

Notice of Exemption**Appendix E**

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk

County of: _____

From: (Public Agency): _____

(Address)

Project Title: _____

Project Applicant: _____

Project Location - Specific:

Project Location - City: _____ Project Location - County: _____

Description of Nature, Purpose and Beneficiaries of Project:

Name of Public Agency Approving Project: _____

Name of Person or Agency Carrying Out Project: _____

Exempt Status: **(check one):**

- Ministerial (Sec. 21080(b)(1); 15268);
 Declared Emergency (Sec. 21080(b)(3); 15269(a));
 Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
 Categorical Exemption. State type and section number: _____
 Statutory Exemptions. State code number: _____

Reasons why project is exempt:

Lead Agency

Contact Person: _____ Area Code/Telephone/Extension: _____

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: Apollo Rojas Date: _____ Title: _____

Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____



City of Redwood City
Community Development Department

CEQA COMPLIANCE AND EXEMPTION DETERMINATION

1.0 PROJECT DESCRIPTION

1.1 PROJECT TITLE

240 Twin Dolphin Drive Office Project

1.2 LEAD AGENCY NAME AND ADDRESS

City of Redwood City
Community Development & Transportation Department
1017 Middlefield Road
Redwood City, CA 94063

1.3 CONTACT PERSON AND PHONE NUMBER

Apollo Rojas, Senior Planner
City of Redwood City
650-780-7365
arojas@redwoodcity.org

1.4 APPLICANT'S NAME AND ADDRESS

Steve Lynch
Sand Hill Property Company
650-344-1500
slynch@shpco.com

1.5 APPLICATION NUMBER

AP2018-059, PD2019-001, TM2018-009

1.6 PROJECT LOCATION AND SETTING

240 Twin Dolphin Drive
Assessor Parcel Numbers (APNs): 111-910-020, 030, 040, 050, 060, 070, 080, 090, 100, 110, 120,
130, 140, 150, 170, 180, 190, 200, 210, 220, 230, 240, 250

General Plan Designation: Commercial Office – Professional/Technology
Zoning District: Commercial Park

The 4.68-acre project site is located at 240 Twin Dolphin Drive in Redwood City, California. The project site is developed with six existing one-story office buildings and a surface parking lot with 194 spaces, totaling approximately 54,000 gross square feet. The project site is adjacent to Twin Dolphin Drive to the north, Cormorant Drive to the southeast, Shoreway Road and U.S. Highway 101 to the southwest, and Belmont Creek to the northwest. The project site is located within a highly urbanized area and surrounded by a mix of commercial, office, and hotel uses ranging from one to eight stories tall. Other uses near the project site include the Redwood Shores Lagoon, a stormwater retention pond that provides a variety of recreational opportunities for residents such as boating, fishing, and swimming.

Figure 1: Project Location Map



1.7 PROPOSED PROJECT

The applicant, Sand Hill Property Company, requests a Tentative Parcel Map, Planned Development Permit, and an Architectural Permit for the 240 Twin Dolphin Drive Project (proposed project). The proposed project would demolish the six existing one-story office buildings and surface parking lot totaling 54,000 gross square feet, and construct a new five-story commercial office building and a five-level parking garage. The proposed five-story commercial office building would be approximately 89 feet tall and approximately 200,000 gross square feet¹. The main entrance would be located on the southwest side of the building with secondary entrances provided on the northeast and northwest sides of the building. Access to each building floor would be available from the elevator lobby and stairwells located within the center of the building. The amount of office space provided on each building floor is shown in Table 1.

¹ For purposes of this California Environmental Quality Act (CEQA) analysis the total square footage of the proposed office building has been rounded to the nearest hundred thousand.

Table 1: Proposed Floor Plan

Building Floor	Gross Square Feet	Private Open Space (Gross Square Feet)
First Floor	39,110	--
Second Floor	44,210	--
Third Floor	43,890	320
Fourth Floor	39,390	3,340
Fifth Floor	35,410	4,600
Total	200,000¹	8,260

¹ The total building square footage has been rounded to the nearest hundred thousand.

As shown in Table 1, the proposed office building also includes approximately 8,260 square feet of private open space consisting of exterior employee decks on the third, fourth, and fifth floors. There would also be two outdoor patio areas on the northwest side of the building, and an exterior roof deck approximately 8,160 square feet. As such, there would be approximately 16,420 square feet of onsite open space.

The proposed five-level above ground parking garage would be approximately 232,595 gross square feet and contain 655 parking spaces. In addition, to meet the City’s parking requirements per Article 30 of the Redwood City Zoning Ordinance and provide one space for every 300 square feet of gross floor area, which equates to 680 parking spaces, the proposed project would also provide 35 surface parking spaces including 3 shared public spaces for visitors using the Belmont Creek Trail. As such, the proposed project would meet the City’s parking requirements and provide a total of 690 parking spaces. The proposed project would also meet the requirements of Section 30.6.D.1 and Section 30.6.D.3 of the Redwood City Zoning Ordinance and provide 60 bicycle parking spaces consisting of 28 long-term spaces and 32 short-term spaces. Bicycle racks would be placed throughout the project site and a bicycle storage room would be located on the first floor of the office building. Access to the parking garage and surface parking would be provided from a relocated driveway on Twin Dolphin Drive and the existing driveway on Cormorant Drive. The driveways would be 26 feet wide and provide adequate access for emergency vehicles.

The proposed project would remove 62 existing trees from the project site, of which includes 48 protected trees that are 12 inches in diameter or greater as defined by the City’s Tree Preservation Ordinance (Chapter 35 of the City Code). The proposed project would comply with the City’s Tree Preservation Ordinance and replant 66 trees onsite and provide approximately 117,975 square feet of landscaping. Landscape plantings would be placed along the site perimeter and pedestrian pathways, within the outdoor patio areas, and around the main structures. Landscaped areas would incorporate a combination of drought tolerant plants and shrubs that meet the requirements of California’s Water Efficient Landscape Ordinance and the City’s Recycled Water Program.

In addition, the proposed project includes off-site pedestrian improvements, such as the construction of new sidewalks along the frontage of Twin Dolphin Drive and the addition of a new mid-block crosswalk on Twin Dolphin Drive. The new sidewalks would connect directly to the existing pedestrian trail along Belmont Creek, and would provide access to the office building’s northwest entrance and outdoor patio areas.

The addition of the new mid-block crosswalk on Twin Dolphin Drive would provide a direct connection to the shuttle bus stop on the east side of Twin Dolphin Drive, and would incorporate various safety elements as noted below. The proposed project would also provide a public

pedestrian/bicycle pathway through the project site to connect to the existing class I bicycle paths and class III bicycle lanes along Twin Dolphin Drive.

A Transportation Demand Management (TDM) Plan has been prepared for the proposed project. The proposed project would implement TDM measures to address solo car trips and associated parking demand, traffic congestion, and greenhouse gas emissions. The TDM Plan is provided in this document as Attachment A.

1.8 CLASS 32 INFILL EXEMPTION

Article 19 of the California Environmental Quality Act (CEQA Guidelines Sections 15300 to 15333), includes a list of classes of projects that have been determined to not have a significant effect on the environment and as a result, are exempt from review under CEQA. Among the classes of projects that are exempt from CEQA review are those projects that are specifically identified as urban infill development. CEQA Guidelines Section 15332 defines infill development (Class 32 exemptions) as being applicable to projects meeting the following conditions:

- a. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- b. The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.
- c. The project site has no value as habitat for endangered, rare, or threatened species.
- d. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- e. The site can be adequately served by all required utilities and public services.

Even if a project is ordinarily exempt under any of the potential categorical exemptions, CEQA Guidelines Section 15300.2 also provides specific instances where exceptions to otherwise applicable exemptions apply. As such, exceptions to a categorical exemption would apply under the following circumstances:

- a. **Location.** Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located. A project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances except where the project may impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.
- b. **Cumulative Impact.** All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time, is significant.
- c. **Significant Effect.** A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.
- d. **Scenic Highways.** A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

- e. **Hazardous Waste Sites.** A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.
- f. **Historical Resources.** A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

The analysis presented in the following section provides substantial evidence that the proposed project qualifies for an exemption under CEQA Guidelines Section 15332 as a Class 32 infill development, and would not have a significant effect on the environment. Additionally, the analysis presents substantial evidence that there are no exceptions under CEQA Guidelines Section 15332 that apply to the proposed project or project site, and that the Class 32 exemption is applicable.

2.0 CEQA DETERMINATION

15332. Infill Development Projects

Yes No

15332(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

The proposed project is consistent with the Commercial Office–Professional/ Technology General Plan designation, which provides opportunities for small- and large-scale professional offices, office complexes and campuses, and related uses that support office uses. This category also facilitates districts where emerging and evolving technologies and businesses can operate in flexible building spaces. Such businesses may involve combinations of traditional office activities and small-scale manufacturing or research and development uses. Development approaches can include low-scale buildings with limited or no outdoor use, or multi-story office buildings and structured parking. The proposed project would be consistent with the development standards for the Commercial Office-Professional/ Technology General Plan designation, which allows a maximum floor area ratio of 1.0 and buildings up to five stories tall.

The project site is located within the Commercial Park Zoning District, which is to provide areas appropriate for large-scale corporate offices, research and technology offices, and administrative and professional offices in a campus-like environment, to promote the development of employment and administrative activities, and serve local and regional markets. Development in the shoreline locations of the Commercial Park Zoning District should react to the Bay location and the provision of trails and pedestrian access to the shoreline is strongly encouraged.

The proposed project requires approval of a Tentative Parcel Map for adjustment to the existing lot lines, a Planned Development Permit for modifications to the proposed setbacks, and an Architectural Permit to ensure the design and appearance of the proposed project conforms to the general character of other structures surrounding the project site. As shown in Table 2, upon approval of these required permits, the proposed project would be consistent with the development standards for the Commercial Park Zoning District, including building height, setbacks, and floor area ratio. Therefore, the proposed project meets this criterion.

Table 2: Commercial Park Zoning District Development Standards

Development Standards	Commercial Park Zoning District Requirement	Proposed Project	Complies
Maximum Building Height	100'-0"	89'-0"	Yes
Side Setback (at Twin Dolphin Drive)	79'-0"	49'-6"	Yes. with approval of a Planned Development Permit
Front Setback (at Shoreline Drive)	79'-0"	44'-7"	Yes. with approval of a Planned Development Permit
Rear Setback (at Belmont Creek)	33'-0"	52'-2"	Yes

Development Standards	Commercial Park Zoning District Requirement	Proposed Project	Complies
Side Setback (at 1399 Shoreway Road)	10'-0"	13'-0"	Yes
Maximum Floor Area Ratio	0.8 + 0.2 Incentive based FAR Bonus	1.0	Yes, with approval of Bonus Floor Area (Article 16.3.B.2)

Yes No

15332(b) *The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*

The 4.68-acre project site is located within the City of Redwood City and is substantially surrounded by urban uses, including an eight-story hotel to the northeast, a two-story office building and four-story hotel to the south, a one-story commercial office building to the southwest, and a one-story commercial office building to the northwest. Therefore, the proposed project meets this condition.

Yes No

15332(c) *The project site has no value as habitat for endangered, rare, or threatened species.*

The project site is located within a highly urbanized area and mostly covered with impervious surface, including six one-story office buildings and a surface parking lot totaling approximately 54,000 square feet. According to the arborist survey completed for the proposed project, there are 118 existing trees on the project site. The proposed project would remove 62 existing trees from the project site, which includes 48 protected trees as defined by the City of Redwood City's Tree Preservation Ordinance. The proposed project would obtain a Tree Removal Permit (**Condition of Approval [COA] #16**) from the City prior to the removal of these trees. The proposed project would replant 66 trees onsite and would provide approximately 117,975 square feet of other landscaping throughout the site.

Due to the location and developed nature, the project site does not contain a designated wildlife corridor or any suitable habitat for endangered, rare, or threatened species. The proposed project includes off-site access improvements to the existing pedestrian trail located along Belmont Creek; however, such improvements would occur within the existing trail right-of-way and would not directly or indirectly impact the creek. Therefore, the proposed project meets this condition.

Yes No

15332(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

Would the project:	Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Approval of the project would not result in any significant effects relating to traffic.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Approval of the project would not result in any significant effects relating to noise.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Approval of the project would not result in any significant effects relating to air quality.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Approval of the project would not result in any significant effects relating to water quality.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Traffic

A Traffic Impact Analysis report was prepared for the proposed project by Hexagon Transportation Consultants Inc., on February 19, 2021. The report evaluated potential transportation impacts generated by the proposed project, including the project’s trip generation. In accordance with Senate Bill (743) and the CEQA Guidelines this analysis evaluates transportation impacts associated with the project’s daily vehicle miles travelled (VMT). The complete Transportation Impact Analysis report is provided in Attachment B.

Vehicle Miles Travelled

The City has developed policies and guidelines for VMT impact evaluation in the *Redwood City Transportation Analysis Manual* dated July 21, 2020. The *Redwood City Transportation Analysis Manual* states that the threshold for project generated VMT is 15.0 home-based work VMT per employee. Accordingly, the Traffic Impact Analysis relied on the Valley Transportation Authority-City/County Association of Governments of San Mateo County (VTA-C/CAG) travel forecasting model to estimate the average daily VMT for the project’s Traffic Analysis Zone (TAZ) compared to the City’s significance threshold of 15.0.

As discussed in Section 1.7, a TDM plan was prepared for the proposed project by Hexagon Transportation Consultants Inc., on February 11, 2021 (Attachment B). The Project TDM measures are listed below in Table 3 and have been accounted for in the Project VMT analysis.

Table 3: Project TDM Measures

Required TDM Measure	Implementation Responsibility	Potential Drive-alone Mode Share Reduction ¹	Potential VMT Reduction ²
TDM Administration, Marketing, and Monitoring/Reporting			
Provide on-site Information	TDM Coordinator	1% - 1.5%	2%
Bicycle and Pedestrian Facilities			
Bike racks for customers or employees	Building Developer	4% - 10%	2%
Indoor bike parking for employees	Building Developer		
Showers and lockers	Building Developer	2% - 8%	
Transit			
Pre-tax deductions	Future Tenants	1% - 5%	3%
Well-lit pedestrian paths to transit	Building Developer	0% - 2%	N/A
Transit passes for TMA to distribute in TMA area	Building Developer	10% - 15%	4%
Ongoing real time displays in shared or public spaces	Building Developer	1% - 1.5%	N/A
Subsidized transit passes for employees using transit	Future Tenants	10% - 15%	N/A
Onsite Facilities			
Land/facilities for transit stops, hubs, program administration, bike share, etc.	Building Developer	0% - 2%	N/A
Onsite amenities that reduce trips i.e., café, ATM, childcare	Building Developer	1% - 12%	1%
Parking			
Shared parking	Building Developer	0% - 20%	N/A
Total		30% - >50%	12%

Source:

¹ Redwood City Transportation Demand Management Program, July 13, 2018

² SB 743 Implementation TDM Strategy Assessment, Ron Milam and Jason Pack, February 26, 2019

In order to be compliant with the City’s TDM Program, the proposed project must meet the following criteria:

- **Redwood City Transportation Demand Management Program:** Target drive-alone mode share for a suburban office building with 50+ employees is 52 percent.
- **Redwood City Transportation Analysis Manual:** Threshold for project generated VMT is 15.0 home-based work VMT per employee.

Based on the City's TDM Program, the current drive-alone rate for Redwood City is 78 percent for a suburban office land use and is required to be 52 percent. As shown in Table 3, the Project TDM measures account for a 30 to 50 percent reduction in the current drive-alone rate, and therefore the proposed project would be below the City's drive-alone rate target of 52 percent. Table 3 also shows that the Project TDM measures would account for a 12 percent reduction in the Project VMT. As such, with the Project TDM measures the Project VMT would be 14.32 miles and below the 15.0 threshold. The Traffic Impact Analysis (Attachment B) also conservatively assumes that if the drive-alone mode share all becomes 2-person carpools then the project employment VMT per job would be further reduced to 14.22 miles. Therefore, the proposed project would comply with the City's TDM Program and VMT impacts would be less than significant.

Pedestrian Access

Pedestrian access to the project site is provided via sidewalks on Twin Dolphin Drive and Cormorant Drive. The proposed project would add a sidewalk along its frontage on Twin Dolphin Drive where no sidewalk currently exists. The sidewalk would connect directly to the pedestrian trail running along Belmont Creek, which is adjacent to the western boundary of the project site. The sidewalk would provide two connections to the project site to the west: one connection to the outdoor patio and one connection to an entrance to the office building.

Additionally, the proposed project would construct a new mid-block crosswalk on Twin Dolphin Drive along the frontage of the project site to provide a direct connection to the shuttle bus stop on the east side of Twin Dolphin Drive. The crosswalk would incorporate the proper signage, striping, curb ramps, concrete median refuge island, and rectangular rapid flashing beacons to ensure safety for pedestrians.

The project site is also adjacent to bike paths and bike lanes along Twin Dolphin Drive and would provide a public pedestrian/bicycle pathway through the site connecting Twin Dolphin Drive and Cormorant Drive.

Noise

Commercial office buildings are a permitted land use and would not cause a permanent substantial increase in the existing noise environment or exceed the ambient noise level standards established in the General Plan (Figure PS-10). Operation of the office building and parking garage would potentially result in minor increases in the ambient noise level during daytime hours due to project traffic and during all hours due to operational noise from the project's exterior mechanical and electrical equipment. However, noise from the proposed exterior mechanical and electrical equipment would follow the City's noise regulations and ambient sound levels established in the General Plan (Figure PS-10).

In addition, conditions of approval would be applied to the proposed project, such as hours of construction (**COA #79**) and noise regulations governing the temporary impact of construction activities as outlined in Chapter 24 of the Municipal Code. Noise limits on construction equipment would also be implemented as required by Section 24.31 of the Municipal Code. Construction site notices would also be posted as required by Section 24.33 of the Municipal Code. Therefore, by incorporating the required elements within the Municipal Code, General Plan, and COAs, noise impacts associated

with temporary construction and the long-term operation of the proposed project would be less than significant.

Air Quality

An assessment of the proposed project’s emissions and potential air quality impacts was completed by Stantec Consulting Services, Inc. on August 7, 2020 (Attachment C). Project impacts were compared with the Bay Area Air Quality Management District’s (BAAQMD) thresholds of significance. In developing thresholds of significance for air pollutants, the BAAQMD considers the emission levels for which a project’s individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region’s existing air quality conditions.

The project’s construction and operational emissions are less than the BAAQMD’s regional thresholds of significance, as such the project would not cause any adverse air quality impacts. The project would be conditioned to comply with applicable BAAQMD rules and regulations, particularly with respect to the demolition of the existing commercial building and implement best management practices for dust control.

The project is not a land use of concern with respect to toxic air contaminants according to air quality land use guidelines published by the California Air Resources Board and BAAQMD’s screening criteria, as such it would not have an adverse health impact on sensitive receptors. The project is also not a land use associated with noxious odors that could affect a substantial number of people.

Therefore, the proposed project would not significantly contribute to cumulative nonattainment pollutant violations, expose sensitive receptors to substantial pollutant concentrations, create or enhance disparities among Bay Area communities in cancer health risk from toxic air contaminants, or cause odor impacts to a substantial number of people. The proposed project’s air quality impacts would be less than significant.

Water Quality

The project would comply with the pervious area and stormwater requirements of the Commercial Park Zoning District (Section 16.5 of the Zoning Ordinance) and incorporate landscaping, bioretention areas, and permeable pavers to control stormwater runoff from the site. The drainage improvements would be reviewed for compliance with the City’s Engineering Design Criteria Standards. The proposed project would also be required to comply with Chapter 27A (Stormwater Treatment Measures and Maintenance Program) of the Municipal Code and implement a Stormwater Management Plan and best management practices in accordance with the City’s Stormwater Pollution Prevention Program to reduce water quality impacts during construction. Therefore, the water quality impacts would be less than significant.

Yes No

15332(e) *The site can be adequately served by all required utilities and public services.*

A utility report was prepared for the proposed project by SANDIS in March 2020. The report evaluated the water and sanitary demand for the proposed project and determined that the existing utilities can adequately serve the site.

There are currently seven private fire hydrants on the project site. The proposed project would remove the existing private fire hydrants onsite and install three new fire

hydrants. The proposed office building and parking would exceed 75 feet, and therefore a secondary water supply would be provided onsite. The water storage tank would be provided inside the parking garage adjacent to the trash room and a separate feed from the water main within Twin Dolphin Drive would connect to the storage tank. From the storage tank, there would be a water line connecting to the office building as its secondary supply line. The project site is currently supplied with a recycled water line. The proposed project would install a separate water meter dedicated for the office building, as well as a connection for irrigation to the 14-inch recycled water main along Twin Dolphin Drive for future need. Therefore, the proposed project meets this criterion.

15300.2. Exceptions

In addition, none of the exceptions under CEQA Guidelines section 15300.2 apply to the proposed project.

Yes No

Location. *Is there an exception to the Class 32 exemption for the project due to its location in a particularly sensitive environment, such that the project may impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies?*

This possible exception applies only to CEQA exemptions under Classes 3, 4, 5, 6 or 11. The proposed project qualifies as a Class 32 Urban Infill exemption; therefore, this criterion is not applicable.

Yes No

Cumulative Impact. *Is there an exception to the Class 32 exemption for the project due to significant cumulative impacts of successive projects of the same type and in the same place, over time?*

The proposed project would construct a new office building and parking garage on a site that is already developed with an office use. As discussed, the proposed project would not result in any significant impacts related to biological resources, traffic, noise, air quality, water quality, or utilities. Additionally, the proposed project would be consistent with the Commercial Office – Professional/ Technology General Plan land use designation and Commercial Park Zoning District. Therefore, the proposed project is consistent with the policies outlined in the General Plan. Impacts associated with the General Plan policies have already been analyzed in the City’s 2010 General Plan Environmental Impact Report (EIR), and therefore cumulative impacts of the project have already been evaluated. The proposed project would not result in any new cumulative impacts not previously identified in the General Plan EIR. This exception under CEQA Guidelines Section 15300.2(b) does not apply to the proposed project.

Yes No

Significant Effect. *Is there an exception to the Class 32 exemption for the project because there is a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances?*

There are no known unusual circumstances applicable to the proposed project or project site, which could result in a significant effect on the environment. The proposed project involves the construction of a new commercial office building and parking garage on a site that is already developed with an office use. Furthermore, the proposed project would be consistent with the project site's Commercial Office – Professional/Technology General Plan land use designation and Commercial Park Zoning District. This exception under CEQA Guidelines Section 15300.2(c) does not apply to the proposed project.

Yes No

Scenic Highways. *Is there an exception to the Class 32 exemption for the project because project may result in damage to scenic resources including but not limited to, trees, historic buildings, rock outcroppings or similar resources, within a highway officially designated as a state scenic highway?*

The project site is not located near or adjacent to an officially designated state scenic highway. The nearest officially designated state scenic highway is Interstate 280, approximately 3 miles southwest of the project site. Therefore, the proposed project would not impact scenic resources within an officially designated state scenic highway. This exception under CEQA Guidelines Section 15300.2(d) does not apply to the proposed project.

Yes No

Hazardous Waste Sites. *Is there an exception to the Class 32 exemption for the project because the project is located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code?*

Based on a search of the EnviroStor database from the Department of Toxic Substances Control and the GeoTracker database from the State Water Resources Control Board, the project site is not included on a list of hazardous materials sites pursuant to Government Code Section 65962.5. This exception under CEQA Guidelines Section 15300.2(e) does not apply to the proposed project.

Yes No

Historical Resources. *Is there an exception to the Class 32 exemption for the project because the project may cause a substantial adverse change in the significance of a historical resource?*

The project site is developed with existing office buildings and does not contain any historic resources. Furthermore, the project site is located within an existing commercial park, north of the City's downtown area, and is not within a historic district. This exception under CEQA Guidelines Section 15300.2(f) does not apply to the proposed project.

CEQA DETERMINATION

Based on an examination of the project, supporting information, and analysis contained herein, the project is found to be exempt from further CEQA review pursuant to Section 15332 (Infill Development Projects) of the CEQA Guidelines.

Apollo Rojas

Signature: Apollo Rojas, Senior Planner

March 16, 2021

Date

Attachments:

Attachment A: [Transportation Demand Management Plan](#)

Attachment B: [Transportation Impact Analysis](#)

Attachment C: [Air Quality Assessment](#)