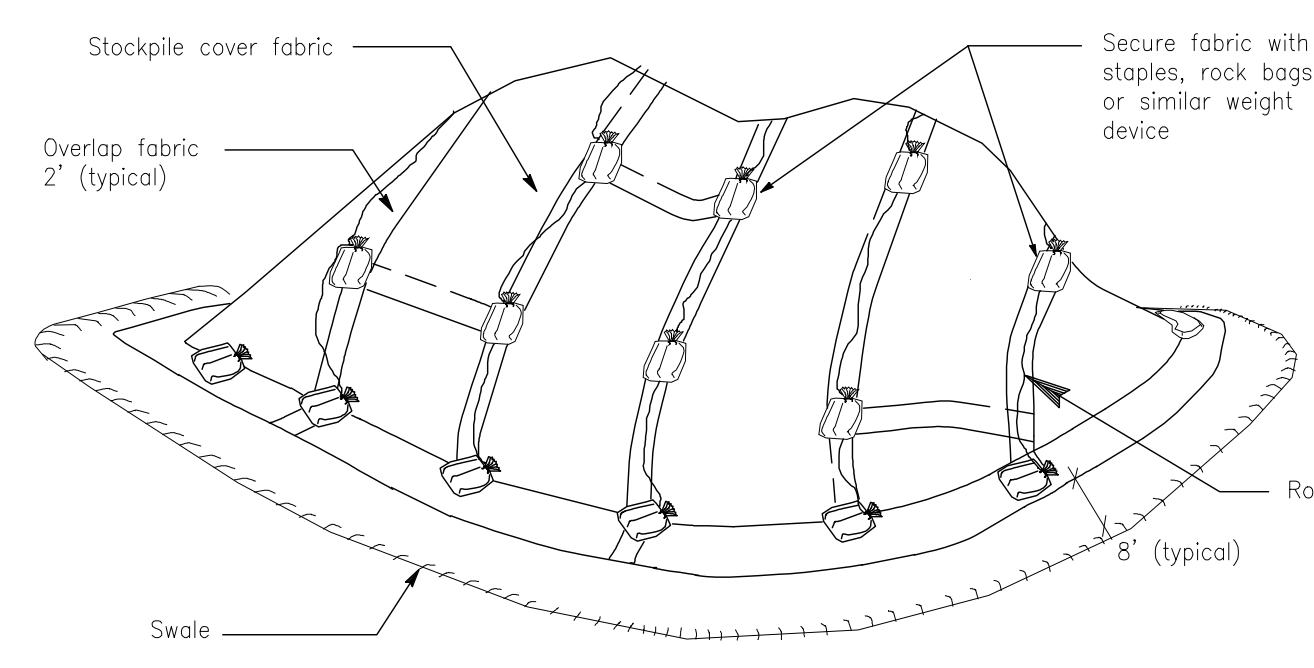
CONCRETE WASHOUT AREA
 N.T.S.



- FIBER ROLL NOTES**
- Place fiber roll in key trench 3" deep and place excavated soil on uphill or flow side of the roll.
 - On slopes and hillsides, fiber rolls shall be abutted at the ends and not overlapped. Place alternate stakes on both sides of the roll, every 6'.
 - Install fiber roll 12" from limit of grading



STORM INLET SEDIMENT TRAP-FIBER ROLLS
 N.T.S.



EROSION AND SEDIMENT CONTROL NOTES AND MEASURES

- The facilities shown on this Plan are designed to control Erosion and sediment during the rainy season, October 1st to April 30th. Facilities are to be operable prior to October 1 of any year. Grading operations during the rainy season, which leave denuded slopes shall be protected with erosion control measures immediately following grading on the slopes.
- This plan covers only the first winter following grading with assumed site conditions as shown on the Erosion Control Plan. Prior to September 15, the completion of site improvement shall be evaluated and necessary made to this plan as necessary with the approval of the city engineer. Plans are to be resubmitted for city approval prior to September 1 of each subsequent year until site improvements are accepted by the city.
- Construction entrances shall be installed prior to commencement of grading. All construction traffic entering onto the paved roads must cross the stabilized construction entrances.
- Contractor shall maintain stabilized entrance at each vehicle access point to existing paved streets. Any mud or debris tracked onto public streets shall be removed daily and as required by the city.
- If grading is halted for the winter, all exposed cut and fill shall be stabilized by hydroseeding. If hydroseeding is not used or is not effectively 10/10, then other immediate methods shall be implemented, such as Erosion control blankets, or a three-step application of: 1) seed, mulch, fertilizer 2) blown straw 3) tackifier and mulch.
- Inlet protection shall be installed at open inlets to prevent sediment from entering the storm drain system. Inlets not used in conjunction with erosion control are to be blocked to prevent entry of sediment.
- Lots with houses under construction will not be hydroseeded. Erosion protection for each lot with a house under construction shall confirm to the Typical Lot Erosion Control Detail shown on this sheet.
- This erosion and sediment control plan may not cover all the situations that may arise during construction due to unanticipated field conditions. Variations and additions may be made to this plan in the field. Notify the city representative of any field changes.
- This plan is intended to be used for interim erosion and sediment control only and is not to be used for final elevations or permanent improvements.
- Contractor shall be responsible for monitoring erosion and sediment control prior, during, and after storm events.
- Reasonable care shall be taken when hauling any earth, sand, gravel, stone, debris, paper or any other substance over any public street, alley or other public place. Should any blow, spill, or track over and upon said public or adjacent private property, immediately remedy shall occur.
- Sanitary facilities shall be maintained on the site.
- During the rainy season, all paved areas shall be kept clear of earth material and debris. The site shall be maintained so as to minimize sediment laden runoff to any storm drainage systems, including existing drainage swales and water courses.
- Construction operations shall be carried out in such a manner that erosion and water pollution will be minimized. State and local laws concerning pollution abatement shall be complied with.
- Contractors shall provide dust control as required by the appropriate federal, state, and local agency requirements.
- With the approval of the city inspector, erosion and sediment controls may be removed after areas above them have been stabilized.

MAINTENANCE NOTES

- Maintenance is to be performed as follows:
 - Repair damages caused by soil erosion or construction at the end of each working day.
 - Swales shall be inspected periodically and maintained as needed.
 - Sediment traps, berms, and swales are to be inspected after each storm and repairs made as needed.
 - Sediment shall be removed and sediment traps restored to its original dimensions when sediment has accumulated to a depth of one foot.
 - Sediment removed from trap shall be deposited in a suitable area and in such a manner that it will not erode.
 - Rills and gullies must be repaired.
- All existing drainage inlets on El Camino Real within the limit of the project shall be protected with sand bags during construction. See detail. Sand bag inlet protection shall be cleaned out whenever sediment depth is one half the height of one sand bag.
- Existing concrete ditch sediment trap shall be cleaned out routinely during construction.

EROSION CONTROL POINT OF CONTACT:

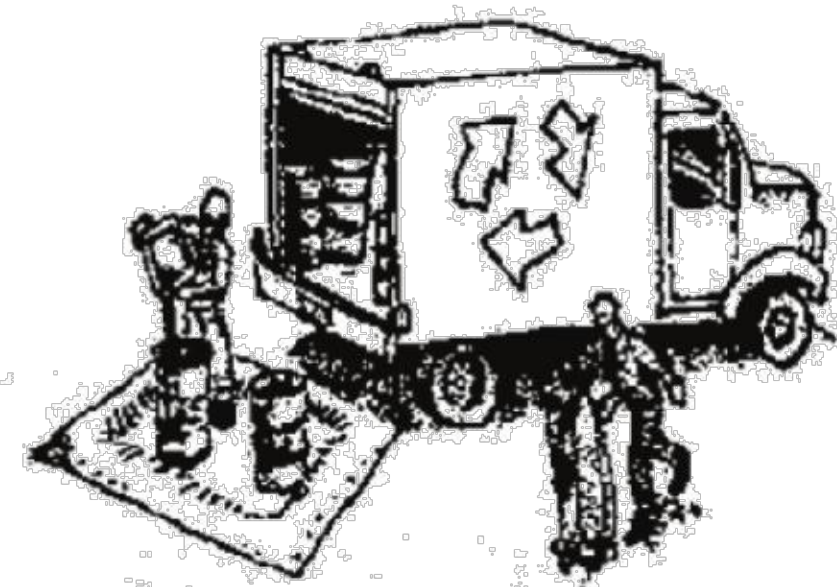
I. PROPERTY INFORMATION:
 I.A. PROPERTY ADDRESS: 2875 EL CAMINO REAL
 REDWOOD CITY, CA 94061
 I.B. PROPERTY OWNER: RONA MASKAN LLC

II. RESPONSIBLE PARTY FOR MAINTENANCE:
 II.A. CONTACT: RONA MASKAN LLC
 ATTN: MOJTABA RONAGHI
 II.B. PHONE NUMBER OF CONTACT: PHONE: (650) 215-0584
 II.C. EMAIL: RONAGHI@GMAIL.COM
 II.D. ADDRESS: 20 SAN JUAN AVE.
 MENLO PARK CA 94025

Construction Best Management Practices (BMPs)

Construction projects are required to implement the stormwater best management practices (BMP) on this page, as they apply to your project, all year long.

Materials & Waste Management



Non-Hazardous Materials

- Berm and cover stockpiles of sand, dirt or other construction material with tarps when rain is forecast or if not actively being used within 14 days.
- Use (but don't overuse) reclaimed water for dust control.

Hazardous Materials

- Label all hazardous materials and hazardous wastes (such as pesticides, paints, thinners, solvents, fuel, oil, and antifreeze) in accordance with city, county, state and federal regulations.
- Store hazardous materials and wastes in water tight containers, store in appropriate secondary containment, and cover them at the end of every work day or during wet weather or when rain is forecast.
- Follow manufacturer's application instructions for hazardous materials and be careful not to use more than necessary. Do not apply chemicals outdoors when rain is forecast within 24 hours.
- Arrange for appropriate disposal of all hazardous wastes.

Waste Management

- Cover waste disposal containers securely with tarps at the end of every work day and during wet weather.
- Check waste disposal containers frequently for leaks and to make sure they are not overfilled. Never hose down a dumpster on the construction site.
- Clean or replace portable toilets, and inspect them frequently for leaks and spills.
- Dispose of all wastes and debris properly. Recycle materials and wastes that can be recycled (such as asphalt, concrete, aggregate base materials, wood, gyp board, pipe, etc.)
- Dispose of liquid residues from paints, thinners, solvents, glues, and cleaning fluids as hazardous waste.

Construction Entrances and Perimeter

- Establish and maintain effective perimeter controls and stabilize all construction entrances and exits to sufficiently control erosion and sediment discharges from site and tracking off site.
- Sweep or vacuum any street tracking immediately and secure sediment source to prevent further tracking. Never hose down streets to clean up tracking.

Equipment Management & Spill Control



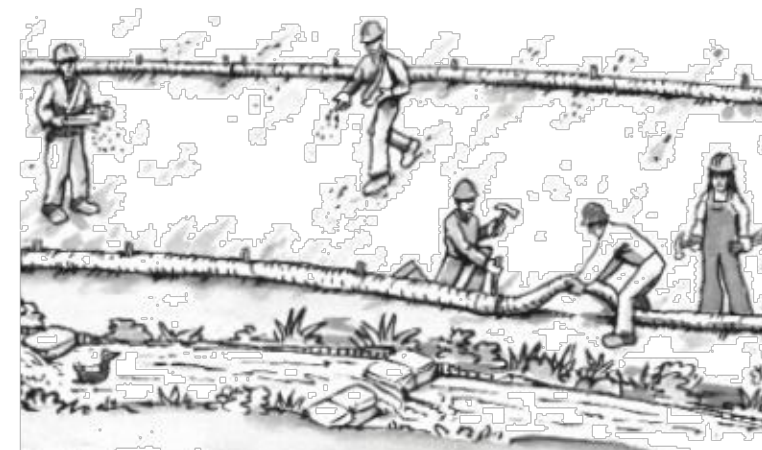
Maintenance and Parking

- Designate an area, fitted with appropriate BMPs, for vehicle and equipment parking and storage.
- Perform major maintenance, repair jobs, and vehicle and equipment washing off site.
- If refueling or vehicle maintenance must be done onsite, work in a bermed area away from storm drains and over a drip pan or drop cloths big enough to collect fluids. Recycle or dispose of fluids as hazardous waste.
- If vehicle or equipment cleaning must be done onsite, clean with water only in a bermed area that will not allow rinse water to run into gutters, streets, storm drains, or surface waters.
- Do not clean vehicle or equipment onsite using soaps, solvents, degreasers, or steam cleaning equipment.

Spill Prevention and Control

- Keep spill cleanup materials (e.g., rags, absorbents and cat litter) available at the construction site at all times.
- Inspect vehicles and equipment frequently for and repair leaks promptly. Use drip pans to catch leaks until repairs are made.
- Clean up spills or leaks immediately and dispose of cleanup materials properly.
- Do not hose down surfaces where fluids have spilled. Use dry cleanup methods (absorbent materials, cat litter, and/or rags).
- Sweep up spilled dry materials immediately. Do not try to wash them away with water, or bury them.
- Clean up spills on dirt areas by digging up and properly disposing of contaminated soil.
- Report significant spills immediately. You are required by law to report all significant releases of hazardous materials, including oil. To report a spill: 1) Dial 911 or your local emergency response number, 2) Call the Governor's Office of Emergency Services Warning Center, (800) 852-7550 (24 hours).

Earthmoving



- Schedule grading and excavation work during dry weather.
- Stabilize all denuded areas, install and maintain temporary erosion controls (such as erosion control fabric or bonded fiber matrix) until vegetation is established.
- Remove existing vegetation only when absolutely necessary, and seed or plant vegetation for erosion control on slopes or where construction is not immediately planned.
- Prevent sediment from migrating offsite and protect storm drain inlets, gutters, ditches, and drainage courses by installing and maintaining appropriate BMPs, such as fiber rolls, silt fences, sediment basins, gravel bags, berms, etc.
- Keep excavated soil on site and transfer it to dump trucks on site, not in the streets.

Contaminated Soils

- If any of the following conditions are observed, test for contamination and contact the Regional Water Quality Control Board:
 - Unusual soil conditions, discoloration, or odor.
 - Abandoned underground tanks.
 - Abandoned wells
 - Buried barrels, debris, or trash.

Paving/Asphalt Work



- Avoid paving and seal coating in wet weather or when rain is forecast, to prevent materials that have not cured from contacting stormwater runoff.
- Cover storm drain inlets and manholes when applying seal coat, tack coat, slurry seal, fog seal, etc.
- Collect and recycle or appropriately dispose of excess abrasive gravel or sand. Do NOT sweep or wash it into gutters.
- Do not use water to wash down fresh asphalt concrete pavement.

Sawcutting & Asphalt/Concrete Removal

- Protect nearby storm drain inlets when saw cutting. Use filter fabric, catch basin inlet filters, or gravel bags to keep slurry out of the storm drain system.
- Shovel, absorb, or vacuum saw-cut slurry and dispose of all waste as soon as you are finished in one location or at the end of each work day (whichever is sooner!).
- If sawcut slurry enters a catch basin, clean it up immediately.

Concrete, Grout & Mortar Application



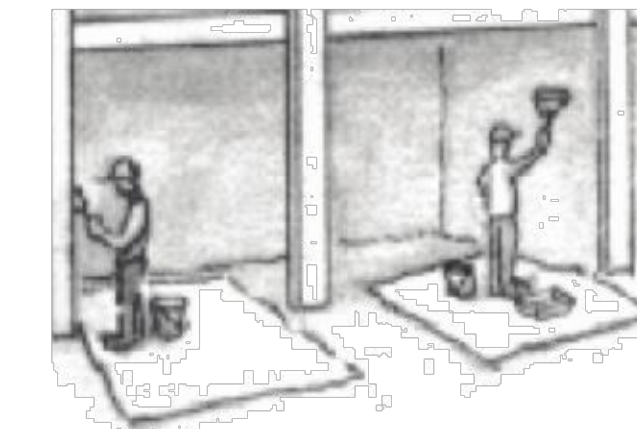
- Store concrete, grout, and mortar away from storm drains or waterways, and on pallets under cover to protect them from rain, runoff, and wind.
- Wash out concrete equipment/trucks offsite or in a designated washout area, where the water will flow into a temporary waste pit, and in a manner that will prevent leaching into the underlying soil or onto surrounding areas. Let concrete harden and dispose of as garbage.
- When washing exposed aggregate, prevent washwater from entering storm drains. Block any inlets and vacuum gutters, hose washwater onto dirt areas, or drain onto a bermed surface to be pumped and disposed of properly.

Landscaping



- Protect stockpiled landscaping materials from wind and rain by storing them under tarps all year-round.
- Stack bagged material on pallets and under cover.
- Discontinue application of any erodible landscape material within 2 days before a forecast rain event or during wet weather.

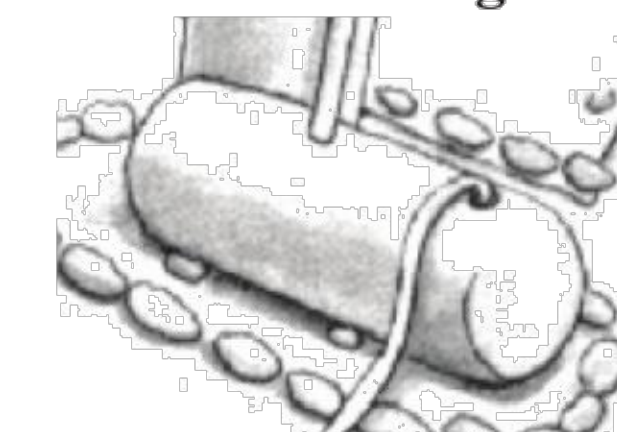
Painting & Paint Removal



Painting Cleanup and Removal

- Never clean brushes or rinse paint containers into a street, gutter, storm drain, or stream.
- For water-based paints, paint out brushes to the extent possible, and rinse into a drain that goes to the sanitary sewer. Never pour paint down a storm drain.
- For oil-based paints, paint out brushes to the extent possible and clean with thinner or solvent in a proper container. Filter and reuse thinners and solvents. Dispose of excess liquids as hazardous waste.
- Paint chips and dust from non-hazardous dry stripping and sand blasting may be swept up or collected in plastic drop cloths and disposed of as trash.
- Chemical paint stripping residue and chips and dust from marine paints or paints containing lead, mercury, or tributyltin must be disposed of as hazardous waste. Lead based paint removal requires a state-certified contractor.

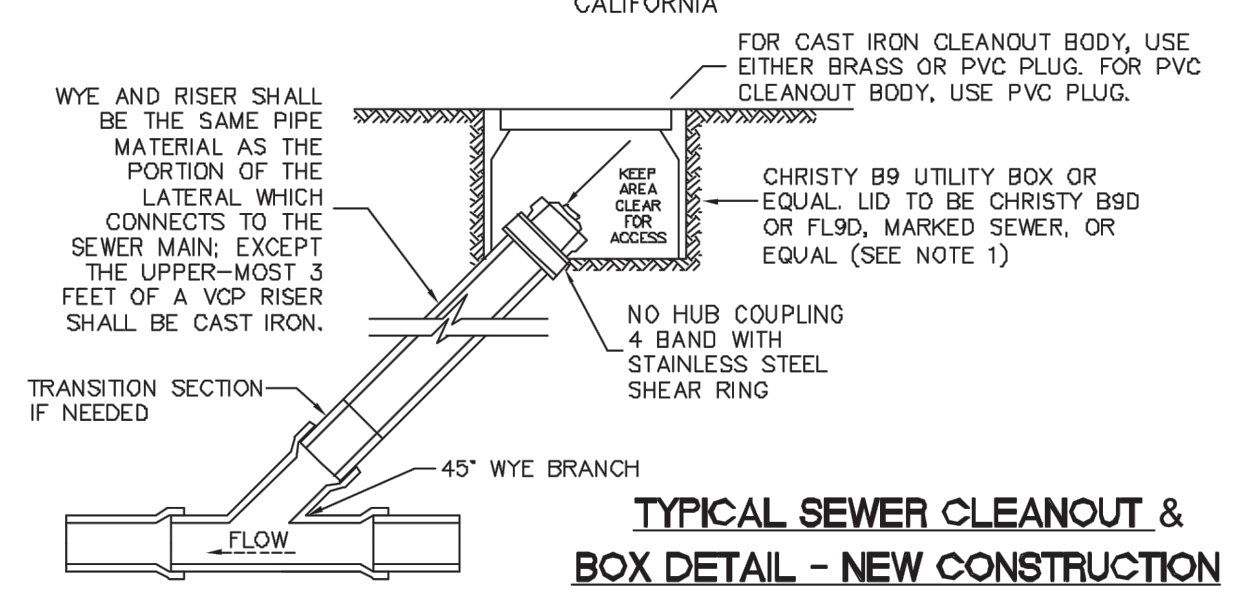
Dewatering



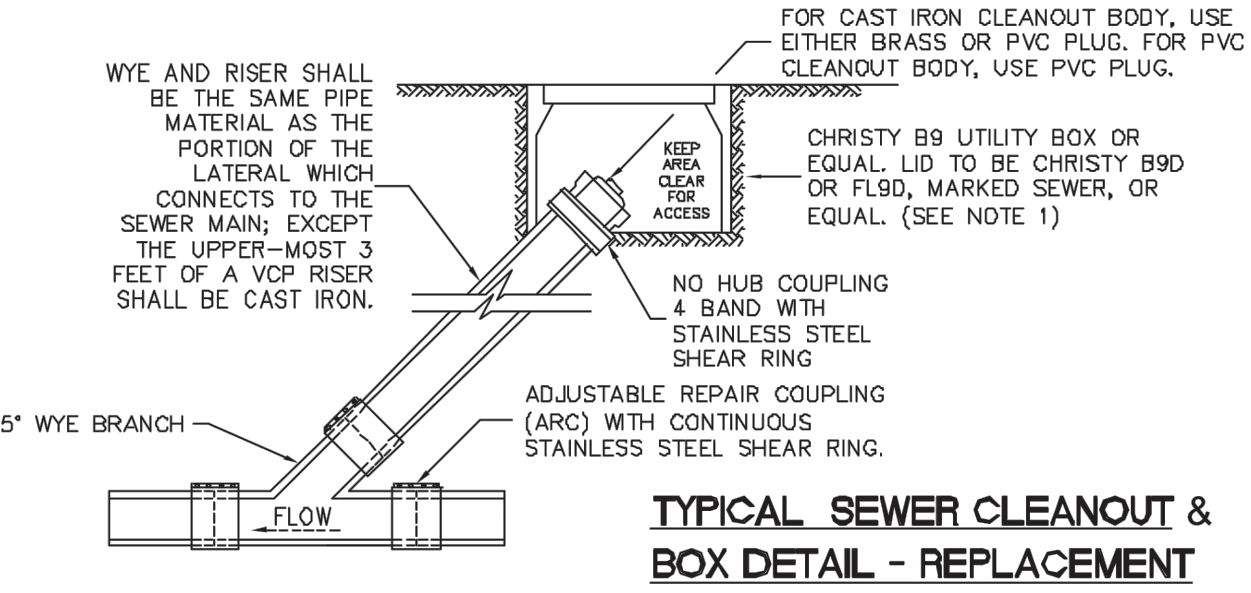
- Discharges of groundwater or captured runoff from dewatering operations must be properly managed and disposed. When possible send dewatering discharge to landscaped area or sanitary sewer. If discharging to the sanitary sewer call your local wastewater treatment plant.
- Divert run-on water from offsite away from all disturbed areas.
- When dewatering, notify and obtain approval from the local municipality before discharging water to a street gutter or storm drain. Filtration or diversion through a basin, tank, or sediment trap may be required.
- In areas of known or suspected contamination, call your local agency to determine whether the ground water must be tested. Pumped groundwater may need to be collected and hauled off-site for treatment and proper disposal.

Storm drain polluters may be liable for fines of up to \$10,000 per day!

SAN MATEO COUNTY DEPARTMENT OF PUBLIC WORKS
 DRAWN BY: N.M. SCALE: NONE
 CHECK BY: A.M.S. DATE: 8/06
 APPROVED BY: N.R.C. REVISED:



TYPICAL SEWER CLEANOUT & BOX DETAIL - NEW CONSTRUCTION

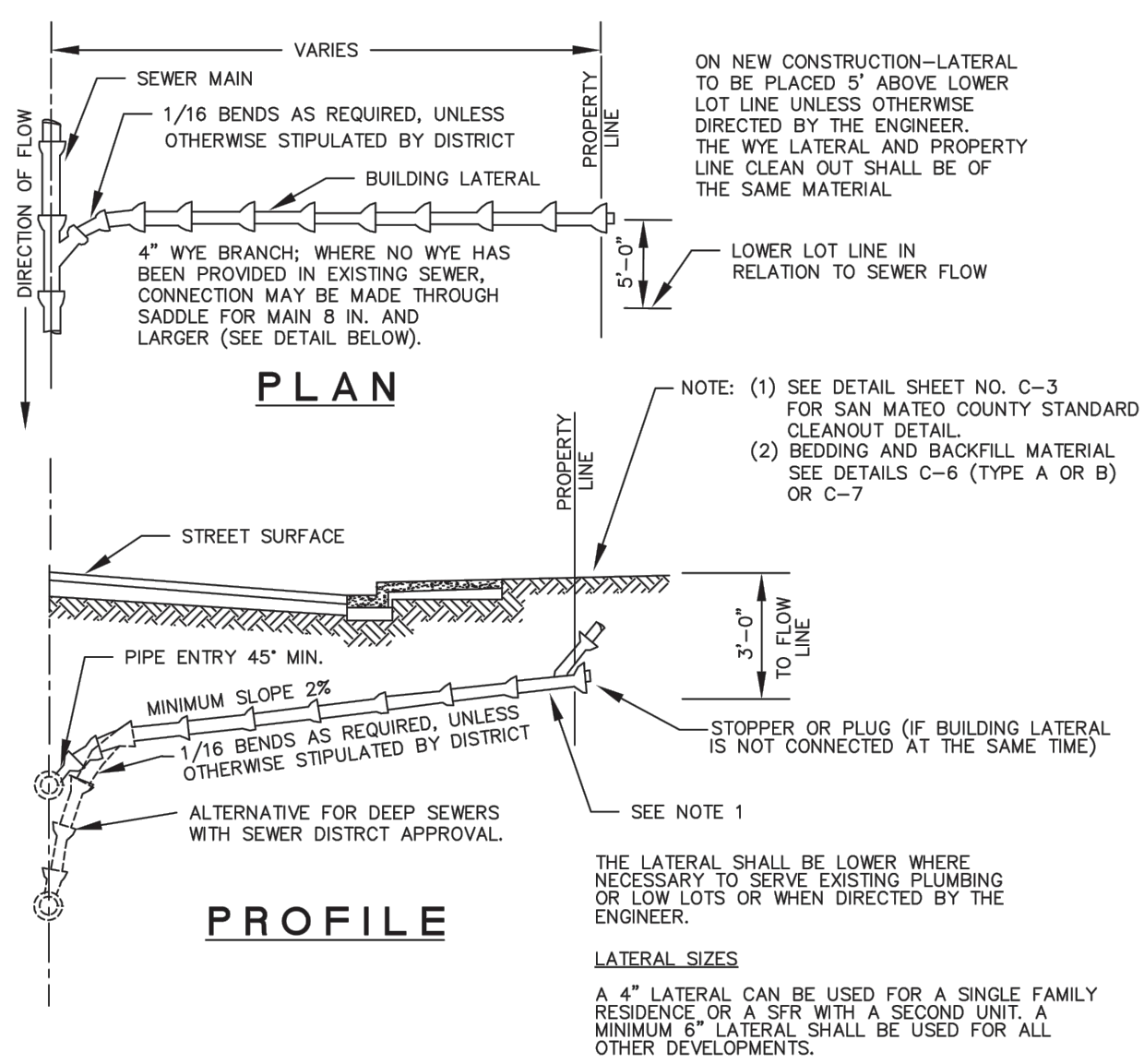


TYPICAL SEWER CLEANOUT & BOX DETAIL - REPLACEMENT

NOTES:
 1. WHEN BOX IS SUBJECT TO TRAFFIC LOADING, PROVIDE CAST IRON LID.
 2. BOX TO BE PLACED SUCH THAT CLEANOUT CAP CAN BE EASILY REMOVED. SEE ILLUSTRATION.
 3. PROPERTY OWNER IS RESPONSIBLE FOR MAINTAINING LATERAL FROM THE PROPERTY STRUCTURE TO DISTRICT MAIN. DISTRICT PROVIDES COURTESY SERVICE FROM DISTRICT STANDARD PROPERTY LINE CLEANOUT TO THE MAIN.
 4. SDR-26 WYE, RISER, CLEANOUT BODY AND CAP CAN BE USED ONLY WHEN LATERAL FROM PROPERTY LINE TO MAIN LINE IS REPLACED WITH SDR-26.
 5. WHEN ENTIRE LATERAL IS REPLACED, LATERAL FROM PROPERTY LINE CLEANOUT TO MAIN LINE SHALL HAVE A 14-1-UF GAUGE MINIMUM SINGLE CONDUCTOR TRACER WIRE TAPED TO THE ENTIRE LENGTH OF THE PIPE.
 CONSTRUCTION OF A STANDARD CLEANOUT REQUIRES MULTIPLE INSPECTIONS BY DISTRICT PERSONNEL:
 1. FIRST INSPECTION - TO INSPECT WYE AND RISER, WYE AND RISER MUST BE EXPOSED.
 2. SECOND INSPECTION - TO INSPECT PLACEMENT OF BOX, LID AND LOCATION OF CLEANOUT WITHIN BOX.

C-3

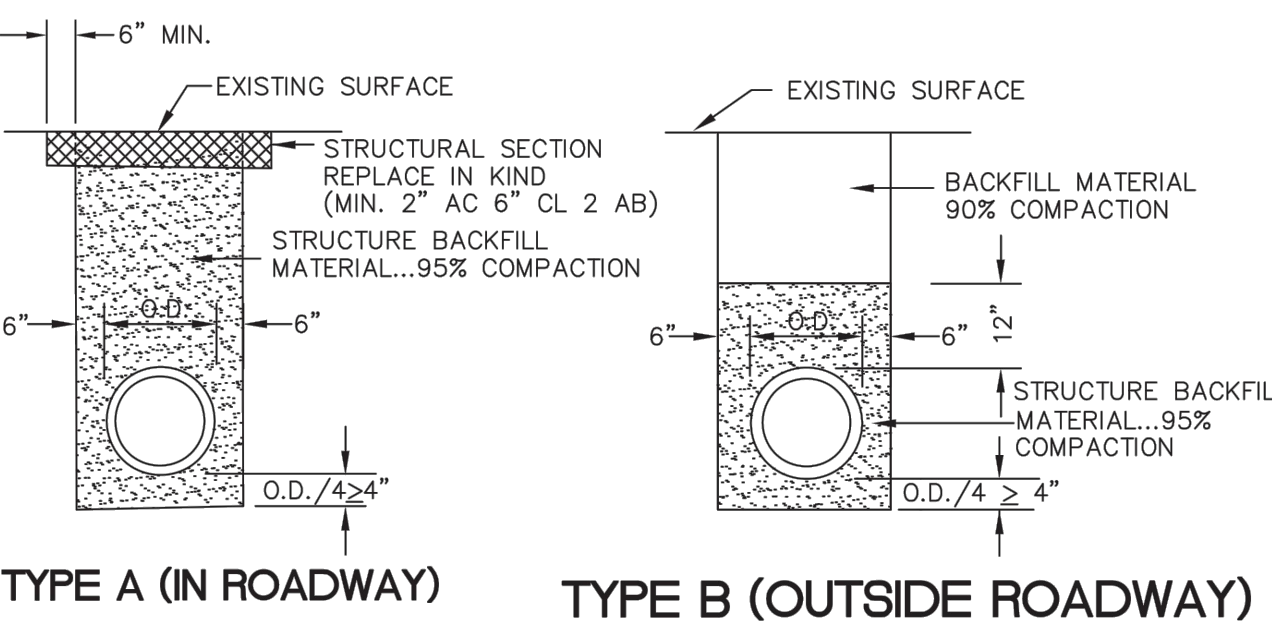
SAN MATEO COUNTY DEPARTMENT OF PUBLIC WORKS
 DRAWN BY: N.M.A. SCALE: NONE
 CHECK BY: R.O. DATE: 6/95
 APPROVED BY: N.R.C. REVISED:



SEWER LATERAL DETAIL

C-5

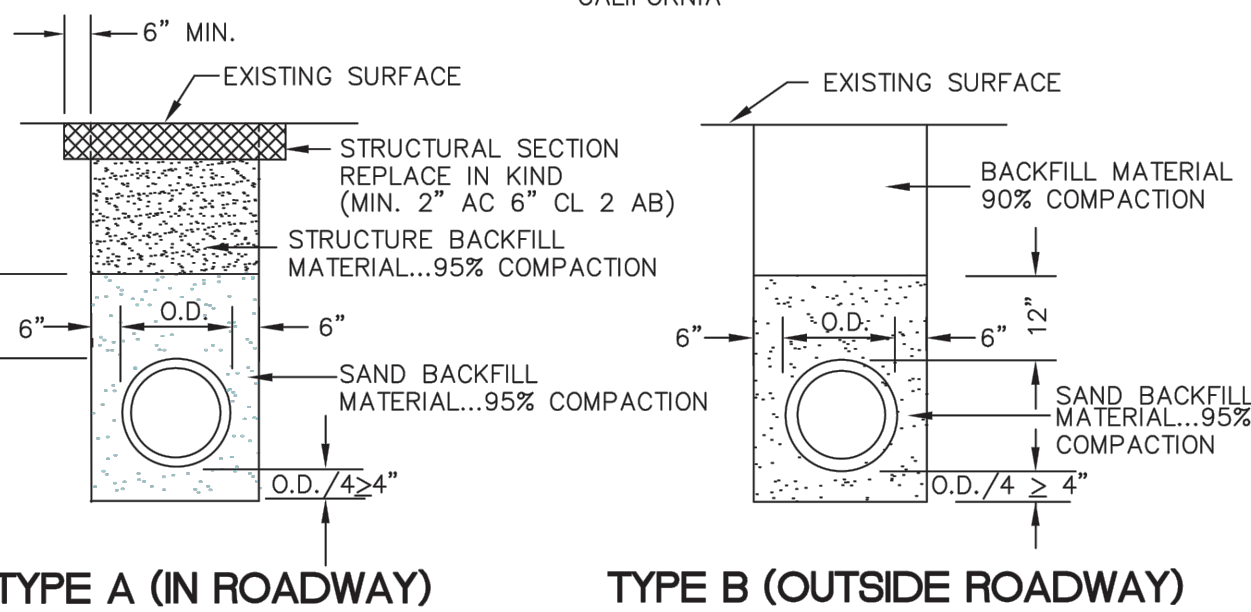
SAN MATEO COUNTY DEPARTMENT OF PUBLIC WORKS
 DRAWN BY: N.M.A. SCALE: NONE
 CHECK BY: R.O. DATE: 6/95
 APPROVED BY: N.R.C. REVISED:



STANDARD TRENCH BACKFILL AND BEDDING DETAIL FOR VITRIFIED CLAY AND DUCTILE IRON SEWER PIPE

C-6

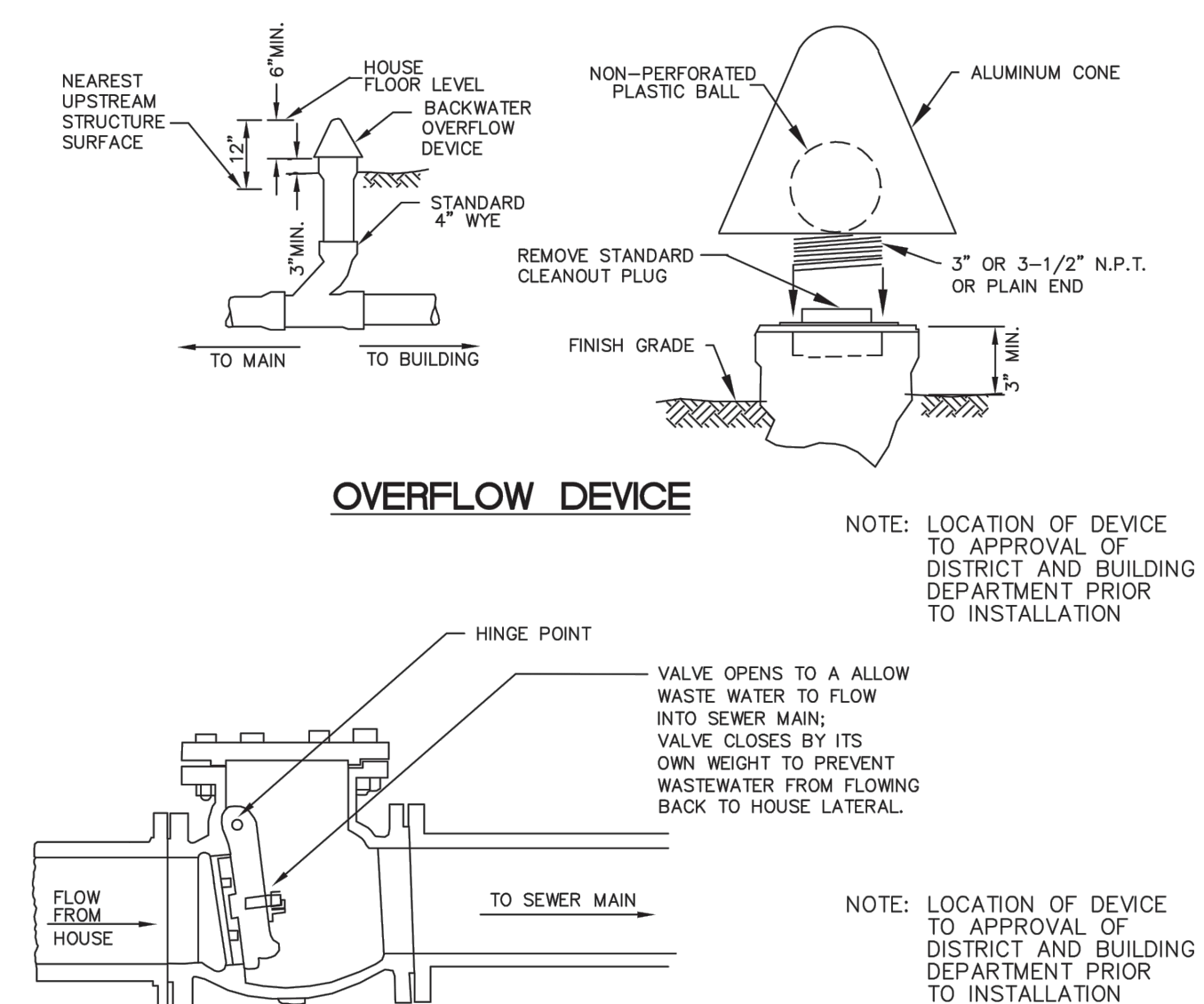
SAN MATEO COUNTY DEPARTMENT OF PUBLIC WORKS
 DRAWN BY: N.M.A. SCALE: NONE
 CHECK BY: R.O. DATE: 6/95
 APPROVED BY: N.R.C. REVISED:



STANDARD TRENCH BACKFILL AND BEDDING DETAIL FOR PVC SEWER PIPE

C-7

SAN MATEO COUNTY DEPARTMENT OF PUBLIC WORKS
 DRAWN BY: N.M.A. SCALE: NONE
 CHECK BY: R.O. DATE: 6/95
 APPROVED BY: N.R.C. REVISED:



OVERFLOW AND BACKFLOW DEVICE DETAIL

C-9

SAN MATEO COUNTY DEPARTMENT OF PUBLIC WORKS
 DRAWN BY: N.M.A. SCALE: NONE
 CHECK BY: R.O. DATE: 6/95
 APPROVED BY: N.R.C. REVISED:

SAN MATEO COUNTY SEWER AND SANITATION DISTRICTS STANDARD SPECIFICATIONS
 GENERAL NOTES

- ALL REFERENCES TO "DISTRICT" IN THESE GENERAL NOTES SHALL MEAN THE APPROPRIATE COUNTY SEWER OR SANITATION DISTRICT.
- THE APPROVAL OF THESE PLANS BY THE DISTRICT SHALL BE INTERPRETED TO MEAN THAT THE SANITARY SEWER DESIGN SHOWN ON THESE PLANS MEETS THE DISTRICT'S STANDARDS. THE DISTRICT'S APPROVAL IN NO WAY GUARANTEES ANY OTHER ASPECT OF THIS PLAN OR ITS ACCURACY RELATIVE TO ACTUAL FIELD CONDITIONS.
- THE CONTRACTOR SHALL CONTACT THE DISTRICT AT 363-4765 OR 363-4100 TWO (2) WORKING DAYS IN ADVANCE OF BEGINNING ANY SANITARY SEWER WORK. THE CONTRACTOR SHALL THEREAFTER KEEP THE INSPECTOR FOR THE DISTRICT INFORMED OF HIS SCHEDULE FOR SANITARY SEWER WORK.
- ALL SANITARY SEWER WORK CONSTRUCTED WITHOUT INSPECTION BY THE DISTRICT SHALL BE REMOVED AND RECONSTRUCTED WITH INSPECTION.
- THE CONTRACTOR SHALL CONTACT UNDERGROUND SERVICE ALERT FORTY-EIGHT (48) HOURS IN ADVANCE OF BEGINNING ANY WORK.
- THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF ALL UTILITIES BEFORE BEGINNING ANY EXCAVATING.
- THE CONTRACTOR SHALL OBTAIN ANY AND ALL PERMITS REQUIRED BY THE COUNTY OR CITY BEFORE BEGINNING ANY SANITARY SEWER WORK.
- UPON THE COMPLETION OF CONSTRUCTION A COMPLETE SET OF REPRODUCIBLE "AS-CONSTRUCTED" PLANS SHALL BE PROVIDED TO THE DISTRICT.
- SANITARY SEWER SERVICE SHALL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR SHALL USE WHATEVER MEANS ARE NECESSARY (E.G. PUMPS, ETC.) TO MAINTAIN THIS SERVICE DURING CONSTRUCTION.
- PRIOR TO COMMENCING ANY SANITARY SEWER WORK IN OFF-SITE EASEMENTS THE CONTRACTOR SHALL PROVIDE THE DISTRICT WITH ADEQUATE EVIDENCE THAT ALL AFFECTED PROPERTY OWNERS (AND TENANTS WHERE APPLICABLE) WERE NOTIFIED WELL IN ADVANCE OF THE DATE WORK IN THESE EASEMENTS WAS TO BEGIN AND THAT THEY HAVE UPDATED THAT NOTICE IN A TIMELY MANNER WHEN THOSE DATES HAVE CHANGED.

C-13

Revisions:



Saeid Razaavi

Date: 3/9/2022

Scale: NTS

PREPARED BY: S.R.

CHECKED BY: S.R.

Job #: 220170

Sheet:



COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT

ATTACHMENT C



Civil and Transportation Engineering

2875 EL CAMINO REAL REDWOOD CITY UNINCORPORATED SAN MATEO COUNTY

TRAFFIC IMPACT ANALYSIS ASSESSMENT

FEBRUARY 14, 2022

ASSESSMENT PURPOSE

The purpose of this assessment is to determine whether or not the proposed development to be located at 2875 El Camino Real in unincorporated San Mateo County meets the requirements for a traffic impact study and/or a vehicle miles traveled (VMT) assessment as required under the California Environmental Quality Act (CEQA).

PROJECT DESCRIPTION

The project consists of a single building on an 11,900 square foot lot. The building is to be four stories tall with the top floor containing four residential units. The lower three floors will house research laboratories. There will be a subterranean garage for parking 25 vehicles. There will be 25 bicycle parking spaces, 19 for private use and six for public use. The total floor area is 23,394 sq. ft. with a floor area ratio of 1.97.

TRAFFIC IMPACT STUDY

The County's Traffic Impact Study Requirements, dated 9/1/2013 state that a TIS is required if the project generates more than 500 vehicle trip ends per day or more than 100 vehicle trip ends during the peak hour. A vehicle trip generation analysis was done using the data in the Institute of Transportation Engineers publication, *Trip Generation*, 11th Edition, © 2021. The project will generate an estimated 42 vehicle trip ends during the peak hours of an average weekday and 218 total vehicle trip ends on an average weekday. That analysis is attached to this assessment.

On the basis of the trip generation analysis the project does not meet the requirements for a full TIS.

CEQA-VMT ANALYSIS

The Governor’s Office of Planning and Research (OPR) has established criteria for determining whether a project meets the requirement for a VMT analysis or not. There are five criteria for exemption:

1. Transit Priority Area
2. Affordable Housing
3. Small Projects
4. Existing Low VMT Area
5. Local and Regional Serving Retail

For the Transit Priority Area there are five thresholds to be considered:

½ mile from a high quality transit stop/rail station	The project is located within 600 feet of bus stops on El Camino Real for the SamTrans ECR Route which connects the Daly City BART station to the Palo Alto Caltrain Station. Service headways during the peak times of the day are 15 minutes.
Floor Area Ratio >0.75	FAR=1.97
Does not replace affordable residential units	The four residential units are new.
Does not provide more parking than required	25 parking spaces required, 25 provided
Consistent with Sustainable Communities Strategy	One of the elements of SCS is infill. This project is an infill project.

This project meets the requirements for exemption under the CEQA-VMT for being in a Transit Priority Area.

CONCLUSIONS AND RECOMMENDATIONS

The above described assessments show that the proposed project does not require a TIS or VMT traffic impact analysis.

Richard K. Hopper

Richard K. Hopper, PE

Principal

**2875 El Camino Real
Redwood City
Vehicle Trip Generation
1/27/22**


LAND USE	LU CODE	SIZE	UNITS	TRIP GENERATION RATE*						TRIP GENERATION VOLUME																																			
				A.M. PEAK HOUR			P.M. PEAK HOUR			A.M. PEAK HOUR			P.M. PEAK HOUR																																
				IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	AWDT																													
Multifamily Housing (Low Rise)	220	4	DU	0.10	0.30	0.40	0.32	0.19	0.51	6.74	0	1	2	1	1	2	27																												
Research & Development	760	17.276	KSF	1.89	0.42	2.31	0.37	1.93	2.29	11.08	33	7	40	6	33	40	191																												
				Total:																																									
				33						8						42						8						34						42						218					

* Source: ITE Trip Generation, 11th Edition, © 2021



COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT

ATTACHMENT D



2875 El Camino Real Project
Environmental Checklist,
County of San Mateo, California
PLN2022-00113

APRIL 2023

PREPARED FOR
County of San Mateo

PREPARED BY
SWCA Environmental Consultants

**2875 EL CAMINO REAL PROJECT ENVIRONMENTAL
CHECKLIST**

CASE NO: PLN2002-0013

COUNTY OF SAN MATEO, CALIFORNIA

Prepared for

Joma Studio Architects
200 Industrial Road, Suite 150
San Carlos, CA 94070
Attn: Anthony Joma

On behalf of

County of San Mateo
Planning & Building
455 County Center 2nd Floor,
Redwood City, CA 94063
Attn: Kanoa Kelley

Prepared by

SWCA Environmental Consultants
95 Third Street, Floor 2
San Francisco, California 94103
(415) 536-2883
www.swca.com

April 2023

1 INTRODUCTION

Project Title: 2875 El Camino Real Project

County File Number(s): PLN2022-00113

Lead Agency Name and Address: County of San Mateo, 455 County Center, 2nd Floor Redwood City CA 94063

Contact Person and Phone Number: Kanoa Kelley, Planner II, 628-222-3161

Project Location: 2875 El Camino Real, North Fair Oaks, San Mateo County

Assessor's Parcel Number: 054-284-200 and 054-284-210

Size of Parcel: 11,900 square feet (0.273 acres)

Existing Zoning: Commercial Mixed-Use-1 District (CMU-1), North Fair Oaks

General Plan Designation: Medium High Density, Commercial Mixed-Use

Project Sponsor's Name and Address: Joma Studio Architects, 200 Industrial Road, Suite 150, San Carlos, CA 94070

Owners: Mostafa Ronaghi, 95 Stern Lane, Atherton, California, 94062

Parcel Information:

Assessor Parcel Number	Address	Parcel Size	General Plan Designation	North Fair Oaks Community Plan	Existing Zoning	Existing Land Use
054-284-200	2875 El Camino Real	11,900 square feet (0.273 acres)	Medium High Density, Commercial Mixed-Use	Commercial Mixed-Use-1 District, North Fair Oaks	CMU-1	Vacant
054-284-210	n/a	n/a	Medium High Density, Commercial Mixed-Use	Commercial Mixed-Use-1 District, North Fair Oaks	CMU-1	Vacant

2 PROJECT DESCRIPTION

2.1 Project Location

The Project would construct a new, four-story, mixed-use building located at 2875 El Camino Real (Assessor Parcel Numbers 054-284-200 and 052-264-210), in the unincorporated North Fire Oaks area of San Mateo County, California. The project site is 11,900 square feet (0.273 acre), relatively flat, and contains one existing building and a parking lot. The Project site is surrounded by commercial and industrial uses and borders El Camino Real. No natural habitat or water features exist on the site.

The Project site is zoned Commercial Mixed-Use-1 District, North Fair Oaks, (CMU-1 Zoning District) and the General Plan Land Use Designations are Medium High Density (8.8–17.4 dwelling units/net acre) and Commercial Mixed-Use.

2.2 Project Description

The Project would demolish an existing approximately 5,300 square foot building. The existing building is vacant but formerly contained a veterinary clinic.

The proposed building would include 19,026 square feet of research laboratory and office uses on the first, second, and third floors, and 4,369 square feet of residential use on the fourth floor. A total of four residential units are anticipated. A rooftop garden terrace would be accessible to residents and employees. In addition, the roof would contain solar photovoltaic panels and power cells as well as mechanical units. The building height would be approximately 53 feet for the primary structure, and up to 60 feet for architectural elements.

There would be a one-level subterranean garage with parking for 25 vehicles, including three electric vehicle spaces, and 25 bicycle parking spaces. The garage would include six double-stack mechanical lift stalls. Of the bicycle spaces, 19 would be reserved for private use and six for public use. The project would also include a total of 1,554 square feet of landscaping. No trees are proposed for removal. Construction would export approximately 5,300 cubic yards of cut.

The total floor area is 23,394 square feet with a floor area ratio (FAR) of 1.97.

3 ENVIRONMENTAL CHECKLIST FOR SUPPLEMENTAL ENVIRONMENTALREVIEW

3.1 Explanation Of Checklist Evaluation Categories

This California Environmental Quality Act (CEQA) analysis evaluates the potential environmental effects of the Project. Specifically, this analysis uses CEQA streamlining and/or tiering provisions under CEQA Guidelines Sections 15162 and 15183 to tier from the program-level analysis completed by San Mateo County for the North Fair Oaks Community Plan Update (NFO Plan), the environmental impact report (EIR) for which the County certified in 2011. That 2011 NFO Plan EIR analyzed environmental impacts associated with adoption and implementation of the Community Plan, including new growth and development contemplated pursuant to that Community Plan. As specific development projects are proposed, such as the Project, they are evaluated to determine whether the entitlements/actions proposed fall within the scope of the NFO Plan EIR and incorporate all applicable performance standards and

mitigation measures identified therein to avoid or reduce potential impacts. When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, that subsequent development is not consistent with the NFO Plan.

The Project site is located within the boundaries of the NFO Plan area, is labeled as an “Commercial Corridor” and “Opportunity Zone,” and was included in the analysis in the NFO Plan EIR (see NFO EIR, p. 3-7; Table 3.3). In addition to other development capacity and uses, the NFO Plan EIR analyzed development of 210,000 additional square feet of industrial (research and development [R&D] and general) uses within the five Opportunity Zones identified in the NFO Plan, including the entirety of the Project site. The Project would represent approximately 9% of the additional industrial capacity analyzed in the NFO Plan EIR. Therefore, pursuant to Sections 15162 and 15183 analysis of the Project is tiered from the NFO Plan EIR and shall evaluate whether the entitlements/actions fall within the scope of the NFO Plan EIR.

Consistent with Sections 15162 and 15183, the purpose of the checklist provided in this CEQA analysis is to evaluate the environmental categories in terms of any “changed condition” (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in environmental impact significance conclusions different from those found in the NFO Plan EIR or any new impacts not addressed in that EIR. The row titles of the checklist include the full range of environmental topics, as presented in Appendix G of the State CEQA Guidelines. The column titles of the checklist have been modified from the Appendix G presentation to help answer the questions to be addressed pursuant to State CEQA Guidelines Section 15162. A “no” answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact because it was analyzed and addressed with mitigation measures in the EIR. For instance, the environmental categories might be answered with a “no” in the checklist because the impacts associated with the project were adequately addressed in the EIR, and the environmental impact significance conclusions of the EIR remain applicable. The purpose of each column of the checklist is described below.

“Where Impact was Analyzed”

This column provides a cross-reference to the pages of the NFO Plan EIR where information and analysis may be found relative to the environmental issue listed under each topic.

“Do Proposed Changes Involve New Significant Impacts?”

This column indicates the significance of the environmental impacts of the project-specific features not considered in the NFO Plan and its EIR (i.e., off-site intersection improvement).

“Any New Circumstances Involving New or Substantially More Severe Significant Impacts?”

Pursuant to CEQA Guidelines Section 15162(a)(2), this column indicates whether there have been changes to the project site or the vicinity (circumstances under which the project is undertaken) that have occurred subsequent to the prior environmental documents, which would result in the current project having new significant environmental impacts that were not considered in the prior environmental documents or having substantial increases in the severity of previously identified significant impacts.

“Any New Information Requiring New Analysis or Verification?”

Pursuant to Section 15162(a)(3)(A-D) of the CEQA Guidelines, this column indicates whether new information of substantial importance which was not known and could not have been

known with the exercise of reasonable diligence at the time the EIR was certified as complete is available, requiring an update to the analysis of the EIR to verify that the environmental conclusions and mitigation measures remain valid. If the new information shows that: (A) the project will have one or more significant effects not discussed in the prior environmental documents; (B) that significant effects previously examined will be substantially more severe than shown in the prior environmental documents; (C) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the Mitigation Measure or alternative; or (D) that mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental documents would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the Mitigation Measure or alternative, the question would be answered “yes” requiring the preparation of a subsequent EIR or supplement to the EIR. However, if the additional analysis completed as part of this Environmental Checklist Review finds that the conclusions of the prior environmental documents remain the same and no new significant impacts are identified, or identified significant environmental impacts are not found to be substantially more severe, the question would be answered “no” and no additional EIR documentation (supplement to the EIR or subsequent EIR) would be required. Any Project-specific studies or reports are listed in this column.

Notably, where the only basis for preparing a subsequent EIR or a supplement to an EIR is a new significant impact or a substantial increase in the severity of a previously identified impact, the need for the new EIR can be avoided if the project applicant agrees to one or more mitigation measures that can reduce the significant effect(s) at issue to less than significant levels. (See *River Valley Preservation Project v. Metropolitan Transit Development Board* [1995] 37 Cal.App.4th 154, 168)

“Do Prior Environmental Documents Mitigations Address/Resolve Impacts?”

This column indicates whether the prior environmental documents and adopted CEQA Findings provide mitigation measures to address effects in the related impact category. In some cases, the mitigation measures have already been implemented. A “yes” response will be provided in either instance. If “NA” is indicated, this Environmental Checklist Review concludes that there was no impact, or the impact was less than significant and, therefore, no mitigation measures are needed.

Based on the information and conclusions set forth in this document, this CEQA analysis concludes with findings of consistency with Section 15183 as a project consistent with an existing community plan for which an EIR was prepared.

This CEQA analysis demonstrates that the environmental analysis provided in the NFO Plan EIR previously analyzed the potential environmental effects associated with this Project and none of the criteria requirement preparation of subsequent or supplemental environmental review under CEQA Guidelines Section 15162 or 15163 are present.

No addition environmental documentation or analysis is required.

3.2 Discussion And Mitigation Sections

Discussion

A discussion of the elements of the checklist is provided under each environmental category to clarify the answers. The discussion provides information about the particular environmental issue, how the project relates to the issue, and the status of any mitigation that may be required or that has already been implemented.

Mitigation Measures

Applicable mitigation measures from the prior environmental review that would apply to the project are noted.

Conclusions

A discussion of the conclusion relating to the need for additional environmental documentation is contained in each section.

4 ENVIRONMENTAL CHECKLIST

4.1 AESTHETICS

Environmental Issue Area	Where Impact Was Analyzed in the NFO Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
1. Aesthetics. Would the project:				
a. Have a significant adverse effect on a scenic vista?	NFO Plan EIR, p. 4-15.	No	No	Not applicable (N/A)
b. Substantially damage or destroy scenic resources, including trees, rock outcroppings, and historic buildings within a state scenic highway?	Scoped out at Notice of Preparation stage.	No	No	N/A
c. Conflict with applicable zoning and other regulations governing scenic quality?	NFO Plan EIR, pp. 4-14 to 15.	No	No	N/A
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	NFO Plan EIR, p. 4-16.	No	No	N/A
e. Cast shadow that substantially impairs the beneficial use, important values, or livability of any shadow-sensitive use, including public parks, plazas or open space areas, or shadow-sensitive portions of residential parcels?	NFO Plan EIR, p. 4-16.	No	No	N/A

4.1.1 Discussion

a) Have a significant adverse effect on a scenic vista?

The NFO Plan EIR evaluated whether the implementation of the Plan would result in impacts to scenic vistas (EIR, p. 4-15). The analysis notes that there are no officially designated scenic vistas within North Fair Oaks, and thus no scenic vistas or view corridors would be substantially obstructed or degraded by future development in accordance with the updated NFO Plan.

The Project site is currently developed with a vacant single-story building. The permitted building height within the NFO Plan and applicable CMU-1 Zoning District for the Commercial Mixed-Use area along El Camino Real is 60 feet or five stories for commercial, institutional, and mixed-use buildings. The Project building height would be approximately 53 feet for the primary structure, and up to 60 feet for architectural elements, and so would be consistent with the NFO Plan and applicable zoning. The change would not substantially obstruct or degrade scenic vistas due to the elevation of the NFO Plan area relative to vantage points in the hills to the west and the expansiveness of the views from these vantage points. The NFO Plan EIR concludes that the impacts of the NFO Plan on scenic vistas would be less than significant.

b) Substantially damage or destroy scenic resources, including trees, rock outcroppings, and historic buildings within a state scenic highway?

Impacts to scenic resources were scoped out of the NFO Plan EIR at the Notice of Preparation stage. The Project would redevelop an already developed site that contains no scenic resources. As such, the development of the Project would not damage or destroy any scenic resource or remove trees. Impacts of the NFO Plan on scenic vistas would be less than significant.

c) Conflict with applicable zoning and other regulations governing scenic quality?

The NFO Plan EIR evaluated whether the implementation of the NFO Plan would result in impacts on visual character and quality (EIR, p. 4-14 to 15). The analysis notes that the updated NFO Plan would promote a more appealing and coherent visual character in the Plan area. Policies under the Plan would enhance the visual character and quality of the community (e.g., “complete streets” standards, street design guidelines, expansion of street canopy). Intensification and redevelopment of underutilized properties would result in a more unified and coherent development character, thereby improving the quality of both internal and external views of the Plan area. Proposed building heights, design regulations and guidelines, and streetscape improvements would ultimately improve the visual quality and character of the Plan area. Under the NFO Plan, building height and setback guidelines would orient higher intensities toward non-residential corridors and away from public spaces and existing smaller scale residential development. Thus, the Plan would harmonize large scale buildings along mixed-use corridors with existing smaller scale buildings along adjoining local streets by stepping down building heights or providing setbacks. The NFO Plan EIR concludes that the impacts of the NFO Plan on visual character and quality would be less than significant.

At four stories along El Camino Real, a Regional Connector, the Project is consistent with the height and other development regulations on sites identified for Medium High Density and Commercial Mixed-Use in the NFO Plan. The Project also would implement a landscape plan that extends the street canopy, includes landscaped areas, and has rooftop garden terrace above the fourth floor. The Project would be consistent with the NFO Plan complete street and street design guidelines.

d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

The NFO Plan EIR evaluated whether the implementation of the Plan would result in impacts on light, glare, and sky glow impacts (EIR, p. 4-16). The analysis notes that future development under the Plan area would result in additional lighting and increased light emanating from the development area. However, new development will be subject to lighting standards set forth in the Plan and required to meet lighting power allowances for the applicable zone for newly installed outdoor lighting equipment under Title 24 of the California Building Code. Compliance with these standards and allowances is expected to adequately control unnecessary brightness of lighting, debilitating glare, and sky glow. Due to compliance with these regulations, the NFO Plan EIR concludes that the potential for light and glare impacts resulting from the NFO Plan would be less than significant.

The Project would be consistent with the applicable Title 24 and NFO Plan standards. Pursuant to Section 6567.6 (Performance Standards) of the CMU-1 Zoning District Regulations, the Project would also have dark-sky compliant exterior and interior lighting designed and located so that direct rays and glare are confined to the premises, with the exception of lighting that may light walkways and the public sidewalk.

e) Cast shadow that substantially impairs the beneficial use, important values, or livability of any shadow-sensitive use, including public parks, plazas or open space areas, or shadow-sensitive portions of residential parcels?

The NFO Plan EIR evaluated whether the implementation of the Plan would result in shade and shadow impacts (EIR, p. 4- 16). The analysis notes that the NFO Plan permits increased heights by up to six stories in the highest intensity areas near the potential transit station if it is developed, which would result in an increase in shadows cast by development. The Plan’s design guidelines encourage building massing with greater intensities on major streets and lower intensities adjacent to existing residential development. Resulting shadows would not be expected to impair the livability and beneficial uses of light-sensitive uses and spaces. The NFO Plan EIR concludes that the Plan’s impacts associated with shade and shadow are less than significant.

At four stories along El Camino Real, a Regional Connector, the Project is consistent with the NFO height and other development regulations and will not create any new unforeseen shadow impacts requiring additional mitigation measures.

4.1.2 Cumulative Discussion

The NFO Plan EIR analyzes the Plan's cumulative aesthetic impacts (EIR, pp. 4-16 to 17). The policies of the updated Plan and other existing plans, regulations and guidelines would adequately address localized visual quality and compatibility. The NFO Plan EIR concludes that the Plan would be expected to result in beneficial impacts or less than significant impacts with respect to visual character and quality, scenic vistas, and light, glare and sky glow, and shade and shadow, and that implementation of the NFO Plan would not result in any impacts that when combined with other existing and planned projects would be considered cumulatively considerable. Cumulative aesthetics impacts would be less than significant.

The Project would comply with NFO Plan policies and other existing plans, regulations, and guidelines.

4.1.3 Mitigation Measures

No significant aesthetic impacts were identified in the NFO Plan EIR, and therefore no mitigation measures were required.

4.1.4 Conclusion

The conclusions of the NFO Plan EIR relating to aesthetics remain valid. The Project is consistent with the NFO Plan EIR. There is no evidence of substantial changes to the circumstances under which the NFO Plan EIR aesthetic impacts were analyzed. There is also no evidence of new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the NFO Plan EIR was certified, that would show a new or more severe significant aesthetic impact resulting from the Project. Furthermore, the Project was designed to be in general compliance with the development, design, and performance standards of the CMU-1 Zoning District (for lighting and glare) to the extent feasible. Therefore, no additional analysis under CEQA is required for the Project.

4.2 AGRICULTURE AND FOREST RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the NFO Plan EIR	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
<p>2. Agriculture and Forestry Resources. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forestland, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.</p> <p>Would the project:</p>				
a. Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	Scoped out at Notice of Preparation stage. Resources do not exist in NFO Area	No	No	Not applicable (N/A)
b. Conflict with existing zoning for agricultural use, an existing Open Space Easement, or a Williamson Act contract?	Scoped out at Notice of Preparation stage. No agricultural zoning or Williamson Act contracted lands exist in the NFO Area.	No	No	NA
c. Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)) timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? Note to reader: This question seeks to address the economic impact of converting forestland to a non-timber-harvesting use.	Scoped out at Notice of Preparation stage. Resources do not exist in NFO area.	No	No	NA
d. Result in the loss of forest land or conversion of forest land to non-forest use?	Scoped out at Notice of Preparation stage. Resources do not exist in NFO area.	No	No	NA
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?	Scoped out at Notice of Preparation stage. Resources do not exist in NFO area.	No	No	NA

4.2.1 Discussion and Conclusion

- **Agriculture and forestry impacts were scoped out of the NFO Plan EIR at the Notice of Preparation stage as these resources do not exist in the NFO area. The Project site is zoned CMU-1 Zoning District and does not contain or have any potential impacts on any forest or agricultural resources.**

4.3 AIR QUALITY

Environmental Issue Area	Where Impact Was Analyzed in the NFO Plan EIR	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do the Prior Environmental Documents Mitigations Address/Resolve Impacts?
3. Air Quality. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	NFO Plan EIR, pp. 5-21 to 22.	No	No	Not applicable (N/A)
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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	NFO Plan EIR pp. 5-22 to 23.	No	No	Yes
c. Expose sensitive receptors to significant pollutant concentrations, as defined by the Bay Area Air Quality Management District?	NFO Plan EIR, pp. 5-18 to 21, 5-23 to 28.	No	No	Yes
d. Result in other emissions (such as those leading to odors) affecting a significant number of people?	NFO Plan EIR, p. 5-29.	No	No	N/A

4.3.1 Discussion

a) Conflict with or obstruct implementation of the applicable air quality plan?

The NFO Plan EIR evaluated whether the implementation of the Plan would be consistent with the Bay Area 2010 Clean Air Plan (EIR, p. 5-21 to 22). The analysis notes that according to the Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines, in order to meet the threshold of significance for operational-related criteria air pollutant and precursor emissions impacts for plans, a proposed plan must: 1) be consistent with current air quality plan control measures; and 2) result in a projected rate of increase in vehicle use less than or equal to its projected rate of increase in population.

The Bay Area 2017 Clean Air Plan updated the Bay Area 2005 Ozone Strategy, which included several transportation control measures that require local participation. A number of NFO Plan Land Use goals would assist in implementing the Clean Air Plan transportation control measures. The EIR lists these goals:

- *Goal 2.1: Encourage mixed-use development along major commercial corridors and within industrial areas to support a vibrant, urban community that integrates a range of amenities in close proximity to surrounding residential neighborhoods.*

- *Goal 2.2: Promote revitalization through redevelopment of underutilized and vacant land in North Fair Oaks to serve local and regional needs, and to support community and economic development.*
- *Goal 2.3: Amend and streamline land use categories to strengthen neighborhood and community character and to incentivize needed and appropriate development.*
- *Goal 2.4: Encourage transit-oriented development around a future multi-modal transit center.*

According to the NFO Plan EIR, existing land uses within the NFO Plan area generate an estimated 51,020 daily vehicle trips. Land uses at buildout of the NFO Plan in 2035 would generate an estimated 81,248 daily vehicle trips, which would represent a 59% increase in vehicle use. New research and development uses at full buildout would generate 1,933 daily vehicle trips, an increase of 1.4%. The 2010 population within the NFO Plan area was estimated at 15,477 persons. The development of an additional 210,000 square feet of industrial uses under the NFO Plan would result in a projected increase in population of 420 persons, an increase of 2.7%. In total, the projected increase in vehicle use under the NFO Plan would be less than the projected increase in population (and new industrial/R&D uses would constitute only a small portion of these increases). As such, buildout under the NFO Plan would be consistent with the Clean Air Plan and the EIR concludes that the regional criteria pollutant and precursor impacts of the Plan would be less than significant.

The Project was analyzed within the NFO Plan EIR the is consistent with the development assumptions of the NFO Plan EIR. The Project site's designations under the NFO Plan permits a total floor area of 23,800 square feet; the Project proposes approximately 23,400 square feet. The NFO Plan EIR projects the Plan will result in an additional 30,200 daily vehicle trips, 2,060 morning peak hour trips, and 2,870 evening peak hour vehicle trips. The Project would generate an estimated 42 vehicle trip ends during the peak hours of an average weekday and 218 total vehicle trip ends on an average weekday (RKH Civil and Transportation Engineering 2022). The Project trip estimates are well within that assumed in the NFO Plan EIR. Therefore, consistent with the conclusions in the NFO Plan EIR, this impact would be less than significant.

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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

The NFO Plan EIR evaluated whether the implementation of the Plan would result in short-term construction emissions (EIR, p. 5-18 to 21). The analysis notes that demolition or construction activities facilitated by the NFO Plan may generate temporary emissions of reactive organic gas, nitrogen oxide (NO_x) and particulate matter with particles that have aerodynamic diameters less than or equal to 10 microns (PM₁₀) that exceed BAAQMD thresholds of significance that apply to exhaust and evaporative emissions from construction activities. In addition, related construction dust could cause localized health and nuisance impacts on adjacent residential sensitive receptors. These possible effects represent a potentially significant impact.

State law requires retrofitting or replacement of construction equipment and large trucks, which will decrease future NO_x and particulate matter emissions. The NFO Plan EIR includes Mitigation Measure 5-1, which will decrease short-term temporary emissions resulting from demolition and construction activities by requiring dust control measures and best management controls on emissions by diesel-powered construction equipment. The NFO Plan EIR concludes that implementation of Mitigation Measure 5-1 would reduce the short-term construction-related air quality impact of the NFO Plan to less than significant.

The Project would comply with state law and use Tier 4 construction equipment, and will implement the required dust control measures and best management controls on emissions by diesel-powered construction equipment required by Mitigation Measure 5-1.

The NFO Plan EIR also evaluated whether the implementation of the Plan would result in community risk and hazard impacts (EIR, p. 5-23 to 28). The analysis notes that future development in accordance with the NFO Plan could expose sensitive receptors to levels of toxic air contaminants or PM_{2.5} that cause an unacceptable cancer risk or hazard, which represents a potentially significant impact. Screening modeling indicates that sensitive receptors within the NFO Plan area would be exposed to levels of toxic air contaminants and/or PM_{2.5} that could cause an unacceptable cancer risk or hazard near the following roadways and train lines.

The Project is surrounded by commercial and industrial uses. The Project would not site diesel generators or any other stationary sources of emissions within 100 feet of any sensitive receptor and so would not pose a significant cancer risk (see EIR, p. 5-25). No other stationary sources are proposed as part of the Project.

The NFO Plan EIR also evaluated whether the implementation of the Plan would result in localized carbon monoxide concentrations impacts (EIR, p. 5-22 to 23). The analysis notes that development facilitated by the NFO Plan would generate new vehicle trips and change traffic patterns. The consequential pollutant of greatest concern is carbon monoxide (CO). Monitoring data from all ambient air quality monitoring stations in the Bay Area indicate that existing CO levels are currently below national and California ambient air quality standards. Monitored CO levels have decreased substantially since 1990 due to newer vehicles with greatly improved exhaust emission control systems replacing older vehicles. The Bay Area has been designated as attainment for the CO standards. However, although current CO levels in the Bay Area are well below ambient air quality standards, elevated levels of CO still warrant analysis since CO hotspots (occurrences of localized high CO concentrations) could occur near busy congested intersections.

According to the BAAQMD, a project would have a less than significant impact if the project would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour. Since intersections affected by the NFO Plan would have volumes less than the threshold of 44,000 vehicles per hour, the NFO Plan EIR concludes that the Plan's impacts related to localized CO concentrations would therefore be less than significant.

The Project is consistent with the development assumptions and vehicle trip estimates of the NFO Plan EIR.

c) Expose sensitive receptors to significant pollutant concentrations, as defined by BAAQMD?

See above discussion of impacts caused by short-term construction emissions. See above discussion of community risk and hazard impacts.

d) Result in other emissions (such as those leading to odors) affecting a significant number of people?

The NFO Plan EIR also evaluated whether the implementation of the Plan would result in odor impacts caused by mixed-use development (EIR, p. 5-29). The analysis notes that mixed-use development in accordance with the NFO Plan could result in food service uses (e.g., restaurants), painting facilities, or dry cleaning facilities in close proximity or in the same building as residential or other odor-sensitive uses. The NFO Plan area contains numerous auto service uses, including auto body shops with paint spraying operations. Although controlled by BAAQMD permits and regulations, these types of uses can produce solvent type odors that may be objectionable. Without proper controls or setbacks, there is a

potential for land use conflicts that could result in odor complaints. Therefore, this possibility represents a potentially significant impact.

The NFO Plan EIR includes Mitigation Measure 5-3, which requires measures that would reduce odor impacts associated with cooking or restaurant uses, paint spraying operations (e.g., auto body shops), cleaning operations (e.g., dry cleaners), or other uses with the potential to cause odors. The NFO Plan EIR concludes that Mitigation Measure 5-3 would reduce such impacts to less than significant.

The research laboratory, commercial, and residential uses within the Project would not be expected to generate emissions leading to odors, and would not include food service uses, painting facilities or other uses with the potential to produce detectable odors. Mitigation Measure 5-3 therefore does not apply, and no further analysis is required.

4.3.2 Cumulative Discussion

The NFO Plan EIR analyzes the Plan's cumulative air quality impacts (EIR, pp. 5-29 to 30). The NFO Plan EIR concludes that since, with mitigation measures, the NFO Plan would not have a significant impact according to the latest BAAQMD CEQA Air Quality Guidelines, the Plan would also not result in cumulatively considerable contribution to a significant cumulative impact on regional air quality.

The Project would be subject to and will comply with Mitigation Measure 5-1.

4.3.3 Mitigation Measures

Mitigation 5-1. Grading, demolition, or construction activity for future discretionary development projects within the Plan area shall be conditioned to implement the following or similar best management practices:

The following dust control measures by construction contractors, where applicable:

During *demolition* of existing structures:

- Water active demolition areas to control dust generation during demolition of structures and break-up of pavement.
- Cover all trucks hauling demolition debris from the site.
- Use dust-proof chutes to load debris into trucks whenever feasible

During all construction phases:

- Water all active construction areas at least twice daily.
- Water or cover stockpiles of debris, soil, sand, or other materials that can be blown by the wind.
- Cover all trucks hauling soil, sand, and other loose materials, or require all trucks to maintain at least two feet of freeboard.
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites.

4.3.4 Conclusion

The conclusions of the NFO Plan EIR relating to air quality remain valid. The Project is consistent with the NFO Plan EIR. There is no evidence of new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the NFO Plan EIR was certified, that would show a new or more severe significant air quality impact resulting from the Project. Therefore, no additional analysis under CEQA is required for the Project.

4.4 BIOLOGICAL RESOURCES

Environmental Issue Area	Impact Was Analyzed in the NFO Plan EIR	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do the Prior Environmental Documents Mitigations Address/Resolve Impacts?
4. Biological Resources. 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?	NFO Plan EIR, p. 6-8.	No	No	Not applicable (N/A)
b. Have a significant adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Scoped out at Notice of Preparation stage. Resources do not exist in the NFO Plan area.	No	No	N/A
c. Have a significant adverse effect on state or federally protected wetlands (including marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Scoped out at Notice of Preparation stage. Resources do not exist in the NFO Plan area.	No	No	N/A
d. Interfere significantly with the movement of any native resident or migratory fish and wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	NFO Plan EIR, pp. 6-8 to 9.	No	No	Yes
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (including the County Heritage and Significant Tree Ordinances)?	NFO Plan EIR, p. 6-9.	No	No	N/A
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?	Scoped out at Notice of Preparation stage. Resources do not exist in the NFO Plan area.	No	No	N/A

4.4.1 Discussion

- 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?**

The NFO Plan EIR evaluated whether the implementation of the Plan would result in impacts on special-status species (EIR, p. 6-8). The analysis notes that special-status species are not expected to occur within the NFO Plan area because of a lack of suitable habitat, the smaller size and fragmented nature of remaining habitat, prior disturbance, and the current level of human activity. Therefore, the NFO Plan

EIR concludes that impacts of the updated NFO Plan on special-status species would be less than significant.

The Project site is already developed and does not contain suitable habitat for any species identified as a candidate, sensitive, or special-status species.

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

Impacts to riparian habitat and other sensitive natural community were scoped out of the NFO Plan EIR at the Notice of Preparation stage. The Project site is already developed and does not contain riparian habitat or other sensitive natural community.

c) Have a significant adverse effect on federally protected wetlands (including marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Impacts to federally protected wetlands were scoped out of the NFO Plan EIR at the Notice of Preparation stage. The Project site is already developed and does not contain federally protected wetlands.

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

The NFO Plan EIR evaluated whether the implementation of the Plan would result in migratory wildlife impacts (EIR, p. 6-8 to 9). The analysis notes that wildlife use within the NFO Plan area is expected to be relatively low due to the absence of natural habitat, the proximity of streets and development, and the lack of protective cover. The NFO Plan area is limited in its function for wildlife movement due to its extensively developed nature. Birds (e.g., house sparrow [*Passer domesticus*], European starling [*Sturnus vulgaris*], American crow [*Corvus brachyrhynchos*], etc.) and wildlife such as opossums and small rodents typically associated with developed properties would be expected to occur.

Proximity to the Don Edwards National Wildlife Refuge on Bair Island and San Francisco Bay makes the area accessible to migratory birds. Nesting birds, including raptors, are protected by the California Department of Fish and Wildlife (CDFW) Code Section 3503. Passerines (songbirds) and non-passerine (landbirds) are further protected under the federal Migratory Bird Treaty Act. Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment, which represents a potentially significant impact.

To mitigate this impact, the NFO Plan EIR includes Mitigation Measure 6-1, which requires specific timing of tree removal/trimming as well as ground-disturbing activities. If construction is unavoidable during the timing required by Mitigation Measure 6-1, a qualified biologist must survey for nesting birds before the removal or trimming of any tree and prior to start of ground disturbing activities. Tree removal, tree pruning, or grading activities shall be conducted outside of the nesting season to the maximum practicable extent. CDFW has defined the nesting season as February 1st through August 15th. If other timing restrictions make it impossible to avoid the nesting season, the trees shall be surveyed by a qualified professional to identify nesting birds. Active nests shall be avoided. If an active nest is found, follow-up surveys shall be conducted to confirm when the nest is no longer active. Delay removal or pruning activity within 300 feet of an active nest until the nest is no longer active, unless authorization for removal from the wildlife agency with jurisdiction is obtained. If a nest is disturbed during tree pruning or removal, contact a local wildlife rehabilitator or rescue service, the CDFW, and follow instructions for

care of the disturbed wildlife. The NFO Plan EIR concluded that with implementation of Mitigation Measure 6-1, the NFO Plan would result in less than significant impacts to migratory wildlife.

The Project would require ground-disturbing activities, although it would not require tree removal and trimming. As such, the Project would implement Mitigation Measure 6-1.

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

The NFO Plan EIR evaluated whether the implementation of the Plan would result in potential loss of heritage trees or significant trees (EIR, p. 6-9). The analysis notes that development in accordance with the updated NFO Plan would be subject to the County's Heritage Tree Ordinance and Significant Trees Ordinance (County of San Mateo 2016). Any project that would involve the removal of any tree or community of trees protected by the Heritage Tree Ordinance or Significant Trees Ordinance would be required to first obtain a permit from the County and comply with any conditions of the permit, including replacement plantings and protection of remaining trees during construction. As a result, the NFO Plan EIR concludes that the potential impacts of the updated NFO Plan on Heritage Trees or Significant Trees would be less than significant.

The Project site does not contain existing trees; no tree removal would be included with the Project.

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?

Impacts related to conflicts with adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other habitat conservation plans were scoped out of the NFO Plan EIR at the Notice of Preparation stage.

The Project area is not covered by any Habitat Conservation Plans, Natural Community Conservation Plans, or other habitat conservation plans.

4.4.2 Cumulative Discussion

The NFO Plan EIR analyzes the Plan's cumulative biological resources impacts (EIR, p. 6-9). The NFO Plan EIR concludes that with implementation of Mitigation Measure 6-1, the contribution of the updated Plan to potentially significant biological resources cumulative impacts would be less than considerable and thus less than significant. The Project would be subject to and comply with Mitigation Measure 6-1.

4.4.3 Mitigation Measures

Mitigation 6-1: During the County's development review process for discretionary approvals for development within the Plan area, the County shall require tree removal and trimming, as well as ground disturbing activities, to be scheduled to take place outside of the breeding season for migratory bird species (February 15 to August 31). If construction is unavoidable during this time, a qualified biologist shall conduct a survey for nesting birds no more than three days prior to the removal or trimming of any tree and prior to the start of ground disturbing activities. If active nests are not present, project activities can proceed as scheduled. If active nests of protected species are detected, a buffer shall be established around the nest based on consultation with CDFW and based on CDFW standards, which buffer shall remain in place until the County has determined, in consultation with a qualified biologist, that the buffer is no longer necessary to avoid disturbance to the nest.

4.4.4 Conclusion

The conclusions of the NFO Plan EIR relating to biological resources remain valid. The Project is consistent with the NFO Plan EIR. There is no evidence of substantial changes to the circumstances under which the NFO Plan EIR biological resources impacts were analyzed. There is also no evidence of new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the NFO Plan EIR was certified, that would show a new or more severe significant biological resources impact resulting from the Project. Therefore, no additional analysis under CEQA is required for the Project.

4.5 CULTURAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the NFO Plan EIR	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do the Prior Environmental Documents Mitigations Address/Resolve Impacts?
5. Cultural Resources. Would the project:				
a. Cause a significant adverse change in the significance of a historical resource pursuant to Section 15064.5?	NFO Plan EIR, pp. 8-14 to 17.	No	No	Yes
b. Cause a significant adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	NFO Plan EIR, pp. 8-12 to 13.	No	No	Yes
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	NFO Plan EIR, p. 8-17.	No	No	Yes
d. Disturb any human remains, including those interred outside the formal cemeteries?	NFO Plan EIR, pp. 8-12 to 13, 8-17.	No	No	Yes

4.5.1 Discussion

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

The NFO Plan EIR evaluated whether the implementation of the Plan would result in impacts on historic resources (EIR, p. 8-14 to 17). The analysis notes that recorded historic properties within the Plan area are shown in NFO Plan Table 8.1.

There are 10 previously recorded historic properties within the NFO Plan area: eight recorded buildings which have been determined ineligible for the National Register of Historic Places but have not been evaluated for potential eligibility for the California Register of Historical Resources or for local listing; and two recorded structures, the Peninsula Commute Service (also known as the San Francisco & San Jose Railway) and the Hetch Hetchy Bay Division Pipeline. There may also be additional unrecorded buildings, structures, or objects 45 years or older within the Plan area that are of potential historical value.

Future development on properties within the NFO Plan area that contain a potentially significant historic resource (i.e., a recorded historic resource or an unrecorded building or structure 45 years or older) may cause the demolition, destruction, or alteration of a significant historic resource such that the significance of the resource is “materially impaired.” This possibility represents a potentially significant impact. The NFO Plan EIR includes Mitigation Measure 8-2, which applies to any individual discretionary project within the NFO Plan area that the County determines may involve a property that contains a potentially significant historic resource. The measure requires an evaluation of any involved potentially significant resources, and if the evaluation determines that the project could have a potentially significant impact, a set of measures would apply, including adherence to Secretary Standards, relocation, or documentation depending on feasibility. The NFO Plan EIR concludes that implementation of this measure would reduce the Plan’s impacts to historic resources to a less than significant level.

The Project site contains no recorded historic resource and is not one of the previously recorded historic properties. However, the building is least 45 years old and therefore Mitigation Measure 8-2 applies. Consistent with Mitigation Measure 8-2, County Planning Staff would evaluate the building and

determine if the buildings are historic resources and if additional measures are required. Compliance with Mitigation Measure 8-2 would result in a less than significant impact.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

The NFO Plan EIR evaluated whether the implementation of the Plan would result in impacts on archaeological resources (EIR, p. 8-12 to 13). The analysis notes that the NFO Plan area contains three recorded archaeological resources, P-41-000086, P-41-000299, and P-41-000303, all prehistoric Native American habitation sites. Given the location of the NFO Plan area within valley lands approximately 0.5 mile from the historic San Francisco Bay shoreline near the locations of former intermittent and perennial watercourses, there is a moderate to high potential for the presence of additional unrecorded Native American resources within the NFO Plan area. There are not previously recorded historic-era archaeological resources within the NFO Plan area. However, based on review of historical literature and maps, there is a moderate to high potential for the presence of unrecorded historic-era archaeological resources within the NFO Plan area.

Therefore, development in accordance with the NFO Plan could disrupt, alter, or eliminate as yet undiscovered prehistoric or historic-era archaeological sites, potentially including Native American remains. This possibility represents a potentially significant impact. The NFO Plan EIR includes Mitigation Measure 8-1, which requires identification of the three recorded Native American habitation sites within the Plan area, measures protecting these sites, and measures applicable in the inadvertent discovery of archaeological resources. The NFO Plan EIR concludes that implementation of this measure would reduce the Plan's impacts to archaeological resources to a less than significant level.

Based on publicly available information, the Project does not appear to be within one of the three recorded Native American habitation sites. In the event of inadvertent discovery of archaeological resources, the Project would comply with Mitigation Measure 8-1.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The NFO Plan EIR evaluated whether the implementation of the Plan would result in the disturbance of paleontological resources (EIR, p. 8-17). The analysis notes that ground-disturbing activities during previous development of the area would likely have disturbed, altered, or eliminated paleontological resources that may have existed within the area. However, development in accordance with the NFO Plan could potentially disrupt, alter or eliminate as yet undiscovered paleontological resources. This possibility represents a potentially significant impact. The NFO Plan EIR includes Mitigation Measure 8-3, which requires certain procedure to be followed in the inadvertent discovery of paleontological resources. The NFO Plan EIR concludes that implementation of this measure would reduce the Plan's impacts to paleontological resources to a less than significant level.

In the event of an inadvertent discovery of paleontological resources, the Project would comply with Mitigation Measure 8-3.

d) Disturb any human remains, including those interred outside of formal cemeteries?

See discussions of impacts on archaeological and paleontological resources under 3.15.1(a) and (c) above.

4.5.2 Cumulative Discussion

The NFO Plan EIR analyzes the Plan's cumulative cultural resources impacts (EIR, p. 8-18). The NFO Plan EIR concludes that implementation of Mitigations 8-1 and 8-3 would reduce the impacts of the updated Plan, and thus reduce the Plan's contribution to significant cumulative impacts on archaeological resources and paleontological resources, to a less than significant level. However, it concluded that cumulative impacts related to historic resources would be cumulatively considerable, and thus significant and unavoidable, because without consideration of a specific development proposal it could not be known whether Mitigation Measure 8-2 would be feasible to mitigate potential impacts of a subsequent project to a less than significant level.

There are no potentially significant historic resources on the Project Site. The Project would be subject to and comply with Mitigation Measures 8-1 and 8-3.

4.5.3 Mitigation Measures

Mitigation 8-1: The County shall implement the following measures:

- a) With the assistance of a professional archaeologist on the CHRIS list of consultants who meets the Secretary of the Interior's Professional Qualifications Standards, County staff shall identify and keep confidential the locations of the three recorded Native American habitation sites within the Plan area, P-41-000086, P-41-000299, and P-41- 000303.
- b) Before approval of any discretionary project that could affect any of the three recorded Native American habitation sites within the Plan area, P-41- 000086, P-41-000299, and P-41-000303, a professional archaeologist on the CHRIS list of consultants who meets the Secretary of the Interior's Professional Qualifications Standards shall assess the resources and provide project-specific recommendations.

If prehistoric or historic-era archaeological resources are encountered during future construction within the Plan area, work shall be temporarily halted in the vicinity of the discovered materials and workers shall avoid altering the materials and their context until a qualified professional archaeologist has evaluated, recorded, and determined appropriate treatment of the resource, in consultation with the County. Project personnel shall not collect cultural resources.

Cultural resources shall be recorded on DPR 523 historic resource recordation forms. Native American resources include chert or obsidian flakes, projectile points, mortars, and pestles; and dark friable soil containing shell and bone dietary debris, heat-affected rock, or human burials. Historic-period resources include stone or adobe foundations or walls; structures and remains with square nails; and refuse deposits or bottle dumps, often located in old wells or privies. If it is determined that the proposed development could damage a unique archaeological resource, mitigation shall be implemented in accordance with Public Resources Code Section 21083.2 and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place.

Mitigation 8-2: For any individual discretionary project within the Community Plan area that the County determines may involve a property that contains a potentially significant historic resource (i.e., a recorded historic resource or an unrecorded building or structure 45 years or older), the resource shall be evaluated by County Planning Department staff, and if warranted, shall be assessed by a qualified professional on the CHRIS list of consultants who meet the Secretary of the Interior's Professional Qualifications Standards to determine whether the property is a significant historical resource and whether or not the project may have a potentially significant adverse effect on the historical resource. If, based on the

recommendation of the qualified professional, the County determines that the project may have a potentially significant effect, the County shall require the applicant to implement the following mitigation measures:

- a) Adhere to one or both of the following "Secretary Standards"
 - i. Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings; or
 - ii. Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer.

The qualified professional shall make a recommendation to the County as to whether the project fully adheres to the Standards for Rehabilitation, and any specific modifications necessary to do so. The final determination as to a project's adherence to the Standards for Rehabilitation shall be made by the County body with final decision-making authority over the project. Such a determination of individual project adherence to the Secretary Standards will constitute mitigation of the project historic resource impacts to a less than significant level (CEQA Guidelines section 15064.5).

4.5.4 Conclusion

The conclusions of the NFO Plan EIR relating to cultural resources remain valid. The Project is consistent with the NFO Plan EIR. There is no evidence of substantial changes to the circumstances under which the NFO Plan EIR cultural resources impacts were analyzed. There is also no evidence of new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the NFO Plan EIR was certified, that would show a new or more severe significant cultural resources impact resulting from the Project. Therefore, no additional analysis under CEQA is required for the Project.

4.6 ENERGY

Environmental Issue Area	Where Impact Was Analyzed in the NFO Plan EIR	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
6. Energy. Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	NFO Plan EIR, pp. 7-15, 17-4	No	No	Not applicable (N/A)
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Criteria not included in the NFO Plan EIR	No	No	N/A

4.6.1 Discussion

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

The NFO Plan EIR evaluated whether development under the Plan would result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation (EIR, p. 17-4). As provided in the NFO Plan EIR, development under the NFO Plan would irreversibly commit construction materials and non-renewable energy resources to the purposes of the projects. These energy resource demands would be used for demolition, construction, transportation of people and goods, heating, ventilation and air conditioning, lighting, and other associated energy needs. Because development facilitated by the Plan would be required to comply with California Code of Regulations Title 24 energy regulations, the Plan would not be expected to use energy in a wasteful, inefficient, or unnecessary manner.

Non-renewable and slowly renewable resources used by projects that implement the NFO Plan would include lumber and other forest products; sand and gravel; asphalt; petrochemical construction materials; steel; copper; lead and other metals; water; etc. The NFO Plan EIR concluded that the impacts of the Plan related to consumption of energy resources are considered to be less than significant because these projects would not use unusual amounts of energy or construction materials. Consistency with General Plan Policies 6.15 and 8.42 regarding use of low-energy-using building materials and building technologies, as well as with NFO Plan Policy 21 H and the County’s Green Building Code would further ensure that the impacts of development with respect to energy usage remain less than significant.

The Project is consistent with the NFP Plan EIR’s analysis and conclusions. The Project’s energy demand is typical of research laboratory, commercial, and residential uses, and the Project would meet or exceed the requirements of the County’s Green Building Code, Energy Code, and Title 24 of the California Code of Regulations (as modified by County Ordinance 4824). The County amended its Green Building Code and Energy Code on February 25, 2020, to exceed state requirements for energy efficiency (referred to as a “Reach Code” because such local ordinances “reach” beyond state requirements). The County’s Reach Codes require that, subject to certain exceptions, all commercial buildings be all electric. Commercial buildings that do not include office uses also must install Level 2 electric vehicle charging stations at 6% of parking spaces and install Level 1 circuits at 5% of parking spaces. Compliance with the Green Building and Energy Codes and Title 24 would increase the efficiency of the Project design by implementing a combination of energy, water and/or solid waste reduction measures. The Project would include three electric vehicle parking spaces and install solar photovoltaic panels on the rooftop. Due to

updates to Title 24 since certification of the NFO Plan EIR, the Project's energy usage during operation would be more efficient than was assumed in the EIR. Finally, with respect to construction energy usage, the Project would use Tier 4 construction equipment, which is more efficient than the equipment available at the time the EIR was certified.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

As discussed above in 3.6.1(a), the Project would comply with the energy efficiency requirements of the state and local building codes and therefore would not conflict with or obstruct implementation of city and state plans for renewable energy and energy efficiency.

4.6.2 Cumulative Discussion

The NFO Plan EIR analyzes the Plan's cumulative energy impacts (EIR, p. 17-4). The NFO Plan EIR concludes that compliance with state and local building requirements would reduce the impacts of the updated Plan, and thus reduce the Plan's contribution to significant cumulative energy impacts to a less than significant level. However, it concluded that cumulative impacts related to historic resources would be cumulatively considerable, and thus significant and unavoidable, because without consideration of a specific development proposal it could not be known whether Mitigation 8-2 would be feasible to mitigate potential impacts of a subsequent project to a less than significant level.

The Project would meet or exceed all state and local building code requirements regarding energy efficiency and energy consumption.

4.6.3 Mitigation Measures

No significant energy impacts were identified in the NFO Plan EIR, and no mitigation measures were required.

4.6.4 Conclusion

The conclusions of the NFO Plan EIR relating to energy resources remain valid. The Project is consistent with the NFO Plan EIR. There is no evidence of substantial changes to the circumstances under which the NFO Plan EIR energy impacts were analyzed. There is also no evidence of new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the NFO Plan EIR was certified, that would show a new or more severe significant energy impact resulting from the Project. Therefore, no additional analysis under CEQA is required for the Project.

4.7 GEOLOGY AND SOILS

Environmental Issue Area	Where Impact was Analyzed in the NFO Plan EIR	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do the Prior Environmental Documents Mitigations Address/Resolve Impacts?
7. Geology and Soils. Would the project:				
<p>Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <ul style="list-style-type: none"> i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? <p>Note: Refer to Division of Mines and Geology Special Publication 42 and the County Geotechnical Hazards Synthesis Map.</p> <ul style="list-style-type: none"> ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction and differential settling? iv. Landslides? 	NFO Plan EIR, p. 9-9.	No	No. Capex Engineering Inc. Geotechnical Investigation, Proposed Office Building at 2875 El Camino Real, December 6, 2020	Not applicable (N/A)
b. Result in significant soil erosion or the loss of topsoil?	NFO Plan EIR, pp. 9-9 to 10.	No	No. Capex Engineering Inc. Geotechnical Investigation, Proposed Office Building at 2875 El Camino Real, December 6, 2020	N/A
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?	NFO Plan EIR, pp. 9-9 to 10.	No	No. Capex Engineering Inc. Geotechnical Investigation, Proposed Office Building at 2875 El Camino Real, December 6, 2020	N/A
d. Be located on expansive soil, as noted in the 2010 California Building Code, creating significant risks to life or property?	NFO Plan EIR, pp. 9-9 to 10.	No	No. Capex Engineering Inc. Geotechnical Investigation, Proposed Office Building at 2875 El Camino Real, December 6, 2020	N/A

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?	Scoped out at Notice of Preparation stage. Resources do not exist in NFO Plan area.	No	No	N/A
--	---	----	----	-----

4.7.1 Discussion

- a) **Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**
 - i. **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Note: Refer to Division of Mines and Geology Special Publication 42 and the County Geotechnical Hazards Synthesis Map)**
 - ii. **Strong seismic ground shaking?**
 - iii. **Seismic-related ground failure, including liquefaction and differential settling?**
 - iv. **Landslides?**
 - v. **Coastal cliff/bluff instability or erosion?**

The NFO Plan EIR evaluated whether the implementation of the Plan would result in seismic hazards impacts (EIR, p. 9-9). The analysis notes that development and its occupants within the NFO Plan area could be exposed to seismic hazards, including risk of loss, injury, or death. The main feature generating the seismic activity in the San Francisco Bay region is the tectonic plate boundary between the North American and Pacific plates. Locally, this boundary is referred to as the San Andreas Fault Zone, which includes the San Andreas Fault and numerous other active faults. The active San Andreas Fault is oriented roughly parallel to the hills located southwest of the Plan area, with a local splay, known as the Canada Fault.

The easternmost edge of the Alquist-Priolo Earthquake Fault Zone for the Canada Fault is located approximately four miles southwest of the NFO Plan area, near Canada College and Interstate 280 (California Department of Conservation 2023). In addition, as discussed in the NFO Plan EIR, there are potentially active Quaternary Faults, such as the Stanford fault and the Pulgas fault, that are within or directly adjacent to the NFO Plan area. However, the potential for surface fault rupture within the NFO Plan area is low.

County Hazards Mitigation maps, prepared using data from the Association of Bay Area Governments, indicate that the NFO Plan area has a moderate to high potential for liquefaction (Association of Bay Area Governments 2023). Portions of the NFO Plan area that are highly susceptible to liquefaction hazards would also be considered susceptible to lateral spreading. Additionally, portions of the NFO Plan area that contain loose or uncontrolled (non-engineered) fill may be susceptible to differential settlement, and portions of the NFO Plan area located within former tidal flats would be expected to be susceptible to settlement due to low strength native soils and potential unconsolidated fill, and to differential settlement where fill abuts native soil.

No mitigation measures are required because according to the NFO Plan EIR, seismic hazards would be adequately mitigated by existing laws, regulations, and policies, including the California Building Code, site-specific geotechnical investigations required by the Seismic Hazards Mapping Act due to liquefaction hazards, and the County’s development review procedures. The NFO Plan EIR therefore concludes that the NFO Plan’s impacts related to seismic hazards would be less than significant.

The Project site is not located within a State-designated Alquist Priolo Earthquake Fault Zone, and there are no known surface expressions of fault traces that cross the site (Association of Bay Area Governments 2023). Therefore, fault rupture is not a significant geologic hazard at the site. The Project's potential for lateral spreading and for significant seismic settlement affecting the site is low (Capex Engineering 2020). The Project is not located on or adjacent to a coastal cliff/bluff, and thus will not result in any impacts to coastal cliff/bluff instability or erosion. The potential for liquefaction of localized sand layers during a significant seismic event is also very low (Capex Engineering 2020). Even so, the Project would incorporate the recommendations regarding foundations and other construction considerations in the Geotechnical Investigation prepared for the Project (Capex Engineering 2020).

b) Result in significant soil erosion or the loss of topsoil?

The NFO Plan EIR evaluated whether the implementation of the Plan would result in soils-related hazards impacts (EIR, p. 9-9 to 10). The analysis notes that soils within the NFO Plan area are predominately clays and silty clays, which are expansive soils with high shrink-swell potential. However, the flat topography within the NFO Plan area results in a low potential for soil erosion. The organic and expansive soils within the NFO Plan area and Project site are subject to subsidence (Capex Engineering 2020).

No mitigation measures are required because, according to the NFO Plan EIR, soils-related hazards would be mitigated by compliance with established State and County code regulations for excavation, foundation design and building construction, including the California Building Code and San Mateo General Plan, including completion of site-specific design-level geotechnical investigations where necessary. Further, erosion and sedimentation control measures including dust control and timing of grading activity are included as conditions of approval to ensure all disturbed areas are stabilized. These measures will be implemented prior to the commencement of any grading activity or construction work. There are also limitations on grading to only the dry season unless an exception request is submitted, reviewed, and approved by the County Planning Department. The NFO Plan EIR therefore concludes that the NFO Plan's impacts related to soils-related hazards would be less than significant.

However, the Project would incorporate the recommendations regarding grading, building foundation, and other construction considerations in the Geotechnical Investigation prepared for the Project (Capex Engineering 2020).

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?

See above discussions on seismic and soils-related hazards impacts.

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

See above discussion on soils-related hazards impacts.

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?

Impacts related to the use of septic tanks and alternative wastewater disposal systems were scoped out of the NFO Plan EIR at the Notice of Preparation stage since sewers are available throughout the NFO Plan area.

The Project would not use septic tanks or alternative wastewater disposal systems.

4.7.2 Cumulative Discussion

The NFO Plan EIR analyzes the Plan's cumulative geology and soils impacts (EIR, p. 9-10). The NFO Plan EIR concludes that the policies contained in the San Mateo County General Plan Soil Resources Element and Natural Hazards Element, along with mandated individual project compliance with federal, state, and local regulations addressing building construction, would reduce the contribution of the Plan to cumulative, countywide geology and soils impacts to a less than significant level.

The Project would be subject to and comply with the policies contained in the San Mateo County General Plan and with federal, state, and local regulations addressing building construction. A geotechnical analysis has been performed for the Project and the Project would implement the recommendations contained in the analysis. Further, as discussed previously, the Project would implement the required erosion and sedimentation control measures as outlined in the Project's conditions of approval in the Project staff report.

4.7.3 Mitigation Measures

No significant geology and soil impacts were identified in the NFO Plan EIR, and no mitigation measures were required.

4.7.4 Conclusion

The conclusions of the NFO Plan EIR relating to geology and soils remain valid. The Project is consistent with the NFO Plan EIR. There is no evidence of substantial changes to the circumstances under which the NFO Plan EIR geology and soils impacts were analyzed. There is also no evidence of new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the NFO Plan EIR was certified, that would show a new or more severe significant geology and soils impact resulting from the Project. Therefore, no additional analysis under CEQA is required for the Project.

4.8 GREENHOUSE GAS EMISSIONS

Environmental Issue Area	Where Impact was Analyzed in the NFO Plan EIR	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do the Prior Environmental Documents Mitigations Address/Resolve Impacts?
8. Greenhouse Gas Emissions. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	NFO Plan EIR, pp. 7-14 to 17.	No	No Hexagon, 2900 & 2950 Bay Road Transportation Analysis, April 6, 2022	Not applicable (N/A)
b. Conflict with an applicable plan (including a local climate action plan), policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	NFO Plan EIR, pp. 7-14 to 17.	No	No	N/A

4.8.1 Discussion

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

The NFO Plan EIR evaluated whether the implementation of the Plan would result in impacts related to direct or indirect generation of greenhouse gas (GHG) emissions (EIR, pp. 7-14 to 17). The analysis notes that ongoing occupancy and operation of development under the NFO Plan would result in a net increase in carbon dioxide (CO₂) and other greenhouse gas emissions due primarily to transportation, energy use, and solid waste disposal. The NFO Plan EIR concludes that buildout of the NFO Plan area under the updated Plan would result in annual GHG emissions of 115,122 metric tons of carbon dioxide equivalent (CO₂e) in 2020 and 107,159 metric tons of CO₂e in 2030. Based on a service population of 36,703 at buildout, the NFO Plan would result in CO₂e emissions of 3.1 metric tons per year per service population in 2020 and 2.9 metric tons per year per service population in 2030, which in both years would be below the BAAQMD significance threshold of 4.6 metric tons per year per service population.

The Project is consistent with the development assumptions of the NFO Plan EIR. The Commercial Mixed-Use land use designation permits a maximum FAR of 2. The Project proposes a FAR of 1.97, consistent with the designation. Mobile sources (i.e., transportation emissions) are the most considerable contribution to greenhouse gas emissions. The NFO Plan EIR projects the Plan will result in an additional 30,200 daily vehicle trips, 2,060 morning peak hour trips, and 2,870 evening peak hour vehicle trips. At 218 daily vehicle trips and 42 vehicle trips during peak hours, the Project trip estimates are well within that assumed in the NFO Plan EIR (RKH Civil and Transportation Engineering 2022). As such, the Project’s traffic-related GHG emissions are well within those projected in the NFO Plan EIR.

Since certification of the NFO Plan EIR, the 2022 California Green Building Standards were passed and took effect on January 1, 2023. Previously, on February 25, 2020, the County adopted Reach Codes, local amendments to Title 24 that go beyond state requirements. These updated requirements include greater efficiency for new development than previous standards. The Project would meet or exceed the requirements of the County’s Green Building Code, Energy Code, and Title 24 of the California Code of Regulations (as modified by the County’s Reach Codes). Compliance with these requirements will further reduce the Project’s greenhouse gas emissions associated with energy use and solid waste disposal.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

As discussed above, the Project is subject to and will comply with the requirements of the County's Green Building Code, Energy Code, and Title 24 of the California Code of Regulations (as modified by the County's Reach Codes,). The Project would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions.

4.8.2 Cumulative Discussion

The NFO Plan EIR analyzes the Plan's cumulative GHG emissions impacts (EIR, p. 7-16). The NFO Plan EIR concludes that the GHG emissions from ongoing occupancy and operation of development within the NFO Plan Area would represent a less than considerable contribution to the significant cumulative impact of global climate change.

The Project is consistent with the assumptions of the NFO Plan EIR. The Project would also be subject to and comply with the requirements of the County's Green Building Code, Energy Code, and Title 24 of the California Code of Regulations (as modified by the County's Reach Codes), thus further reducing GHG emissions.

4.8.3 Mitigation Measures

No significant greenhouse gas emissions impacts were identified in the NFO Plan EIR, and no mitigation measures were required.

4.8.4 Conclusion

The conclusions of the NFO Plan EIR relating to GHG emissions remain valid. The Project is consistent with the NFO Plan EIR. There is no evidence of substantial changes to the circumstances under which the NFO Plan EIR GHG emissions impacts were analyzed. There is also no evidence of new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the NFO Plan EIR was certified, that would show a new or more severe significant GHG emissions impact resulting from the Project. Therefore, no additional analysis under CEQA is required for the Project.

4.9 HAZARDS AND HAZARDOUS MATERIALS

Environmental Issue Area	Where Impact was Analyzed in the NFO Plan EIR	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
9. Hazards and Hazardous Materials. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (e.g., pesticides, herbicides, other toxic substances, or radioactive material)?	NFO Plan EIR, p. 10-10.	No	No	Not applicable (N/A)
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?	NFO Plan EIR, p. 10-11 to 12.	No	No	NA
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	NFO Plan EIR, p. 10-11.	No	No	NA
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	NFO Plan EIR, pp. 10-11.	No	No	NA
e. For a project located within 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, result in a safety hazard for people residing or working in the project area?	Scoped out at Notice of Preparation stage. NFO Plan area not covered by an airport land use plan or within two miles of a public airport.	No	No	NA
f. For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working on the project area?	Scoped out at Notice of Preparation stage. NFO Plan area not in the vicinity of a private airstrip.	No	No	NA
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	NFO Plan EIR, p. 10-13.	No	No	NA
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires?	Scoped out at Notice of Preparation stage. NFO Plan area not in the vicinity of wildlands.	No	No	NA

4.9.1 Discussion

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

The NFO Plan EIR evaluated whether the implementation of the Plan would result in hazardous materials transport, use or disposal impacts (EIR, p. 10-10). The NFO Plan EIR notes that hazardous wastes associated with residential uses typically involve empty or partially filled containers of liquid chemical products, fertilizers, used motor oil, automotive or electronic batteries, unused computers, etc. Such uses of hazardous materials do not generate hazardous air emissions or involve the use of acutely hazardous materials that could pose a significant threat to the environment or human health. Further, residents typically dispose of such wastes through the County's Household Hazardous Waste Program that offers free collection of hazardous materials to County residents.

The NFO Plan EIR notes that non-residential development, including research laboratory and office uses, could involve the storage, use and disposal of potentially hazardous materials. However, all new research and development, commercial, industrial, and other uses within the Community Plan area would be required to follow applicable regulations and guidelines regarding the storage and handling of hazardous waste. The NFO Plan EIR concludes that the Plan's impacts associated with the transport, use or disposal of hazardous materials is less than significant.

The Project proposes research laboratory, office, residential, and parking uses, none of which is anticipated to include the routine transport, use, or disposal of hazardous materials. The research and development portions of the Project would conduct genomic research and include fume hoods within laboratory areas but would not generate hazardous materials. Any products that involve hazardous materials would be disposed of pursuant to the County's Unified Hazardous Waste and Hazardous Materials Management Regulatory Program.

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

The NFO Plan EIR evaluated whether the implementation of the Plan would result in impacts due to risk of upset or accidents (EIR, p. 10-11). It includes a map of the locations of known hazardous materials release sites, in and near the Plan area, including leaking underground storage tank cleanup sites, State Response sites (confirmed release sites where the Department of Toxic Substances Control [DTSC] is involved in remediation), other DTSC cleanup sites, or other spill or leak investigation and cleanup sites (EIR, Figure 10-1). Due to existing federal, state, and local regulation and oversight of hazardous materials, the NFO Plan EIR concludes that the Plan's impacts associated with the risk to the public or the environment from upset and accident conditions involving the release would be less than significant.

The building on the Project site is vacant but formerly contained a veterinary clinic. The Project site is not shown as a location of known hazardous materials release site in NFO Plan EIR Figure 10-1, the DTSC Enviro database, Regional Water Quality Control Board (RWQCB) GeoTracker database, or CalEPA Regulated Site Portal (CalEPA 2023; DTSC 2023; RWQCB 2023). Therefore, the Project site was not identified in any regulatory agency database, and no off-site spill incidents were reported that appear likely to significantly impact soil, soil vapor, or ground water beneath the Project site.

The NFO Plan EIR also evaluated whether the implementation of the Plan would result in impacts related to asbestos and lead-based paint exposure (EIR, p. 10-11 to 12). The analysis notes that existing structures within the NFO Plan area may contain asbestos-containing insulation, siding, finishes, and other asbestos-containing building materials, and, depending on the period when they were constructed, may contain

lead-based paint. As such, asbestos or lead-based paint present within older structures could be released into the environment during demolition or construction activities, which could result in soil contamination or pose a health risk to construction workers or future occupants if not managed in accordance with existing laws and regulations.

Any building demolition or rehabilitation activities within the NFO Plan area would be required to comply with regulations pertaining to the removal and proper disposal of asbestos and lead-based paint. Section 19827.5 of the California Health and Safety Code requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. Additionally, the demolition or removal of asbestos-containing building materials is subject to the limitations of BAAQMD Regulation 11, Rule 2: Hazardous Materials; Asbestos Demolition, Renovation and Manufacturing, which requires special handling of asbestos-containing material (e.g., by keeping materials continuously wetted) (BAAQMD 1998). The Rule prohibits any visible emissions of asbestos-containing material to outside air.

California Occupational Safety and Health Administration (CalOSHA) regulates worker exposure to lead based paint during construction through respiratory protection, protective clothing, and hygiene facilities. A CalOSHA certified asbestos and lead-based paint contractor would prepare a site-specific asbestos and lead hazard control plan with recommendations for the containment of asbestos or lead-based paint materials during demolition activities, for appropriate disposal methods and locations, and for protective clothing and gear for abatement personnel.

Due to the age of the on-site structures, building materials may contain asbestos and lead-based paint may be present on the Project site. Since building demolition is required prior to construction of the Project, the Project would perform an asbestos survey. If the lead-based paint is flaking, peeling, or blistering, it will be removed prior to demolition. In any event, the Project would comply with all applicable Health and Safety Codes, BAAQMD and CalOSHA regulations.

Project operations will not include routine use of hazardous materials.

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

The NFO Plan EIR evaluated whether the implementation of the Plan would result in impacts related to hazardous materials near schools and concludes that the Plan's impacts would be less than significant (EIR, p. 10-11). The analysis notes that there are a number of schools located within the NFO Plan area or within 0.25 mile of the area. The NFO Plan EIR concludes that with existing federal, state, and local regulation and oversight of hazardous materials, the potential threat to these schools from additional hazardous materials transport, use or disposal in the NFO Plan area, or from the risk of upset and accident conditions involving the release of hazardous materials, would be a less than significant impact.

The Project would include research laboratory, commercial, and residential uses and would not include the routine transport, use, or disposal of hazardous materials. As such, the Project would not have a significant impact with respect to hazardous materials.

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

See above discussion regarding impacts due to risk of upset or accidents.

- e) For a project located within 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 for people residing or working in the project area?**

Safety hazard impacts related to public airports and public use airports were scoped out at Notice of Preparation stage as the NFO Plan area is not covered by an airport land use plan or within 2 miles of a public airport/public use airport.

The Project site is not covered by an airport land use plan, nor is it within 2 miles of a public airport or public use airport.

- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

Safety hazard impacts related to private airstrips were scoped out at Notice of Preparation stage as the NFO Plan area is not in the vicinity of a private airstrip.

The Project site is not in the vicinity of a private airstrip.

- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

The NFO Plan EIR evaluated whether the implementation of the Plan would result in emergency response impacts (EIR, p. 10-13). The San Mateo County Sheriff's Office, Office of Emergency Services provides disaster planning for all types of natural and technological disasters. The EIR analysis notes that following established County practice, a traffic control plan would be developed and implemented by the County for each individual project affecting a major travel route in order to maintain access to properties within the project limits and emergency access to and through the area, and to minimize traffic disruption, congestion and traffic safety hazards. Any need for traffic lane reductions or street closure due to construction would be short-term, temporary, and localized, and adequately managed through standard County traffic management practices implemented in the traffic control plan. The NFO Plan EIR concludes that the Plan would not interfere with emergency response or evacuation or interfere with locally-adopted emergency response or evacuation plans. Thus, the potential impact of the updated NFO Plan on emergency response would be less than significant.

The Project would comply with County practices and a traffic control plan will be created for the Project. Project trips are otherwise assumed to be equally distributed between major roadways in the area, including El Camino Real, Middlefield Road, Atherton Avenue, Woodside Road, Marsh Road, and East Bayshore Road. Therefore, the Project would not interfere with emergency response plans.

- h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires?**

Impacts related to wildland fires were scoped out at Notice of Preparation stage as the NFO Plan area is not in the vicinity of wildlands.

The Project is not in the vicinity of wildlands.

4.9.2 Cumulative Discussion

The NFO Plan EIR analyzes the Plan's cumulative hazards and hazardous materials impacts (EIR, p. 10-13). The NFO Plan EIR concludes that with applicable federal and state laws, regulations, standards and oversight, and local policies and programs, the cumulative impact to the public or the environment from hazardous materials would be less than significant.

The Project would be subject to and comply with applicable federal and state laws, regulations, standards and oversight, and local policies and programs.

4.9.3 Mitigation Measures

No significant hazards and hazardous materials impacts were identified in the NFO Plan EIR, and no mitigation measures were required.

4.9.4 Conclusion

The conclusions of the NFO Plan EIR relating to hazards and hazardous materials remain valid. The Project is consistent with the NFO Plan EIR. There is no evidence of substantial changes to the circumstances under which the NFO Plan EIR hazards and hazardous materials impacts were analyzed. There is also no evidence of new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the NFO Plan EIR was certified, that would show a new or more severe significant hazards and hazardous materials impact resulting from the Project. Therefore, no additional analysis under CEQA is required for the Project.

4.10 HYDROLOGY AND WATER QUALITY

Environmental Issue Area	Where Impact was Analyzed in the NFO Plan EIR	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do the Prior Environmental Documents Mitigations Address/Resolve Impacts?
10. Hydrology and Water Quality. Would the project:				
a. Violate any water quality standards or waste discharge requirements (consider water quality parameters such as temperature, dissolved oxygen, turbidity, and other typical stormwater pollutants (e.g., heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash) or otherwise substantially degrade surface or groundwater quality?	NFO Plan EIR, pp. 11-11 to 13.	No	No. SMP Engineers, Hydrology Report, 2875 El Camino Real, Redwood City, California. March 2022.	Not applicable (N/A)
a. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	Scoped out at Notice of Preparation stage.	No	No	N/A
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: <ul style="list-style-type: none"> 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 that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? iv. impede or redirect flood flows? 	NFO Plan EIR, p. 11-11.	No	No. SMP Engineers, Hydrology Report, 2875 El Camino Real, Redwood City, California. March 2022.	N/A
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Scoped out at Notice of Preparation stage	No	No	N/A
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	NFO Plan EIR, pp. 11- 11 to 11-13	No	No	N/A
f. Expose people or structures to a significant risk of loss, injury or death involving sea level rise?	NFO Plan EIR, p. 11-14.	No	No	N/A

4.10.1 Discussion

- a) **Violate any water quality standards or waste discharge requirements (consider water quality parameters such as temperature, dissolved oxygen, turbidity, and other typical stormwater pollutants (e.g., heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash) or otherwise substantially degrade surface or groundwater quality?**

The NFO Plan EIR evaluated whether the implementation of the Plan would result in construction period water quality impacts (EIR, p. 11-11 to 12). The analysis notes that construction activities within the Plan area may substantially degrade the quality of downstream receiving waters and San Francisco Bay. Without proper controls, construction activities, in particular activities involving soil disturbance, excavation, cutting/filling, and grading could result in increased erosion on-site and sediments, pollutants and excess nutrients being carried to receiving waters, which could increase turbidity and sedimentation, disrupt aquatic habitats, impair beneficial uses, and violate waste discharge requirements. Storage of excavated soil and pavement on a project site and subsequent off-site hauling could expose this material to both wind and water erosion that could adversely affect downstream drainage facilities and waterways. In addition, spilled or improperly used construction materials, such as fuel, paint, cement, or solvents, could be washed into area storm drains or seep into the underlying groundwater.

However, any individual private development or public improvement project that would disturb an area larger than one acre or create 10,000 square feet or more of impervious surface would be required to obtain a National Pollutant Discharge Elimination System (NPDES) General Construction Permit from the State Water Resources Control Board. The terms of this permit require applicants to prepare a Stormwater Pollution Prevention Plan (SWPPP) to demonstrate that project development (construction and operation) would not cause any increase in sedimentation, turbidity, or hazardous material concentrations within downstream receiving waters. Design requirements and implementation measures for individual development-specific erosion and sedimentation controls would be set forth in the applicant's SWPPP, in accordance with State and Water Board design standards and with the County's NPDES Permit Requirements Checklist and Stormwater Pollution Prevention Program. During construction, the County Public Works Department would monitor implementation of the development's approved SWPPP, with a particular focus on erosion control. Therefore, the NFO Plan EIR concludes that potential construction period water quality impacts of the NFO Plan would be adequately controlled through the implementation of existing County and Water Board requirements, and thus would be less than significant.

For construction water quality impacts, the Project site is not greater than 1 acre and will not be required to seek coverage under the statewide General Construction Activity Stormwater Permit from the State Water Resources Control Board. However, the Project would include standard design requirements and implementation measures for erosion and sediment controls.

The NFO Plan EIR also evaluated whether the implementation of the Plan would result in long-term water quality impacts (EIR, p. 11-12 to 13). The analysis notes that storm water runoff from within the Plan area, if not properly controlled before discharge, could substantially degrade water quality, disrupt aquatic habitats, impair beneficial uses, or violate waste discharge requirements. Trash, particulate matter, oil and grease, and building chemicals that collect on streets, parking areas, roofs, open storage areas, and other impervious surfaces and are then washed into drainages, could impair runoff water quality. Increased uses of herbicides, pesticides, and fertilizers associated with landscaping could also contaminate receiving waters. The number of vehicle trips generated within the Plan area is also expected to increase, which is expected to result in a proportionate increase in the deposition of vehicle-related pollutants. New commercial operations could contaminate surfaces if potential pollutants are spilled or stored or disposed of improperly.

For long-term water quality impacts, Project applicants are required to develop and implement best management practices required by the San Mateo County's Countywide Storm Water Pollution Prevention Program. Project applicants must prepare and implement a Stormwater Control Plan containing treatment and source control measures that meet the "maximum extent practicable" standard as specified in the NPDES permit and the C.3 Guidebook. Project applicants must also prepare a Stormwater Facility Operation and Maintenance Plan and execute agreements to ensure the stormwater treatment and flow-control facilities are maintained in perpetuity. Measures to implement these regulatory requirements include non-point source pollutant, pre-discharge and passive pre-discharge treatment controls. Therefore, the NFO Plan EIR concludes that the potential long-term water quality impacts of the Plan would be adequately controlled through the implementation of existing County and Water Board requirements, and thus would be less than significant.

The Project would comply with the County SWPPP to develop and implement best management practices and prepare and implement a Stormwater Control Plan and a Stormwater Facility Operation and Maintenance Plan. Implementation of these plans in compliance with regional and County regulations will ensure the Project does not violate any water quality standards or waste discharge requirements. These requirements are also included as conditions of approval.

- b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

Impacts related to depleted groundwater supplies were scoped out of the NFO Plan EIR at the Notice of Preparation stage. The Project would not use groundwater, and thus will not result in related impacts.

- c) Significantly 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?**

The NFO Plan EIR evaluated whether the implementation of the Plan would result in stormwater drainage system impacts (EIR, p. 11-11). The analysis notes that future development in accordance with the updated NFO Plan would mostly consist of alterations of, additions to and redevelopment of existing improved properties. Although land uses and the density and intensity of development may change, there would be limited change from existing conditions in terms of impervious surface area and stormwater runoff. Development may result in increased impervious area on some parcels. New development would be required to implement on-site stormwater detention so that there is no increase in stormwater runoff from the site during a 10-year storm event. New development would be required to implement Low Impact Development (LID) measures, such as water reclamation and bioretention, that promote storage and treatment of stormwater. The LID measures can be on-site, regional, or a combination. Proposed fill may be required to be offset by storage such that there is no net impact on flood levels. Therefore, the NFO Plan EIR concludes that impacts of the updated Plan on storm drainage would represent a less than significant impact.

The Project site is currently developed with an existing building and is covered by impervious surfaces. The Project would be required to implement LID measures that will store and treat stormwater, and other measures that will result in no increase in stormwater runoff from the site during a 10-year storm event (SMP Engineers 2022).

ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

See above discussion of stormwater drainage system impacts. The Project would not significantly alter the drainage patterns of the site and would not substantially increase impervious surfaces.

iii. create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

See above discussion of stormwater drainage system impacts. Stormwater sheet flows off the property into the gutters along El Camino Real, which then flows to the existing catch basins. The proposed stormwater control plan will route runoff from the roof and pedestrian pavement through a series of area drains which eventually empty to bioretention basins along El Camino Real. Treated stormwater will flow through underground pipes, where it will connect to the existing catch basin and flow into the existing storm sewer. The bioretention basins have sufficient water storage capacity for the Project's detention volume.

See discussion of wastewater collection impacts under the Utilities and Service Systems section below.

iv. impede or redirect flood flows?

See discussion of construction period and long-term water quality impacts above. The Project would implement a Stormwater Control Plan and a Stormwater Facility Operation and Maintenance Plan. The Project also would not significantly alter drainage patterns on the site or substantially increase impervious surface area.

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

Impacts related to flood hazard, tsunami, or seiche zones were scoped out of the NFO Plan EIR at the Notice of Preparation stage. The Project will not be in a flood hazard, tsunami, or seiche zone, and thus will not result in related impacts.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

See discussion of construction period and long-term water quality impacts above. The Project site is in an urbanized area and is nearly 100% impervious. The Project would prepare and implement a Stormwater Control Plan and a Stormwater Facility Operation and Maintenance Plan. Implementation of these plans in compliance with regional and County regulations will ensure the Project does not violate any water quality standards or waste discharge requirements. These requirements are also included as conditions of approval.

f) Expose people or structures to a significant risk of loss, injury or death involving sea level rise?

The NFO Plan EIR evaluated whether the implementation of the Plan would result in flooding impacts related to sea level rise (EIR, pp. 11-14 to 15). The analysis notes that regional sea level rise predictions for the San Francisco Bay region predict a 16-inch rise in sea level by mid-century and a 55-inch rise by the end of the century. According to Bay Conservation and Development Commission maps of shoreline areas vulnerable to sea level rise, none of the Plan area would be vulnerable to a 16-inch sea level rise and a limited number of parcels located on Bay Road, Spring Street, Willow Street and Charter Street in the northwestern portion of the Plan area may be vulnerable to a 55-inch sea level rise. With increased

flooding potential in the future, development in accordance with the updated Plan could place people, structures, and other improvements at an increased risk of injury or loss from flooding.

To prevent significant impacts related to sea level rise, the NFO Plan includes Mitigation Measure 11-1, which requires implementation of flood damage avoidance requirements required for development within 100-year flood hazard areas under the National Flood Insurance Program and County Code. The Project is not located within a 100-year flood area (SMP Engineers 2022). Further, according to the National Oceanic and Atmospheric Administration's Office for Coastal Management Sea Level Rise Viewer, the Project is not located within an area vulnerable to sea level rise (NOAA 2023). As such, the Project is not subject to Mitigation Measure 11-1. The Project would not expose people or structures to a significant risk of loss, injury, or death due to sea level rise.

4.10.2 Cumulative Discussion

The NFO Plan EIR analyzes the Plan's cumulative hydrology and water quality impacts (EIR, pp. 11-15 to 16). The NFO Plan EIR concludes that the contribution of the NFO Plan to potentially significant cumulative hydrology and water quality impacts is not considered cumulatively considerable because each new development would be required to mitigate its own site-specific impacts. Project applicants must prepare and implement a Stormwater Control Plan containing treatment and source control measures that meet the "maximum extent practicable" standard as specified in the NPDES permit and the C.3 Guidebook. Project applicants must also prepare a Stormwater Facility Operation and Maintenance Plan and execute agreements to ensure the stormwater treatment and flow-control facilities are maintained in perpetuity.

The Project would be subject to and comply with these requirements as outlined in the conditions of approval in the Project staff report.

The NFO Plan EIR also analyzes the Plan's cumulative impacts related to sea level rise (EIR, p. 11-16). The NFO Plan EIR concludes that none of the NFO Plan area would be vulnerable to a 16-inch sea level rise and only a limited number of parcels in the northwestern portion may be vulnerable to a 55-inch sea level rise. The NFO Plan EIR concludes that with implementation of Mitigation 11-1 the contribution of the Plan to cumulative flooding impacts related to predicted sea level rise would be reduced to a less than cumulatively considerable and thus a less than significant level.

The Project is not subject to either the 16- or 55-inch sea level rise.

4.10.3 Mitigation

Pursuant to the discussions in the previous sections, Mitigation Measure 11-1 is not applicable to the Project.

4.10.4 Conclusion

The conclusions of the NFO Plan EIR relating to hydrology and water quality remain valid. The Project is consistent with the NFO Plan EIR. There is no evidence of substantial changes to the circumstances under which the NFO Plan EIR hydrology and water quality impacts were analyzed. There is also no evidence of new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the NFO Plan EIR was certified, that would show a new or more severe significant hydrology and water quality impact resulting from the Project.

Therefore, no additional analysis under CEQA is required for the Project.

4.11 LAND USE AND PLANNING

Environmental Issue Area	Where Impact was Analyzed in the NFO Plan EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
10. Land Use and Planning. Would the project:				
a. Physically divide an established community?	NFO Plan EIR, pp. 12-16 to 17.	No	No	Not applicable (N/A)
b. Cause a significant environmental impact due to a conflict with a land use plan, policy, or regulation of an agency with jurisdiction over the project (including the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	NFO Plan EIR, pp. 12-18 to 20.	No	No	N/A

4.11.1 Discussion

a) Physically divide an established community?

The NFO Plan EIR evaluated whether the implementation of the Plan would result in impacts associated with the physical arrangement of the community (EIR, p. 12-16 to 17). The analysis notes the existing arrangement of the community as follows: The neighborhood commercial uses are located along commercial corridors such as portions of Middlefield Road and 5th Avenue; existing general commercial uses are located along El Camino Real and portions of Middlefield Road; industrial uses are concentrated along portions of the SPR tracks and to the north of Fair Oaks Avenue west of 2nd Avenue. The railroad tracks, the parcels along the tracks, and 13.8 acres of vacant property divide the neighborhoods.

The NFO Plan includes numerous objectives, goals, policies, development standards, and design guidelines designed specifically to improve the existing physical connections (for pedestrians, bicycles, transit, and vehicles), and create new connections between the neighborhoods of North Fair Oaks and between North Fair Oaks and surrounding communities. These improved connections would provide a land use context more supportive of pedestrians and bicycles and increasing pedestrian and bicycle safety. Additionally, Plan-facilitated infill development on vacant land, and intensification and revitalization of underutilized properties, would result in more consolidated, coherent, and compatible land use patterns and physical connections, as well as a more unified development character. The NFO Plan EIR concludes that the impacts of the updated Plan on the physical arrangement and cohesion of the North Fair Oaks community and surrounding communities would represent a beneficial effect.

The Project site contains two parcels that are designated as Commercial Mixed-Use under the NFO Plan and are shown as part of an existing commercial corridor (NFO Plan, Figure 2.3, p. 28). The Project site also is shown as being within an Opportunity Area, defined by the NFO Plan as an “appropriate location [] for significant future development and significant changes to allowed land uses” (NFO Plan, Figure 2.1, p. 23). Development of the Project site with research laboratory, office, and residential uses is consistent with the NFO Plan. The Project would be subject to and comply with the NFO objectives, goals, policies, development standards, and design guidelines intended to improve and create physical connections.

b) Cause a significant environmental impact due to a conflict with a land use plan, policy, or regulation of an agency with jurisdiction over the project (including a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

The NFO Plan EIR evaluated whether the implementation of the Plan would result in impacts due to inconsistencies with plans and policies (EIR, p. 12-18 to 20). The analysis notes that the updated NFO Plan would be substantially consistent with, and would serve to implement, applicable policies of the San Mateo County General Plan. NFO Plan Land Use Goal 2.3 requires the County to “update the County’s General Plan map and zoning ordinance to be consistent with the new Plan land use map and land use designations for North Fair Oaks.” According to the NFO Plan, Goal 2.3 will, “strengthen neighborhood and community character and to incentivize needed and appropriate development.” The NFO Plan has been closely coordinated with the County’s current Housing Element, as well as the County’s ongoing update to the Housing Element to address critical needs and priorities in North Fair Oaks in a consistent manner.

The NFO Plan is also considered substantially consistent with the Metropolitan Transportation Commission’s Transportation 2035 Plan primarily because the NFO Plan designates and would facilitate future growth near potential new transit opportunities. The NFO Plan EIR also concludes that the NFO Plan is substantially consistent with the FOCUS Program, the Middlefield Pedestrian Safety Project, the California High Speed Rail Project, and the Dumbarton Rail Corridor Project. Based on these conclusions, the NFO Plan EIR considered the NFO Plan substantially consistent with other applicable land use plans, policies, and regulations, thereby resulting in a less than significant impact.

The Project complies with the NFO Plan. The Project site is designated as Commercial Mixed-Use under the NFO Plan, which permits an FAR of 2, and the Project would have an FAR of 1.97. The maximum allowed building height for the Commercial Mixed-Use area along El Camino Real is 60 feet or five stories for commercial, institutional, and mixed-use buildings. The Project building height would be approximately 53 feet for the primary structure, and up to 60 feet for architectural elements.

The Commercial Mixed-Use designation requires one vehicle space per 850 square feet of office mixed-use development, one vehicle space per residential unit, and 0.25 visitor vehicle space per residential unit. Thus, the Project would be required to provide a minimum of 25 parking spaces. The Project would provide 25 parking spaces (including three electric vehicle spaces) and, therefore, complies with the NFO Plan parking requirements. The Project would comply with all other applicable goals, policies, and design guidelines of the NFO Plan.

Therefore, the Project would not conflict with any applicable County land use plan, policy, or regulation.

4.11.2 Cumulative Discussion

The NFO Plan EIR analyzes the Plan’s cumulative impacts related to land use and planning (EIR, p. 12-20). The NFO Plan EIR concludes that the NFO Plan would result in beneficial effects on the physical arrangement of the community, less than significant land use compatibility impacts, and substantial conformance with other applicable plans, policies, and regulations. Therefore, these effects would collectively constitute a less than considerable, and therefore less than significant contribution to associated cumulative land use impacts.

The Project is consistent with the land use standards, guidelines, and policies of the NFO Plan, and does not conflict with other applicable plans, policies, and regulations.

4.11.3 Mitigation Measures

No significant land use impacts were identified in the NFO Plan EIR, and no mitigation measures were required.

4.11.4 Conclusion

The conclusions of the NFO Plan EIR relating to land use and planning remain valid. The Project is consistent with the NFO Plan EIR. There is no evidence of substantial changes to the circumstances under which the NFO Plan EIR land use and planning impacts were analyzed. There is also no evidence of new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the NFO Plan EIR was certified, that would show a new or more severe significant land use and planning impact resulting from the Project. Therefore, no additional analysis under CEQA is required for the Project.

4.12 MINERAL RESOURCES

Environmental Issue Area	Where Impact was Analyzed in the NFO Plan EIR	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
11. Mineral Resources. 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?	Scoped out at Notice of Preparation stage. Mineral resources do not exist in NFO Plan area.	No	No	Not applicable (N/A)
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?	Scoped out at Notice of Preparation stage. Mineral resources do not exist in NFO Plan area.	No	No	N/A

4.12.1 Discussion and Conclusion

Mineral resource impacts were scoped out of the NFO Plan EIR at the Notice of Preparation stage as no mineral resources exist in the NFO Plan area and the area is already developed with urban land uses. The Project site does not contain any of these resources and would also have no impact.

4.13 NOISE

Environmental Issue Area	Where Impact was Analyzed in the NFO Plan EIR	Any New Circumstances Involving New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
12. Noise. Would the project result in:				
b. Generation of excessive ground-borne vibration or ground-borne noise levels?	NFO Plan EIR, pp. 13-16 to 19.	No	No	Yes.
c. Generation of a substantial permanent increase in ambient noise levels in the project vicinity in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	NFO Plan EIR, pp. 13-19 to 21.	No	No	Yes.
d. Generation of a substantial temporary increase in ambient noise levels in the project vicinity in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	NFO Plan EIR, pp. 13-12 to 16.	No	No	Yes.
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, exposure to people residing or working in the project area to excessive noise levels?	Scoped out at Notice of Preparation stage. The Project is outside the noise contours published in San Carlos Airport Land Use Plan.	No	No	NA
f. For a project within the vicinity of a private airstrip, exposure to people residing or working in the project area to excessive noise levels?	Criteria not included in the NFO Plan EIR. The Project is not located near a private airstrip.	No	No	NA

4.13.1 Discussion

a) Generation of excessive ground-borne vibration or ground-borne noise levels?

The NFO Plan EIR evaluated whether the implementation of the Plan would result in impacts related to exposure to temporary construction ground-borne vibration (EIR, p. 13-16 to 18). The analysis notes that demolition and construction activities associated with Plan-facilitated development activity could generate substantial temporary ground-borne vibration exceeding standard vibration thresholds, which could interfere with normal activities or cause a nuisance for or damage to adjacent properties. Specifically, Plan-facilitated development could involve construction on fill where pile driving may be required to support new building foundations. Other activities during project construction, such as use of building demolition equipment, jackhammers, rock drills, and other high-power or vibratory tools and rolling stock equipment (tracked vehicles, compactors, etc.), could also potentially generate substantial vibration in the immediate project vicinity. Temporary excessive ground-borne vibration would represent a potentially significant impact.

Depending on the proximity of existing structures to the construction area and the methods of construction used, high vibration levels may affect nearby properties. There are two primary concerns

with construction-induced vibration: the potential to damage a nearby structure and to interfere with the enjoyment of nearby daily activities. Construction-induced vibration that can be structurally damaging to a building is very rare and has been observed only in instances where the structure is already in a high state of disrepair and when the construction activity occurs immediately adjacent to the structure. Human perception to vibration varies with the individual and is a function of physical setting and the type of vibration.

To mitigate these impacts, the NFO Plan EIR includes Mitigation Measure 13-2, which requires conditions in individual project demolition and construction contractor agreements that stipulate certain vibration abatement measures, such as restricted hours in which to perform vibration-generating activity, notification to nearby properties, a pre-construction survey documenting conditions of nearby historic structures, and monitoring of pile-driving vibration levels. The NFO Plan EIR concludes that with implementation of these measures the NFO Plan's potential intermittent and short-term vibration impacts would be reduced to a less than significant level.

The Project would comply with Mitigation Measure 13-2, and thus will ensure that it will not expose people to or generate excessive construction-related ground-borne vibration or ground-borne noise levels. The Project also would comply with all performance standards applicable to the NFO Plan's Industrial Mixed-Use district, set forth in Section 6276.6 of the Zoning Code, including that relating to vibration. That performance standard provides that "No use will be permitted which causes vibration perceptible without instruments on adjoining property, except for temporary construction operations." The conditions of approval for the Project will require compliance with the performance standards set forth in Section 6276.6.

The NFO Plan EIR also evaluated whether the implementation of the Plan would result in impacts related to permanent ground-borne vibration impacts (EIR, p. 13-19). The analysis notes that development facilitated by the updated Plan would not be expected to introduce any permanent new sources of significant ground-borne vibration. However, the Plan would permit new multifamily and single-family residential development within 100 feet of the Caltrain tracks or the Dumbarton Rail Corridor. Where new residential or other vibration sensitive uses are proposed within 100 feet or less of the Caltrain tracks or the Dumbarton Rail Corridor, a potentially significant vibration impact could occur.

To mitigate this potentially significant impact, the NFO Plan EIR includes Mitigation Measure 13-3, which requires that projects within 100 feet of the Caltrain tracks or Dumbarton Rail Corridor complete a detailed site-specific vibration study demonstrating that ground-borne vibrations associated with rail operations either would not exceed applicable FTA ground-borne vibration impact assessment criteria, or would be reduced to below the applicable FTA criteria thresholds through building design and construction measures. The NFO Plan EIR concludes that implementation of this measure would reduce the NFO Plan's potential intermittent vibration impacts to a less than significant level. The Project is not located within 100 feet of the Caltrain tracks or Dumbarton Rail Corridor, and thus would not be subject to Mitigation Measure 13-3 or expose people to excessive ground-borne vibration or ground-borne noise levels.

b) Generation of a substantial permanent increase in ambient noise levels in the project vicinity in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The NFO Plan EIR also evaluated whether the implementation of the Plan would result in impacts associated with exposure to noise levels exceeding standards (EIR, p. 13-19 to 20). The analysis notes that multifamily residential and other noise-sensitive land uses within the Plan area would be exposed to various existing and anticipated noise sources, including traffic, Caltrain, and Dumbarton Rail operations. Where projected future exterior noise levels exceed 60 A-weighted decibels (dBA) community noise

equivalent level (CNEL), interior noise levels may exceed the California Building Code standard of 45 dBA CNEL or County noise standards. Specifically, land uses proposed within 120 feet of the centerline of El Camino Real and other major roadways would be exposed to noise levels of 60 dBA CNEL or higher. This would represent a potentially significant impact. To mitigate this potentially significant impact, the NFO Plan EIR includes Mitigation Measure 13-4, which requires that projects within 120 feet of El Camino Real and other arterial roadways complete a noise study to identify noise reduction measures necessary to achieve compatibility with County noise standards and California Building Code noise compatibility standards. Given that the Project is within 120 feet of the centerline of El Camino Real, the Project would comply with Mitigation Measure 13-4 and prepare a noise study.

The NFO Plan EIR also evaluated whether the implementation of the Plan would result in impacts related to permanent noise level increases (EIR, p. 13-20 to 21). The analysis notes that the updated NFO Plan would result in a permanent change in noise levels by facilitating new development in North Fair Oaks. The Plan is expected to introduce commercial uses adjacent to, or below, existing or proposed residential uses in mixed-use developments. In addition, new residential development could generate noise that may adversely affect existing or proposed noise-sensitive uses.

Chapter 4.88 of the San Mateo County Code of Ordinances regulates noise, including exterior noise levels at sensitive receptors (single or multiple family residences, schools, hospitals, churches, public libraries) and interior noise levels within dwelling units. Unnecessary, excessive, or annoying noise levels would be adequately controlled by the County's established development review procedures and subsequent enforcement of the noise ordinance. Therefore, the NFO Plan EIR concludes that impacts related to permanent noise level increases from new development facilitated by the updated NFO Plan would be represent a less than significant impact.

c) Generation of a substantial temporary or periodic increase in ambient noise levels in the project vicinity in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The NFO Plan EIR evaluated whether the implementation of the Plan would result in impacts related to demolition and construction period noise. (EIR, p. 13-12 to 16). The analysis notes that demolition and construction activities associated with the updated NFO Plan could temporarily increase noise levels at nearby residential and commercial sensitive receptors. Noise levels at 50 feet from the demolition or construction equipment source could reach approximately 105 dBA, resulting in intermittent interference with typical existing residential and business activities, and exceeding the County's noise ordinance limits. This possibility represents a potentially significant impact.

To mitigate the potential impacts resulting from demolition and construction of development within the NFO Plan area, the NFO Plan EIR includes Mitigation Measure 13-1, which requires a Construction Plan that will identify a procedure for coordination with nearby noise-sensitive facilities so that construction activities can be scheduled to minimize noise disturbance. Mitigation Measure 13-1 also requires that construction be limited to between the hours of 7:00 a.m. and 6:00 p.m. weekdays, 9:00 a.m. and 5:00 p.m. on Saturdays. Demolition and construction equipment controls are also required under Mitigation Measure 13-1. The Project would be required to comply with the demolition and construction controls of the Mitigation Measure 13-1 in order to reduce any impacts related to construction-period noise. With implementation of Mitigation Measure 13-1, the NFO Plan EIR concludes that the NFO Plan would result in less than significant intermittent, short-term, project construction-period noise impacts.

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

The Plan area is located approximately 3 miles southeast of the San Carlos Airport, well outside the projected 55 dBA CNEL contour published in the San Carlos Airport Land Use Plan (EIR, p. 13-11).

- e) For a project within the vicinity of a private airstrip, exposure to people residing or working in the project area to excessive noise levels?**

The Half Moon Bay, San Carlos, and San Francisco International Airports are near the project. The closest is the San Carlos Airport, which is well outside the projected 55 dBA CNEL contour published in the San Carlos Airport Land Use Plan (EIR, p. 13-11).

4.13.2 Cumulative Discussion

The NFO Plan EIR analyzes the Plan's cumulative noise impacts (EIR, pp. 13-21 to 23). The NFO Plan EIR concludes that less than significant cumulative noise level increases are predicted throughout most of the Plan area, except along Bay Road from Woodside Road to Fifth Avenue, and along Middlefield Road from Fifth Avenue to Eighth Avenue. Cumulative impacts related to these two road segments would be significant and unavoidable even after implementation of Mitigation Measure 13-5.

The Project would be subject to and comply with Mitigation Measures 13-1, 13-2, and 13-4. Further, as discussed above, the Project would not generate a substantial increase in traffic volumes along El Camino Real and so would not result in a significant impact with respect to generation of substantial noise increases. The Project's contribution to the significant cumulative impact along El Camino Real would not be cumulatively considerable.

4.13.3 Mitigation Measures

Mitigation 13-1. Reduce demolition- and construction-period noise impacts on nearby residences in the Plan area by incorporating conditions in project demolition and construction contract agreements that stipulate the following conventional construction-period noise abatement measures:

- *Construction Plan.* Prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with nearby noise-sensitive facilities so that construction activities can be scheduled to minimize noise disturbance.
- *Construction Scheduling.* Ensure that noise-generating construction activity is limited to between the hours of 7:00 a.m. and 6:00 p.m. weekdays, 9:00 a.m. and 5:00 p.m. on Saturdays, and does not occur at any time on Sundays, Thanksgiving or Christmas.
- *Construction Equipment Mufflers and Maintenance.* Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- *Equipment Locations.* Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project site.
- *Construction Traffic.* Route all construction traffic to and from the construction sites via designated truck routes where possible. Prohibit construction-related heavy truck traffic in residential areas where feasible.

- *Quiet Equipment Selection.* Use quiet construction equipment, particularly air compressors, wherever possible.
- *Temporary Barriers.* Construct solid plywood fences around construction sites adjacent to residences, operational businesses, or noise-sensitive land uses.
- *Temporary Noise Blankets.* Temporary noise control blanket barriers should be erected, if necessary, along building facades adjoining construction sites. This mitigation would only be necessary if conflicts occurred which were not able to be resolved by scheduling. (Noise control blanket barriers can be rented and quickly erected).
- *Noise Disturbance Coordinator.* For larger construction projects, the County may choose to require project designation of a “Noise Disturbance Coordinator who would be responsible for responding to any local complaints about construction noise. The Disturbance Coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the Disturbance Coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. (The project sponsor should be responsible for designating a Noise Disturbance Coordinator, posting the phone number, and providing construction schedule notices. The Noise Disturbance Coordinator would work directly with an assigned County staff member).

Mitigation 13-2. Reduce ground-borne vibration levels during individual, site specific future project demolition and construction periods in the Plan area by incorporating conditions in individual project demolition and construction contractor agreements that stipulate the following ground-borne vibration abatement measures:

- Ensure that vibration-generating activity is limited to between the hours of 7:00 a.m. and 6:00 p.m. weekdays, 9:00 a.m. and 5:00 p.m. on Saturdays, and does not occur at any time on Sundays, Thanksgiving or Christmas.
- Notify occupants of land uses located within 200 feet of pile-driving activities of the project construction schedule in writing.
- Investigate in consultation with County staff possible pre-drilling of pile holes as a means of minimizing the number of pile driving blows required to seat the pile.
- Conduct a pre-construction site survey documenting the condition of any historic structure located within 200 feet of proposed pile driving activities.
- Monitor pile driving vibration levels to ensure that vibration does not exceed appropriate thresholds for the potentially affected building (5mm/sec or 0.2 inches/sec ppv for structurally sound buildings).

Mitigation 13-4. All proposed new multifamily residential or other noise-sensitive uses within 300 feet of the existing Caltrain line and proposed Dumbarton Rail Corridors, and within 120 feet of El Camino Real and other arterial roadways, shall submit for County approval a noise study, consistent with the requirements of the California Building Code, to identify noise reduction measures necessary to achieve compatibility with County noise standards and California Building Code noise compatibility standards. The noise study shall be approved by the County’s Planning and Building Department prior to issuance of a building permit. Identified noise reduction measures, in order of preference so that windows can be opened, may include:

- Site and building design so as to minimize noise in shared residential outdoor activity areas by locating such areas behind the buildings, in courtyards, or orienting the terraces toward the interior of lots rather than streets;
- Site and building design so as to minimize noise in the most intensively occupied and noise-sensitive interior spaces of units, such as bedrooms, by placing such interior spaces and their windows and other openings in locations with less noise exposure;
- Design of windows, doors, and other sound transmission paths such as ventilation openings, walls, and roofs to achieve a high Sound Transmission Class (STC) rating and/or other noise-attenuating characteristics.
- Installation of forced air mechanical ventilation systems in all units exposed to noise levels exceeding Title 24 standards to allow residents the option of reducing noise by keeping the windows closed.

4.13.4 Conclusion

The conclusions of the NFO Plan EIR relating to noise remain valid. The Project is consistent with the NFO Plan EIR. There is no evidence of substantial changes to the circumstances under which the NFO Plan EIR noise impacts were analyzed.

There is also no evidence of new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the NFO Plan EIR was certified, that would show a new or more severe significant noise impact resulting from the Project. Therefore, no additional analysis under CEQA is required for the Project.

4.14 POPULATION AND HOUSING

Environmental Issue Area	Where Impact was Analyzed in the NFO Plan EIR	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
13. Population and Housing. 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)?	NFO Plan EIR, pp. 14-10 to 14.	No	No	Not applicable (N/A)
b. Displace substantial number of existing people or housing, necessitating the construction of replacement housing elsewhere?	NFO Plan EIR, p. 14-13.	No	No	N/A

4.14.1 Discussion

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)?

The NFO Plan EIR evaluated whether the implementation of the Plan would result in growth inducing impacts (EIR, p. 14-10 to 13). The analysis notes that the updated NFO Plan would result in population growth and would foster economic growth, stimulate private investment and increase the community's supply of housing, including affordable housing. The Plan EIR assumes the Plan will provide for the development of 3,024 residential units, 180,000 square feet of retail uses, 155,000 square feet of office uses, 210,000 square feet of industrial uses, 110,000 square feet of institutional uses, and 3.8 acres of parks and recreation uses within the Plan area by 2035. This development under the NFO Plan would result in an estimated 11,794 new residents and 1,905 new jobs in the Plan area. However, while the amount of new development allowed under the updated Plan would represent an increase over the amount of development allowed under the current NFO Plan., the updated NFO Plan would, on balance, be consistent with the general vision, and the goals, objectives, and policies of the General Plan.

The NFO Plan EIR also evaluated whether the implementation of the Plan would result in temporary and permanent employment impacts (EIR, p. 14-13). The analysis notes that development facilitated by the updated NFO Plan would result in new temporary construction jobs and permanent employment opportunities within the Plan area. These new jobs and the resulting activity would be a beneficial impact. The NFO Plan EIR concluded that the potential environmental impacts of development within North Fair Oaks induced by the updated Plan have been evaluated at a program level and would be less than significant. However, the location, timing, nature, extent and severity of the potential environmental impacts of any given project are too speculative to predict or evaluate.

The Project proposes 19,026 square feet of research laboratory and office uses and is anticipated to generate a small portion of the 1,150 new jobs anticipated under the NFO Plan. Based on the County's average household size of 2.84, the Project could house approximately 11 residents in the four residential units (U.S. Census 2023). The Project would use existing infrastructure, including roads and utilities. As such, the Project would not induce substantial unplanned population growth either directly or indirectly.

Although CEQA does not suggest that local imbalance in the number of jobs and housing would be a significant impact under CEQA, regional planning goals seek to improve the local balance between housing and jobs because a better jobs/housing balance can reduce commuting, traffic congestion, air pollutant and greenhouse gas emissions, the need for costly transportation, infrastructure improvements, personal transportation costs, and lost leisure and family time. Therefore, the potential effect of the updated NFO Plan on jobs/housing balance is discussed in the NFO Plan EIR for informational purposes only (EIR, p. 14-13 to 14-14).

b) Displace substantial number of existing people or housing, necessitating the construction of replacement housing elsewhere?

The NFO Plan EIR evaluated whether the implementation of the Plan would result in impacts related to the displacement of people or housing (EIR, p. 14-13). The analysis notes that redevelopment of properties within the Plan area could result in the demolition and loss of housing units and the associated displacement of people, and a need for the construction of replacement housing. The location, timing, nature, extent, and severity of the potential environmental impacts of any given new housing development project within the Plan area is too speculative to predict or evaluate at the project level in the NFO Plan EIR. Parcel-specific housing projects are subject to their own project level environmental review to evaluate their specific characteristics and changes in the environmental setting over time.

The Project would not displace any housing or people. The existing building is vacant but formerly contained a veterinary clinic; development of the Project would not necessitate construction of replacement housing elsewhere.

4.14.2 Cumulative Discussion

The NFO Plan EIR analyzes the Plan's cumulative population and housing impacts (EIR, p. 14-14). The NFO Plan EIR concludes that cumulative impacts related to growth inducement, and displacement of people or housing would be less than significant.

The Project is consistent with the NFO Plan.

4.14.3 Mitigation Measures

No significant population and housing impacts were identified in the NFO Plan EIR, and no mitigation measures were required.

4.14.4 Conclusion

The conclusions of the NFO Plan EIR relating to population and housing remain valid. The Project is consistent with the NFO Plan EIR. There is no evidence of substantial changes to the circumstances under which the NFO Plan EIR population and housing impacts were analyzed. There is also no evidence of new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the NFO Plan EIR was certified, that would show a new or more severe significant population and housing impact resulting from the Project. Therefore, no additional analysis under CEQA is required for the Project.

4.15 PUBLIC SERVICES

Environmental Issue Area	Where Impact was Analyzed in the NFO Plan EIR	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
14. Public Services: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	NFO Plan EIR, pp. 15-21 to 22.	No	No	Not applicable (N/A)
ii. Police protection?	NFO Plan EIR, pp. 15-17 to 18.	No	No	N/A
iii. Schools?	NFO Plan EIR, pp. 15-24 to 25.	No	No	N/A
iv. Parks?	NFO Plan EIR, pp. 15-31 to 32.	No	No	N/A
v. Other public facilities or utilities (e.g., hospitals, or electrical/natural gas supply systems)?	Criteria not included in the NFO Plan EIR. However, impacts on utilities are analyzed in the Public Utilities Section of the NFO Plan EIR, pp. 15-7 to 8, 14 to 16, 34 to 35.	No	No	N/A

4.15.1 Discussion

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

Fire protection?

The NFO Plan EIR evaluated whether the implementation of the Plan would result in fire and emergency medical services impacts (EIR, pp. 15-21 to 22). The analysis notes that development pursuant to the NFO Plan would result in an estimated 11,794 new residents and 1,905 new jobs in the NFO Plan area. This additional development would contribute to an increase in service calls and an incremental need for additional staffing and equipment to maintain fire protection/EMS response time goals and staffing ratios.

The NFO Plan EIR also notes that development under the NFO Plan would be subject to the policies, regulations, and standards of the County, including appropriate standards for emergency access roads, emergency water supply, and fire preparedness, capacity, and response. New developments may also incorporate up-to-date fire protection features and technology (e.g., smoke alarms, interior sprinkling systems). In addition, new development within the Plan area would be required to incorporate design features identified in the California Building Code, and the Menlo Park Fire Protection District review and comment on the design of any project that could affect fire or public safety.

The Menlo Park Fire Protection District (District) has concluded that the projected potential growth in the Plan area may result in the need for larger fire suppression apparatus (e.g., quint/aerial ladder truck), more than one apparatus (e.g., engine and squad), and more personnel, which would require the District to either expand the Fire Station 5 site or relocate to accommodate the additional equipment and personnel. Additionally, as new development in the Plan area occurs over time, traffic control devices may need to be modified or eliminated in order for the District to meet acceptable response time standards. The installation of such equipment, as deemed necessary as Plan area growth occurs over time, could be coordinated with traffic mitigations identified in Chapter 16 (Transportation) of the NFO Plan EIR. The NFO Plan EIR concludes that the Plan would result in less than significant impacts to fire protection services.

The Project would require services from the Menlo Park Fire Protection District. Review of the Project's site plans by the Menlo Park Fire Protection District yielded several conditions required for approval including detailed vehicle access requirements, overhead electrical access, fire flow information, specialized sprinkler systems for the research and laboratory uses and for the mechanical car stacker in the basement, and placement of utilities. The Project is consistent with the development assumptions of the NFO Plan EIR. The Project site's mixed-use designations under the NFO Plan permits an FAR of 2 and the Project proposes an FAR of 1.97. Thus, the Project is within the expected demand assumed under the NFO Plan EIR.

Police protection?

The NFO Plan EIR also evaluated whether the implementation of the Plan would result in police service impacts (EIR, p. 15-17 to 18). The analysis notes that the anticipated additional development pursuant to the NFO Plan would result in an associated increase in service calls and a commensurate incremental need for additional staffing and equipment to maintain the County's response time goals. However, the Sheriff's Office has concluded that the effect of the updated Plan on the Office's ability to patrol, gain access, and respond within the Plan area would be negligible. The Office notes that development under the NFO Plan may result in the temporary or permanent change of location for the Sheriff's Office Sub-Station at 4th Avenue and Middlefield Road.

The NFO Plan will revitalize and activate the NFO Plan area, which may help reduce crime by bringing more people into the area, upgrading municipal services and infrastructure, and incorporating up-to-date security features and technology as newer developments are built. Further, development under the NFO Plan would generate additional annual County revenue in the form of increased local property taxes and sales taxes that would help offset the increased demand for police service by funding increases in police personnel, training, and equipment.

The Project is consistent with the development assumptions of the NFO Plan EIR. Thus, the Project is within the expected demand assumed under the NFO Plan EIR.

Schools?

The NFO Plan EIR evaluated whether the implementation of the Plan would result in impacts on schools. (EIR, p. 15-24 to 25). The analysis notes development under the NFO Plan would generate additional students attending the Redwood City School District and the Sequoia Union High School District. Based on the current number of school students living in North Fair Oaks, the Redwood City School District forecasts that the updated Plan, at buildout, would generate approximately 468 new students to the Redwood City School District. Under current statutes and case law, payment of the required school impact fees would address the impact of the updated Plan on school services to the furthest extent permitted by law. The Sequoia Union High School District collects school impact fees from residential

and non-residential development within the Plan area, and a portion of the fee is distributed to the Redwood City School District (City of Redwood City 2023).

The Project would consist of research and development uses and four new residential units. The Project could generate a small number of new students. It is possible that new employees would relocate to the area and so could indirectly lead to impacts on local schools. However, the Project's development capacity is within the development assumptions of the NFO Plan EIR. Further, as provided in Section 65996 of the California Government Code, the payment of school development fees is deemed to fully mitigate the impacts of new development on school services.

However, the Project's development capacity is within the development assumptions of the NFO Plan EIR. Further, the Project would pay required school impact fees.

Parks?

The NFO Plan EIR evaluated whether the implementation of the Plan would result in impacts on parks and recreational facilities (EIR, p. 15-31 to 32). The analysis notes that the estimated 11,794 additional residents with the updated NFO Plan would generate a need for additional parkland and recreational facilities. Parks and recreational facilities may also be required as part of new development projects. current and future residents of North Fair Oaks have convenient access to nearby public parks and recreational facilities in neighboring Redwood City. The Redwood City New General Plan EIR concludes that potential physical deterioration of Redwood City parks and recreation facilities (including those utilized by residents of North Fair Oaks, which is in the Redwood City planning Sphere of Influence) would be less than significant through the continued application of the City's parkland dedication/in lieu fee program in combination with implementation of Redwood City New General Plan policies and strategies (e.g., Parks, Recreation, and Community Services Strategic Plan), and ongoing maintenance of improvements to existing facilities undertaken by the City through its park planning and implementation programs. The City of Redwood City coordinated its New General Plan (adopted in 2010) with County staff in order to help ensure that future growth anticipated in North Fair Oaks under the Redwood City New General Plan closely reflects the growth anticipated in the NFO Plan.

The Project is consistent with the development assumptions of the NFO Plan EIR. Thus, the Project is within the expected demand assumed under the NFO Plan EIR. Additionally, the Project would provide an exterior amenity terrace that is open to Bay Road and consists of monumental entry stairs, an exterior access elevator, landscaped gardens, and an overhead shade structure, or agora. The open space activates the street landscape and provides exterior meeting and leisure activities for the building's tenants and guests.

Other public facilities or utilities (e.g., hospitals, or electrical/natural gas supply systems)?

See discussion of water, wastewater, and solid waste disposal and recycling impact in the Public Utilities section below.

4.15.2 Cumulative Discussion

The NFO Plan EIR analyzes the Plan's cumulative public services (EIR, pp. 15-18, 15-22 to 23, 15-25 to 26). The NFO Plan EIR concludes that cumulative impacts related to police service would be less than significant; cumulative impacts related to fire and emergency medical service would be less than significant; and cumulative impacts related to schools would be less than significant.

The Project is consistent with the NFO Plan and will comply with all applicable policies and regulations related to public services and utilities.

4.15.3 Mitigation Measures

No significant public services impacts were identified in the NFO Plan EIR, and no mitigation measures were required.

4.15.4 Conclusion

The conclusions of the NFO Plan EIR relating to public services remain valid. The Project is consistent with the NFO Plan EIR. There is no evidence of substantial changes to the circumstances under which the NFO Plan EIR public services impacts were analyzed. There is also no evidence of new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the NFO Plan EIR was certified, that would show a new or more severe significant public services impact resulting from the Project. Therefore, no additional analysis under CEQA is required for the Project.

4.16 RECREATION

Environmental Issue Area	Where Impact was Analyzed in the NFO Plan EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
15. Recreation. Would the Project:				
a. Increase the use of existing neighborhood or regional parks or other recreational facilities such that significant physical deterioration of the facility would occur or be accelerated?	Criteria not included in the NFO Plan EIR.	No	No	Not applicable (N/A)
b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Criteria not included in the NFO Plan EIR.	No	No	N/A

4.16.1 Discussion

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?

See discussion of impacts to parks above under the Public Services section.

The Project would provide a rooftop garden terrace, entry plaza, rear patio, and landscaped areas. The open space activates the street landscape and provides exterior meeting and leisure activities for the building’s tenants and guests and is not expected to generate a direct demand for recreation facilities. To the extent some Project employees relocate to the vicinity, that number of potential new residents is not anticipated to be significant and, as discussed above, existing recreation facilities and the payment of required fees ensures that buildout of the Plan would not cause a significant adverse effect to parks or recreational facilities.

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

See discussion of impacts to parks above under the Public Services section.

The Project would provide a rooftop garden terrace and exterior amenities and is not expected to generate a substantial direct demand for recreation facilities. As such, the Project would not require the construction of expansion of recreational facilities.

4.16.2 Cumulative Discussion

The NFO Plan EIR analyzes the Plan’s cumulative recreation impacts (EIR, p. 15-32). The NFO Plan EIR concludes parks and recreation development fees, as applicable in neighboring jurisdictions, would be assessed in those communities (e.g., Redwood City). In addition, parks and recreational facilities may also be required as part of new development projects. Therefore, cumulative impacts on parks and recreation would be less than significant.

The Project is consistent with the NFO Plan. As described above, due to the nature of the Project, it will not contribute to any cumulatively considerable recreation impacts.

4.16.3 Mitigation Measures

No significant public services impacts were identified in the NFO Plan EIR, and no mitigation measures were required.

4.16.4 Conclusion

The conclusions of the NFO Plan EIR relating to recreation remain valid. The Project is consistent with the NFO Plan EIR. There is no evidence of substantial changes to the circumstances under which the NFO Plan EIR recreation impacts were analyzed. There is also no evidence of new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the NFO Plan EIR was certified, that would show a new or more severe significant recreation impact resulting from the Project. Therefore, no additional analysis under CEQA is required for the Project.

4.17 TRANSPORTATION/TRAFFIC

Environmental Issue Area	Where Impact was Analyzed in the NFO Final EIR	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
16. Transportation/Traffic. Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including, transit, roadway, bicycle, and pedestrian facilities?	NFO Plan EIR, pp. 16-27 to 45.	No	No. RKH Civil and Transportation Engineering, 2875 El Camino Real, Traffic Impact Assessment, February 14, 2022.	Yes
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) regarding Vehicle Miles Traveled?	Criteria Not Included in NFO Plan EIR; but see GHG Analysis, p. 7-15.	No	No RKH Civil and Transportation Engineering, 2875 El Camino Real, Traffic Impact Assessment, February 14, 2022.	Not applicable (N/A)
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	NFO Plan EIR, pp. 16-45 to 46, 57 to 58.	No	No RKH Civil and Transportation Engineering, 2875 El Camino Real, Traffic Impact Assessment, February 14, 2022.	N/A
d. Result in inadequate emergency access?	NFO Plan EIR, p. 10-13 (Land Use and Planning).	No	No	N/A

4.17.1 Discussion

a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycles, and pedestrians?

The NFO Plan EIR projects the Plan will result in an additional 30,200 daily vehicle trips, 2,060 morning peak hour trips, and 2,870 evening peak hour vehicle trips. The NFO Plan EIR analyzes two intersections in proximity to the Project site: El Camino Real/Dumbarton Avenue and El Camino Real/Fifth Avenue.

Under Existing Plus Project conditions, the NFO Plan EIR concluded that El Camino Real/Dumbarton Avenue would continue to operate at acceptable levels of service. However, as identified under Impact 16-1, the El Camino Real/Fifth Avenue intersection operations would deteriorate from acceptable Level of Service (LOS) C (existing) to unacceptable LOS D during the morning peak hour, which would represent a potentially significant impact under Caltrans criteria. The NFO Plan EIR identifies Mitigation Measure 16-1, which requires restriping the southbound approach of Fifth Avenue, which would reduce the potential impact to this intersection to less than significant.

The County's 2013 Traffic Impact Study Requirements state that a Traffic Impact Study (TIS) is required if the project generates more than 500-vehicle trip ends per day or more than 100-vehicle trip ends during the peak hour (County of San Mateo 2013). A vehicle trip generation analysis was done using the data in the Institute of Transportation Engineers publication, Trip Generation (2021) (RKH Civil and Transportation Engineering 2022). The project would generate an estimated 42 vehicle trip ends during the peak hours of an average weekday and 218 total vehicle trip ends on an average weekday. On the basis of the trip generation analysis, the project's vehicle trip generation is below the threshold set by the County and the project does not meet the requirements for a full TIS (RKH Civil and Transportation Engineering 2022). The Project trip estimates are well within that assumed in the NFO Plan EIR.

Regarding the Project's impacts to pedestrian and bicycle facilities, and mass transit, implementation of the NFO Plan would generate pedestrian and bicycle trips, which would use the existing and planned circulation network in the NFO Plan area. Currently, sidewalks and pedestrian paths exist along the vast majority of roadways within the Plan area. Further, the NFO Plan would enhance pedestrian conditions, by setting standards for pedestrian-oriented street design features, setting standards for new building frontages, promoting a mix of uses in new developments that would bring trip origins and destinations closer together to encourage walking, and recommending directional and wayfinding signage. The NFO Plan also includes recommendations to support implementation of currently planned bicycle improvements and identifies several strategies to further enhance the connectivity of the bicycle system within North Fair Oaks. The NFO Plan EIR concludes that the Plan's impact on pedestrian and bicycle facilities would be less than significant (EIR, pp. 16-41 to 16-43).

Transit facilities impacts are also analyzed in the NFO Plan EIR (EIR, p. 16-43 to 45). As identified under Impact 16-7, the NFO Plan EIR identifies potential impacts to transit facilities because the Plan would generate additional transit trips, which would place substantial additional demands on the existing and planned SamTrans, Caltrain and High-Speed Rail Authority transit network in the Plan area. The NFO Plan EIR Mitigation Measure 16-7 requires the County to coordinate with SamTrans, Caltrain, the High Speed Rail Authority, and other appropriate transit authorities to ensure that existing and future transit services within the vicinity of NFO Plan are capable of accommodating potential Plan-related increases in transit demand. However, the NFO Plan EIR concludes that the impacts of the Plan on transit service must be deemed significant and unavoidable at the time the EIR was drafted given the anticipated long-term Plan area buildout period and the uncertainty of the existing and proposed transit facilities, equipment, and services beyond the County's jurisdiction, made it impossible to determine whether service improvements would be implemented concurrently with increase demand such that acceptable service levels would be maintained.

The project is within 600 feet of bus stops on El Camino Real for the SamTrans ECR Route which connects the Daly City BART station to the Palo Alto Caltrain Station. The Project would not remove any transit facilities or conflict with any adopted plans or policies associated with new transit facilities.

b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) regarding Vehicle Miles Traveled?

Though not evaluated in the context of transportation and traffic impacts, with respect to GHG emissions, the NFO Plan EIR concluded that, by encouraging higher intensity infill development within an existing urban area at corridor locations with good local and regional transit access, including convenient San Mateo County Transit District (SamTrans) bus service and Caltrain commuter rail service, as well as possible new Dumbarton Rail Corridor rail transit service, the number of vehicle trips within the Plan area as a result of development under the Plan may be reduced (EIR, p. 7-15).

Based on recommendations from the Governor's Office of Planning and Research, the County established criteria for determining whether a project meets the requirement for a Vehicle Miles Traveled (VMT)

analysis or not (County of San Mateo 2013; Governor's Office of Planning and Research 2018). There are five criteria for exemption; the Project is evaluated under the Transit Priority Area. The thresholds to be considered a Transit Priority Area include:

- 1) Location within a half mile from a high-quality transit stop or rail station. The Project is within 600 feet of bus stops on El Camino Real for the SamTrans ECR Route which connects the Daly City BART station to the Palo Alto Caltrain Station.
- 2) The FAR is greater than 0.75; the Project's FAR is 1.97.
- 3) The project does not replace affordable residential units with a smaller number of moderate/high income housing units; the residential units are new.
- 4) The project does not include more parking spaces than required by the County.
- 5) As an infill project, the project is consistent with the Sustainable Communities Strategy.

As the Project meets the thresholds for a Transit Priority Area, the project is exempt from CEQA transportation impact analysis. The Project's impact on VMT would be less than significant.

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

The NFO Plan EIR includes discussion of safety impacts at at-grade railroad crossings and identifies a potentially significant impact because development facilitated by the Plan may result in substantial additional automobile, bicycle, and/or pedestrian traffic at existing at-grade railroad crossings in the Plan area vicinity (EIR, p. 16-45 to 46). The NFO Plan EIR identifies Mitigation Measure 16-8, which requires an impact study for at-grade railroad crossing and diagnostic review.

There are no at-grade rail crossings in the immediate Project vicinity. Therefore, the Project would have a less than significant safety impact to at-grade railroad crossings because it would not increase hazards between incompatible uses (i.e., pedestrians and trains) nor would it increase vehicles queues at intersections near crossings. As such, the Project is not subject to Mitigation Measure 16-8.

Further, the Project would not increase hazards due to design features, including driveway locations, alignments, or landscaping features. The Project driveways would be located approximately mid-block on El Camino Real. The Project would maintain sight lines so that the vision of drivers is not obstructed.

d) Result in inadequate emergency access?

The NFO Plan EIR evaluated whether the implementation of the Plan would result in Emergency response impacts (EIR, p. 10-13). The San Mateo County Sheriff's Office, Office of Emergency Services provides disaster planning for all types of natural and technological disasters. The EIR analysis notes that following established County practice, a traffic control plan would be developed and implemented by the County for each individual project affecting a major travel route in order to maintain access to properties within the project limits and emergency access to and through the area, and to minimize traffic disruption and congestion, and traffic safety hazards. Any need for traffic lane reductions or street closure due to construction would be short-term, temporary and localized, and adequately managed through standard County traffic management practices implemented in the traffic control plan. The NFO Plan EIR concludes that the Plan would not interfere with emergency response or evacuation or interfere with locally-adopted emergency response or evacuation plans. Thus, the potential impact of the updated Plan on emergency response would be less than significant.

The Project site has one driveway and a public roadway on one side to facilitate emergency vehicle access and fire vehicle access. The Project would comply with County practices and a traffic control plan will be

created for the Project. Further, the Project's site plan has been reviewed by the Menlo Park Fire Department. The conditions required for approval include detailed access requirements, regarding placement of utilities, roadway durability, curb cut and striping, address numbering, emergency responder radio coverage, elevators, and fire extinguishers.

4.17.2 Cumulative Discussion

The NFO Plan EIR analyzes the Plan's cumulative transportation impacts (EIR, pp. 16-48 to 16-58). The NFO Plan EIR concludes that cumulative impacts related to intersections in the Project vicinity, hazardous conditions related to design features, and emergency access would be less than significant.

The Project is consistent with the NFO Plan and will comply with all applicable policies and regulations related to transportation and traffic.

Further, VMT impacts as described in the NFO Plan EIR relating to GHG were determined to possibly be reduced as compared to the existing condition. The Project would not substantially increase VMT and would be consistent with the NFO Plan.

The NFO Plan EIR also concludes that cumulative safety impacts at at-grade rail crossings would be significant and unavoidable. However, as described above the Project would not contribute to those cumulatively considerable impacts.

4.17.3 Mitigation Measures

No mitigation measures are required.

4.17.4 Conclusion

The conclusions of the NFO Plan EIR relating to transportation and traffic remain valid. The Project is consistent with the NFO Plan EIR. There is no evidence of substantial changes to the circumstances under which the NFO Plan EIR transportation and traffic impacts were analyzed. There is also no evidence of new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the NFO Plan EIR was certified, that would show a new or more severe significant transportation and traffic impact resulting from the Project. Therefore, no additional analysis under CEQA is required for the Project.

4.18 TRIBAL CULTURAL RESOURCES

Environmental Issue Area	Where Impact was Analyzed in the NFO Plan EIR	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
17. Tribal Cultural Resources. 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 Historic Places, or in the local register of historic resources as defined in Public Resources Code Section 5020.1(k)?	NFO Plan EIR, pp. 8-12 to 8-13.	No	No	Yes
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 5024.1? In Applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a Native American tribe.	NFO Plan EIR, pp. 8-12 to 8-13.	No	No	Yes

4.18.1 Discussion

- a) **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 listed or eligible for listing in the California Register of Historic Places, or in the local register of historic resources as defined in Public Resources Code Section 5020.1(k)?**

The NFO Plan EIR analyzed the NFO Plan's impacts to archaeological resources, including Native American resources (EIR, op. 8-13). As provided in the EIR, the Plan area contains three recorded prehistoric Native American habitation sites, P-41-000086, P-41-000299, and P-41-000303. Given the location of the Community Plan area within valley lands approximately 0.5 mile from the historic San Francisco Bay shoreline near the locations of former intermittent and perennial watercourses, there is a moderate to high potential for the presence of additional unrecorded Native American resources within the Plan area.

There are not previously recorded historic-era archaeological resources within the NFO Plan area. Based on review of historical literature and maps, there is a moderate to high potential for the presence of unrecorded historic-era archaeological resources within the NFO Plan area. Development in accordance with the updated Community Plan could disrupt, alter, or eliminate as yet undiscovered prehistoric or historic-era archaeological sites, potentially including Native American remains.

As required by Mitigation Measure 8-1, a Native American monitor would be present during monitoring or testing. If a prehistoric site is found during ground disturbance, then either preservation in place of the resource in the event of discovery of an archeological resource of Native American origin, or

archeological data recovery and development of an interpretive program. With implementation of Project Mitigation Measure 8-1, development implementing the Plan would have a less than significant impact.

There are no known Tribal Cultural Resources on the Project site. Even so, in the event such resources are encountered, the Project would comply with Mitigation Measure 8-1 and, therefore, impacts would be less than significant.

- b) **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 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 5024.1?**

See discussion under 3.18.1(a) above.

4.18.2 Cumulative Discussion

The cumulative context for tribal cultural resources is generally site specific and limited to the immediate construction area. There is a potential for Project when combined with other projects in the vicinity to impact an archeological resource of Native American origin during construction, which would result in a significant cumulative impact. If this were to occur, the Project would result in a considerable contribution to this cumulative tribal cultural resource impact. However, as discussed above, the Project would be required to implement Mitigation Measure 8-1, which requires the coordination of archeological data recovery investigations. Additionally, in the event a Tribal Cultural Resource is encountered, the Mitigation Measure would require either preservation in place of the tribal cultural resource in the event of discovery of an archeological resource of Native American origin, or archeological data recovery and development of an interpretive program. With implementation of Mitigation Measure 8-1, the Project's contribution to a cumulative tribal cultural resource impact would be reduced to a less than significant level.

4.18.3 Mitigation Measures

Mitigation 8-1: The County shall implement the following measures:

- a) With the assistance of a professional archaeologist on the CHRIS list of consultants who meets the Secretary of the Interior's Professional Qualifications Standards, County staff shall identify and keep confidential the locations of the three recorded Native American habitation sites within the Plan area, P-41-000086, P-41-000299, and P-41- 000303.
- b) Before approval of any discretionary project that could affect any of the three recorded Native American habitation sites within the Plan area, P-41- 000086, P-41-000299, and P-41-000303, a professional archaeologist on the CHRIS list of consultants who meets the Secretary of the Interior's Professional Qualifications Standards shall assess the resources and provide project-specific recommendations.

If prehistoric or historic-era archaeological resources are encountered during future construction within the Plan area, work shall be temporarily halted in the vicinity of the discovered materials and workers shall avoid altering the materials and their context until a qualified professional archaeologist has evaluated, recorded, and determined appropriate treatment of the resource, in consultation with the County. Project personnel shall not collect cultural resources.

Cultural resources shall be recorded on DPR 523 historic resource recordation forms. Native American resources include chert or obsidian flakes, projectile points, mortars, and pestles; and dark friable soil containing shell and bone dietary debris, heat-affected rock, or human burials. Historic-period resources include stone or adobe foundations or walls; structures and remains with square nails; and refuse deposits or bottle dumps, often located in old wells or privies. If it is determined that the proposed development could damage a unique archaeological resource, mitigation shall be implemented in accordance with Public Resources Code Section 21083.2 and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place.

4.18.4 Conclusion

The conclusions of the NFO Plan EIR relating to Tribal Cultural Resources (referred to as Native American resources therein) remain valid. The Project is consistent with the NFO Plan EIR. There is no evidence of substantial changes to the circumstances under which the NFO Plan EIR impacts were analyzed. There is also no evidence of new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the NFO Plan EIR was certified, that would show a new or more severe significant Tribal Cultural Resources impact resulting from the Project.

Therefore, no additional analysis under CEQA is required for the Project.

4.19 UTILITIES AND SERVICE SYSTEMS

Environmental Issue Area	Where Impact was Analyzed in the NFO Plan EIR	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
18. Utilities and Service Systems. 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?	NFO Plan EIR, pp. 15-14 to 15-16.	No	No	Not applicable (N/A)
b. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	NFO Plan EIR, p. 15-7.	No	No	N/A
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?	NFO Plan EIR, pp. 15-14 to 16.	No	No	N/A
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?	NFO Plan EIR, pp. 15-34 to 35.	No	No	N/A
e. Comply with federal, state, and local statutes and regulations related to solid waste?	Scoped out at Notice of Preparation stage.	No	No	N/A

4.19.1 Discussion

- 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?**

Wastewater and Sewer Systems. The NFO Plan EIR evaluated whether the implementation of the Plan would result in wastewater treatment impacts (EIR, pp. 15-15 to 15-16). Wastewater collection service within the NFO Plan area is provided by the Fair Oaks Sewer Maintenance District and the West Bay Sanitary District, wastewater conveyance to the treatment plant is provided by City of Redwood City, and wastewater treatment is provided by the South Bayside System Authority (SBSA). The NFO Plan EIR analysis notes that net new development allowed under the Plan could generate a total of approximately 0.507 million gallons per day (mgd) average dry weather flow (ADWF) of wastewater, or a net increase of approximately 0.528 mgd ADWF. Redwood City has been allocated 13.8 mgd of ADWF capacity at the SBSA wastewater treatment facility, and currently uses up to approximately 9 mgd of its capacity. Therefore, available treatment capacity is adequate to meet the estimated net increase of 527,780 gallons per day (gpd) (0.528 mgd) ADWF with the NFO Plan. Redwood City has been allocated 30.5 mgd of

peak wet weather flow treatment capacity at the SBSA treatment facility. According to the SBSA, Redwood City's highest peak wet weather flow rate was 29.22 mgd in January 2008, which is approaching but still less than its allocated capacity. The NFO Plan EIR concluded that the impact of new development allowed under the Plan, including the proposed project, on wastewater treatment capacity would be less than significant.

The NFO Plan EIR also evaluated whether the implementation of the Plan would result in wastewater collection impacts (EIR, p. 15-14 to 15). The analysis notes that additional development pursuant to the NFO Plan would generate an increase in wastewater requiring collection and treatment. Net new development under the updated NFO Plan would result in an estimated additional wastewater generation in the NFO Plan area of approximately 2,399 Residential Unit Equivalents (RUEs). The 2,399 RUEs equates to about 527,780 gpd, or 95% of total water demand; this is consistent with standard, professionally recognized ratios of wastewater generation to water demand (e.g., City of Redwood City calculation formulas).

As stated above, wastewater collection service within the NFO Plan area is provided by the Fair Oaks Sewer Maintenance District and the West Bay Sanitary District, wastewater conveyance to the treatment plant is provided by City of Redwood City, and wastewater treatment is provided by the SBSA.

Sewer lines serving the Plan area would be upgraded by individual development project applicants to ensure adequate capacity for residential, commercial, and industrial demand. Under existing County development permitting procedures, each individual future development project within the NFO Plan area would be required to: 1) pay applicable County development and connection fees, 2) pay its fair share toward necessary sewer system facilities to support the proposed development's sewer infrastructure needs, and 3) submit final project water system design specifications and construction modifications for approval by the Public Works Department. Temporary construction-period traffic, noise, air quality, water quality and other potential impacts would be mitigated through the County's standard construction mitigation practices.

Therefore, the NFO Plan EIR concluded that the environmental impact of the NFO Plan related to wastewater treatment facilities and fire flow would be less than significant.

The Project is within an Opportunity Area and is consistent with the development assumptions of the NFO Plan EIR. In accordance with County policy to mitigate any new net sewer flow increase into the existing system, the Project would comply with the County development permitting procedures, pay applicable County development and connection fees, pay its fair share toward necessary sewer system facilities, and submit final project water system design specifications and construction modifications for approval by the Public Works Department. Any construction required to accommodate the Project's wastewater treatment would comply with the County's standard construction mitigation practices.

Water Facilities. The NFO Plan EIR also evaluated whether the implementation of the Plan would result in water distribution, fire flow, and emergency storage impacts (EIR, p. 15-7 to 15-8). The analysis notes that because water systems are sized primarily to meet fire flow capacity, some replacement of local water lines may be required to serve future, larger developments in the Plan area. Also, local improvements may be needed if higher density development occurs in a location currently served by undersized lines. Regarding insufficient emergency water storage facilities in the Redwood City service area within North Fair Oaks, the City of Redwood City plans to construct a 3-million-gallon water storage tank that will be able to serve the "Main City Service Area" (that portion of the service area located primarily east of El Camino Real, which includes the Plan area).

Under existing County development permitting procedures, each individual future development project within the Plan area would be required to: 1) pay applicable County development and connection fees, 2)

pay its fair share toward necessary water system facilities to support the proposed development's water infrastructure needs, and 3) submit final project water system design specifications and construction modifications for approval by the Public Works Department. In addition, new service connections and/or the effects of higher density development may require localized pipe replacement. Temporary construction-period traffic, noise, air quality, water quality and other potential impacts would be mitigated through the County's standard construction mitigation practices. Therefore, the NFO Plan EIR concluded that the environmental impact of the updated NFO Plan related to water distribution facilities and fire flow would be less than significant.

The Project would comply with the County development permitting procedures that require payment of applicable County development and connection fees, payment of the Project's fair share toward necessary water system facilities, and submission of final water system design specifications and construction modifications for approval by the Public Works Department. Any construction required to accommodate the Project's water supply would comply with the County's standard construction mitigation practices.

See Section 3.18.1(b) below regarding sufficiency of water supplies for additional discussion of impacts related to water facilities.

Energy and Natural Gas. The NFO Plan EIR did not analyze impacts to energy and natural gas facilities. As discussed in Section 6 regarding impacts related to energy usage, the Project would not result in the inefficient or unnecessary use of energy. The Project is subject to and will comply with the Green Building Code (Article 10) and Energy Code (Article 9). The County amended its Green Building Code and Energy Code on February 25, 2020, to exceed state requirements for energy efficiency (referred to as a "Reach Code" because such local ordinances "reach" beyond state requirements). The County's Reach Codes require that, subject to certain exceptions, all commercial buildings be all electric. Commercial buildings that do not include office uses also must install Level 2 electric vehicle charging stations at 6% of parking spaces and install Level 1 Circuits at 5% of parking spaces.

Compliance with the Green Building and Energy Codes, and Title 24 would increase the efficiency of the Project design by implementing a combination of energy, water and/or solid waste reduction measures.

b) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

The NFO Plan EIR evaluated whether the implementation of the Plan would result in water supply impacts (EIR, p. 15-15 to 16). The analysis notes that additional development pursuant to the NFO Plan would generate a projected net increase in water demand of approximately 555,560 gpd. California Water Service and the City of Redwood City will supply water to the NFO Plan area, and future growth in North Fair Oaks is expected by both water suppliers in the Urban Water Management Plans. As required by state law, any individual development proposal that meets Senate Bill 610 criteria (i.e., water demand equivalent to 500 dwelling units) must have prepared a Water Supply Assessment to evaluate water supply availability. In addition, each individual project developer would be responsible for funding the design and construction of necessary water infrastructure upgrades. Based on these requirements and conclusions, the water supply impact of the NFO Plan is considered less than significant.

The Project is within an Opportunity Area and consistent with the development assumptions of the NFO Plan EIR.

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?

See above discussion regarding wastewater collection impacts. See above discussion regarding wastewater treatment impacts.

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?

The NFO Plan EIR evaluated whether the implementation of the Plan would result in impacts to solid waste and recycling services (EIR, p. 15-34 to 15-35). Demolition and construction activities, and the operation of new development facilitated by the updated Plan, would generate additional solid waste. The South Bayside Waste Management Authority Service does not anticipate any impact on Recology San Mateo's ability to handle the waste hauling needs under the proposed Plan. Property owners would be required to comply with all provisions of the San Mateo County Ordinance Code, Title 4, Sanitation and Health, Chapter 4.04--Solid Waste Collection, Transport and Disposal; and Chapter 4.1 05 - Recycling and Diversion of Debris from Construction and Demolition, Section 4.105.01 O(a); as well as the San Mateo County Green Building Program (Sections 1401-1408 of the County Code). Future development under the Plan would not be expected to generate an inordinate amount of solid waste - i.e., a rate inconsistent with adopted policies and regulations--either during demolition/construction or operation/occupancy--and would be served by a landfill with sufficient capacity to accommodate Plan demolition/construction debris and annual solid waste disposal needs. The NFO Plan EIR concluded that the impact of development allowed under the Plan on solid waste and recycling services would represent a less than significant impact.

The Project would comply with County requirements regarding the solid waste disposal and recycling.

e) Comply with federal, state, and local statutes and regulations related to solid waste?

This significance criteria was scoped out of the NFO Plan EIR. The Project would comply with any applicable federal, state, and local statutes and regulations related to solid waste.

4.19.2 Cumulative Discussion

The NFO Plan EIR analyzes the Plan's cumulative recreation impacts (EIR, pp. 15-9, 15-16, 15-35). The EIR concludes that cumulative impacts related to water service would be less than significant; cumulative impacts related to wastewater would be less than significant; and cumulative impacts related to solid waste and recycling services would be less than significant. The Project is consistent with the NFO Plan.

4.19.3 Mitigation Measures

No significant utilities and service systems impacts were identified in the NFO Plan EIR, and no mitigation measures were required.

4.19.4 Conclusion

The conclusions of the NFO Plan EIR relating to utilities and service systems remain valid. The Project is consistent with the NFO Plan EIR. There is no evidence of substantial changes to the circumstances under which the NFO Plan EIR utilities and service systems impacts were analyzed. There is also no evidence of new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the NFO Plan EIR was certified, that would show a new or more severe significant utilities and service systems impact resulting from the Project.

Therefore, no additional analysis under CEQA is required for the Project.

4.20 MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issue Area	Where Impact was Analyzed in the NFO EIR	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
18. Mandatory Findings of Significance.				
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 an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory?	NFO Plan EIR, Sections 4.4, Biological Resources, and 4.5, Cultural Resources	No	Yes, discussed throughout the checklist	Yes
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)?	NFO Plan EIR, Sections 4.1 through 4.17	No	Yes, discussed throughout environmental checklist	Yes
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	NFO Sections 4.3, Air Quality, 4.8, Hazards and Hazardous Materials, and 4.12, Noise	No	Yes, discussed throughout environmental checklist	Yes

CONCLUSION

Since the NFO Plan EIR was certified, there have been regulatory changes. However, pursuant to the discussions throughout this environmental checklist, no new significant impacts or substantially more severe impacts were identified.

All approved mitigation in the NFO Plan EIR would continue to be implemented with the Project. Further, the Project has been conditioned to require implementation of the applicable mitigation measures discussed in this environmental checklist. Therefore, no new significant impacts would occur with implementation of the Project.

MITIGATION MEASURES	YES	NO
The mitigation measures in the Environmental Impact Report certified for the North Fair Oaks Community Plan Update (NFO Plan) have been proposed in project application.	X	
Other mitigation measures are needed.		X

The following mitigation measures from the North Fair Oaks Plan are included in the project plans or proposals pursuant to Section 15070(b)(1) of the State CEQA Guidelines:

Mitigation Measure 5-1

Mitigation Measure 5-3

Mitigation Measure 6-1

Mitigation Measure 8-1

Mitigation Measure 8-2

Mitigation Measure 8-3

Mitigation Measure 11-1

Mitigation Measure 13-1

DETERMINATION (to be completed by the lead agency). On the basis of this initial evaluation:

Pursuant to Section 15168(c) (*Program EIR*) of CEQA Guidelines, County Planning Staff has concluded that the Project is within the scope of the project covered by the Program Environmental Impact Report (Program EIR) certified for the North Fair Oaks Community Plan Update in 2011, and that the Project as proposed would have no new effects and would require no new mitigation measures. Further, in addition to the conditions of approval in the Project staff report, the project is required to implement all applicable mitigation measures adopted in the Program EIR. Therefore, no additional environmental document is required.

(Signature)

Date (Title)

5 REFERENCES

Association of Bay Area Governments (ABAG), 2023. “MTC/ABAG Hazard Viewer Map.” Available online at:

<https://mtc.maps.arcgis.com/apps/webappviewer/index.html?id=4a6f3f1259df42eab29b35dfcd086fc8>.

Accessed April 2023.

BAAQMD, 1998. “Regulation 11 Hazardous Pollutants.” Available online at:

<https://www.baaqmd.gov/~/media/dotgov/files/rules/reg-11-rule-2-asbestos-demolition-renovation-and-manufacturing/documents/rg1102.pdf?la=en>. Accessed April 2023.

California Department of Conservation, 2023. “Alquist-Priolo Site Investigation Reports.” Available online at: <https://maps.conservation.ca.gov/cgs/informationwarehouse/apreports/>. Accessed April 2023.

Capex Engineering, 2020. Geotechnical Investigation, December 2020.

County of San Mateo, 2016. “Tree Regulations.” Available online at:

<https://www.smcgov.org/planning/tree-regulations>. Accessed April 2023.

CalEPA, 2023. “CalEPA Regulated Site Portal. Available online at:

<https://siteportal.calepa.ca.gov/nsite/map/results>. Accessed April 2023.

DTSC, 2023. “GeoTracker Database.” Available online at: <https://geotracker.waterboards.ca.gov/>.

Accessed April 2023.

Governor’s Office of Planning and Research, 2018. “Technical Advisory: On Evaluating Transportation Impacts in CEQA.” Available online at: https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf. Accessed April 2023.

County of San Mateo, 2013. Traffic Impact Study Requirements: County of San Mateo, September 2013.

Available online at: <https://www.smcgov.org/media/46076/download?inline=1>. Accessed April 2023.

NOAA, 2023. “Sea Level Rise Viewer.” Available online at: <https://coast.noaa.gov/slr/>. Accessed April 2023.

Menlo Park Fire Protection District, Fire Prevention Bureau, 2021. “Fire PC #MPR21-0490,” September 2021.

SMP Engineers, 2022. Hydrology Report for 2875 El Camino Real, Redwood City, March 2022.

Redwood City, 2023. “Development Fee Schedule”, Available at:

<https://www.redwoodcity.org/home/showpublisheddocument/23586/637587669923300000>.

Accessed April 2023.

RKH Civil and Transportation Engineering, 2022. Traffic Impact Analysis Assessment, February 2022.

U.S. Census, 2023. “Quickfacts: San Mateo County, California” Available online at:

<https://www.census.gov/quickfacts/sanmateocountycalifornia>. Accessed April 2023.