

Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH # _____

Project Title: 965 Weeks Street Apartments

Lead Agency: City of East Palo Alto

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Project Location: East Palo Alto San Mateo
City *County*

Project Description (Proposed actions, location, and/or consequences).

The proposed project is construction and operation of a four to five-story, 136-unit affordable apartment complex and parking garage on a vacant site. The proposed project consists of the apartment complex, a 215-space parking garage, office space for property management and resident services staff, as well as community amenity spaces including a community room with kitchen, outdoor play areas, and space for an after school program for resident children. The proposed project would provide housing for families and individuals with affordability levels between 30 percent and 60 percent of area median income. The height of the proposed apartment buildings will be approximately 54 feet tall at the tallest point, and up to 59 feet tall with mechanical equipment screens on the roof east of the parking garage. Building mass would step down to three and two stories adjacent to the Rail Spur. The 136 apartments would be located in a series of structures connected by interior and exterior walkways with public pedestrian/bicycle access through the site from Weeks Street to the public trail known as the Rail Spur. The proposed five-level parking garage is accessed by a driveway between the structure and abuts the western property line. Emergency vehicle access is provided on the east and west sides of the site.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

Air Quality. The proposed project has the potential to expose sensitive receptors to pesticide residues in on-site soils from a previous agricultural use and short term construction emissions (dust, criteria pollutants, and toxic contaminants from equipment exhaust). Implementation of the following mitigation measures would reduce these impacts to less than significant:

AQ-1 requires incorporating air district best management practices for dust control and equipment exhaust in all construction documents.

AQ-2 requires the preparation and implementation of a remediation plan approved by Regional Water Quality Control Board prior to issuance of a grading permit to eliminate hazardous concentrations of pesticide residues in on site soils.

AQ-3 reduces exposures to DPM and PM2.5 construction emissions by requiring preparation and implementation of a fleet-wide DPM emissions reduction plan that may include CARB-certified Tier 3 engines that include CARB-certified Level 3 Diesel Particulate Filters or equivalent. Equipment that meets U.S EPA Tier 4 standards for particulate matter or use of equipment that is electrically powered or uses non-diesel fuels would meet this requirement.

Biological Resources. Construction during the nesting bird season may adversely impact protected bird

species adjacent to the project site. The proposed project has the potential to damage on-site trees, some of which may conflict with the City's tree ordinance. Implementation of the following mitigation measures would reduce these impacts to less than significant.

BIO-1 requires preconstruction surveys during the nesting bird season (January 15 – September 15) to ensure that no nests would be disturbed during project construction, and requires the provision of buffers between active nests and construction activities, in addition to other avoidance measures if nests are found to avoid impacts to them.

BIO-2 reduces the impact by requiring city approval prior to removal of regulated trees, installation of adequate replacement trees, and protection of all retained trees during construction.

Cultural and Tribal Cultural Resources. According to archival research and the results of a site visit, there are no previously recorded archaeological resources on the project site. There are no historic buildings on the project site. There are no known Tribal Cultural Resources on the site; however, a request for monitoring by a Native American during earth-moving activities was submitted to the City and has been incorporated into the mitigation measures below. Further, it is always possible to accidentally discover unknown buried archaeological resources, including human remains. Implementation of the following mitigation measures would reduce potential impacts to previously undiscovered sub-surface cultural resources to less than significant.

CR-1 reduces potential impacts to undisturbed archaeological resources and Tribal Cultural Resources that may be present on the project site by requiring a Native American monitor and a California-trained Archaeological monitor during all earth disturbing activity and by providing performance thresholds and preventive and protective actions if discovered.

CR-2 reduces potential impacts to undisturbed human remains that may be present on the project site by requiring monitors during excavation and performance thresholds and preventive actions if discovered, including halting activity and consultation and coordination with Native American representatives.

Geology and Soils. There is a possibility that undiscovered and potentially significant paleontological resources may be present below the surface that could be disrupted by project-related excavation activities. Implementation of the mitigation measures below would reduce potential impacts to previously undiscovered sub-surface cultural resources to less than significant.

GEO-1 reduces potential impacts to undisturbed paleontological resources that may be present by providing performance thresholds and preventive and protective actions if discovered during project-related excavation.

Hazards and Hazardous Materials. The proposed project has the potential to expose receptors to soils contaminated with pesticide residues.

HAZ-1 reduces the impacts by requiring preparation and implementation of a Regional Water Quality Control Board approved remediation plan, and the provision of evidence demonstrating that the plan has been fully implemented prior to issuance of a grading permit to the satisfaction of the water board.

Noise. Construction activity would expose sensitive receptors to short term unacceptable levels of noise. The proposed project would increase exposures to new sources of mechanical noise that may exceed city standards. Implementation of the following mitigation measures would reduce these impacts to less than significant.

N-1 reduces temporary unacceptable noise generated by construction by requiring the preparation and implementation of a construction noise logistics plan in compliance with the City's general plan Policy 7.11 that includes performance standards for timing of specific activities and best management practices for siting and proper muffling and maintenance of equipment, idling restrictions, Sunday and Holiday prohibitions on noise-generating activities, and designation of a disturbance coordinator to address complaints.

N-2 reduces exposures to operational mechanical noise levels by requiring a qualified acoustical consultant to assist with the developers' selection of mechanical equipment, and recommends performance standards to meet the city's acceptable noise thresholds for residential uses.

N-3 reduces vibration from construction activities by requiring minimum distance thresholds between vibration-causing equipment and sensitive receptors.

Transportation/Traffic. The project will contribute cumulatively considerable traffic volumes to operational cumulative intersection impacts to area intersections. Implementation of the following mitigation measures would reduce this impact to less than significant.

T-1 mitigates the project contribution to cumulative traffic impacts by requiring the payment of fair share traffic impact fees for the costs to construct the planned loop road and a new traffic signal or one lane roundabout at the intersection of Clarke Avenue and Weeks Street. The cost of all intersection improvements shall include appropriate pedestrian and bicycle accommodation including pedestrian countdown timers, Americans with Disabilities Act (ADA) compliant curbs, and bicycle detection loops.

T-2 in addition to Mitigation Measure T-1, this measure mitigates the project's cumulatively considerable contribution to cumulative traffic impacts by requiring the payment of fair share traffic impact fees for the costs to construct a new traffic signal at the intersection of Pulgas Avenue and Weeks Street. All intersection improvements shall include appropriate pedestrian and bicycle accommodation including pedestrian countdown timers, Americans with Disabilities Act (ADA) compliant curbs, and bicycle detection loops.

T-3 mitigates the project's cumulatively considerable contribution to cumulative traffic impacts by requiring payment of fair share traffic impact fees toward the cost of constructing a signal at the intersection of Pulgas Avenue and Runnymede Street, or by preparing and implementing a Transportation Demand Management Program that identifies enhanced TDM measures that will be implemented to achieve a 14 percent reduction in project traffic volumes.

T-4 mitigates the project's cumulatively considerable contribution to cumulative traffic impacts by requiring preparation and implementation of a Transportation Demand Management Program that identifies enhanced TDM measures in addition to proposed measures, to achieve a 14 percent reduction in project traffic volumes.

Cumulative Impacts. The proposed project has the potential to result in cumulatively considerable air quality construction-related impacts. During construction, the proposed project would generate fugitive dust and ozone precursors emissions that contribute to cumulative air quality impacts. However, with implementation of the mitigation measure AQ-1, the proposed project's construction dust and ozone precursor emissions would be reduced to less than cumulatively considerable. The proposed project would contribute to cumulative storm drain infrastructure impacts that could result in localized flooding off the site (refer to Section 10, Hydrology and Water Quality). The payment of development impact fees and compliance with the MRP Permit requirements, including the approved SWPPP and erosion control plan, would reduce the project's contribution to cumulative storm drain capacity impacts related to volume and polluted runoff to less than cumulatively considerable.

The proposed project would also contribute to cumulative increases in ambient noise levels at the project site and along several area roadways. However, as discussed in Section 13, Noise, the project's contributions to ambient noise levels would be less than cumulatively considerable. As discussed in Section 17, Transportation, the proposed project would contribute to cumulative traffic volumes on area roadways; however, with implementation of Mitigation Measures T-1 – T-4, the project's contribution to cumulative traffic impacts is less than cumulatively considerable.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

No public controversy has been identified.

Provide a list of the responsible or trustee agencies for the project.

San Mateo County Department of Housing

California Department of Housing and Community Development (HCD)

California Housing Finance Agency (CalHFA) (potential)