1125 ARGUELLO STREET MIXED-USE DEVELOPMENT PROJECT

Initial Study

October 19, 2021

Prepared for:

City of Redwood City
Community Development and
Transportation Department,
Planning Division

Prepared by:

Stantec Consulting Services Inc.

Proposed Initial Study — Administrative Draft

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Acronyms and Abbreviations

ACM	Asbestos containing material
ADA	Americans with Disabilities Act
ADWF	Average dry weather flow
APN	Assessor's Parcel Number
Basin Plan	San Francisco Bay Water Quality Control Plan
bgs	below ground surface
BMP	best management practice
CAP	Climate Action Plan
CBC	California Building Code
CEQA	California Environmental Quality Act
City	Redwood City
COA	Condition of Approval
DBL	California Density Bonus Law
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
ESA	Environmental Site Assessment
EV	electric vehicle
FAR	floor area ratio
FEMA	Federal Emergency Management Agency
GHG	greenhouse gas
Gpd	gallons per day
HOA	Homeowner's Association
HSP	Health and Safety Plan
IS	Initial Study
LBP	lead-based paint
LED	light-emitting diode
LEED	Leadership in Energy and Environmental Design
LID	low-impact development
MGD	million gallons per day
MRP	Municipal Regional Permit
MRZ	Mineral Resource Zone
MUT	Mixed-Use – Transitional Zoning District
NPDES	National Pollutant Discharge Elimination System
PG&E	Pacific Gas and Electric
Project	1125 Arguello Street Mixed-Use Development Project
Project site	Six contiguous parcels bounded by Whipple Avenue, Arguello Street, and Caltrain tracks
RCFD	Redwood City Fire Department
RCPD	Redwood City Police Department
RWQCB	Regional Water Quality Control Board
SDR	Standard Development Requirement
sf	square foot; square feet
SMP	Site Management Plan
SVCW	Silicon Valley Clean Water
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
VCP	vitrified clay pipe
VMT	vehicle miles traveled
WWTP	wastewater treatment plant

1. INTRODUCTION

1. Project Title:	1125 Arguello Street Mixed-Use Development Project
2. Lead Agency Name and Address	City of Redwood City – Community Development and Transportation Department, Planning Division 1017 Middlefield Rd, Redwood City, CA 94063
3. Contact Person and Phone Number	Darryl Boyd, Contract Principal Planner, (650) 780-7264
4. Project Location	1111-1227 Arguello Street, Redwood City, CA
5. Project Sponsor's Name and Address	HMB Redwood City LLC 101 California St. Suite 350, San Francisco, CA 94111
6. General Plan Designation	Mixed-Use – Transitional
7. Zoning	Mixed-Use – Transitional (MUT)
8. Assessor Parcel Numbers	052-252-080, 052-252-090, 050-252-040, 052-252-030, 052-252-020, 052-252-060

2. PROJECT DESCRIPTION

This chapter describes the characteristics of the 1125 Arguello Street Mixed-Use Development Project (Project) that is evaluated in this Initial Study (IS).

2.1 PROJECT SITE

The Project is located at 1111, 1125, 1203, 1209, 1219, and 1227 Arguello Street in Redwood City (City) on an approximately 3.5-acre site. Parcels located at 1111, 1125, 1203, 1209, 1219, and 1227 Arguello Street are six contiguous parcels totaling 3.5 acres, and bounded by Whipple Avenue to the north, Arguello Street to the east, and Caltrain tracks to the west (Appendix A, Figure 2-1). These contiguous parcels are referred to as the Project site. Buildings on three of the parcels, 1203, 1219, and 1227 Arguello Street, are located within the boundaries of the Mezesville Historic District. 1219 and 1227 Arguello Street are individual historic landmarks and are listed on the Redwood City Historic Resources Inventory. 1203 Arguello Street is not listed on the Redwood City Historic Resources Inventory, but it is considered a contributor to the locally listed Mezesville Historic District. The Project site is located in the El Camino Real Priority Development Area[1]. The Project site comprises the following seven parcels and assessor parcel numbers (APNs) (Appendix A, Figure 2-2):

1111 Arguello Street (APN 052-252-080)
1125 Arguello Street (APN 050-252-090)
1203 Arguello Street (APN 050-252-040)
1209 Arguello Street (APN 052-252-030)
1219 Arguello Street (APN 052-252-020)
1227 Arguello Street (APN 052-252-060)

The Project includes a tentative map which proposes APNs 052-252-060, -020, -030, and -040 with APN 052-252-090 to be merged into a single parcel with APN 052-252-090 with the common address at 1125 Arguello Street, and modification of the property line between 1125 Arguello and 1111 Arguello Street. The existing historic buildings, proposed childcare, and proposed office building would be located at 1125 Arguello Street. Pursuant to the lot merger and lot line adjustment, there would be two parcels for the Project site.

[1] Priority Development Areas are areas in existing communities that local city or county governments have identified and approved for future housing and job growth. These areas are within half a mile of frequent transit services; and they are often near established job centers, shopping districts, and other community amenities.

2.2 GENERAL PLAN LAND USE AND ZONING

Table 2-1 provides a summary of the current and proposed general plan land use and zoning designations (Appendix A, Figure 2-3).

Table 2-1: General Plan and Zoning

Designation	Current	Proposed
Project Site		
General Plan	Mixed-Use – Transitional	No change
Zoning	Mixed-Use – Transitional	No change

2.2.1 General Plan

The City's General Plan Land Use Map designates the Project site as Mixed-Use Transitional. The City's 2030 General Plan defines these land uses as:

- **Mixed-Use – Transitional.** This category facilitates a creative mix of residential, industrial, and commercial uses. Represented by its transition from lower density residential or light industrial to higher density mixed-use or more commercial, industrial, or urban areas, the transitional category represents a mixture of uses that are moderate in scale. Live/work uses are encouraged and typically include artist lofts, studio spaces, small offices, and similar low intensity uses. Creative industrial workspace areas are also permitted, provided that activities limit or confine noise, dust, and vibration impacts. Adaptive reuse of existing structures is also encouraged." (City of Redwood City 2010a)

2.2.2 Zoning Districts

Mixed-Use – Transitional

The Redwood City Zoning Map categorizes the parcels within the Project site as MUT Zoning District. The purpose of the MUT District is to:

- Reflect the transitional nature of the area from lower density residential or light industrial to higher density mixed-use or more commercial, industrial, or urban areas.
- Promote a mix of low-to-moderate scaled buildings.
- Allow light industrial and residential areas to transition into a diverse mix of workplaces and residences while retaining viable light industrial uses.
- Permit stand-alone commercial or industrial workspace areas, provided that activities limit or confine noise, dust, and vibration impacts, are low impact in nature, and are compatible with any nearby existing or allowed residential uses.
- Allow existing single family and duplex dwelling units to remain and expand residential density in keeping with the transitional nature of the area.

Office spaces exceeding 10,000 sf and childcare centers in the MUT are allowed conditionally, and the Project would be required to obtain a Use Permit, in addition to other land use entitlements.

2.3 EXISTING SITE CONDITIONS

The Project site is within a highly urbanized area. The Project site is developed with existing structures and overhead powerlines. The majority of the Project site is already paved, with trees, and vegetation along the street frontages and along the existing driveways into the site on Arguello Street. Trees are also present along the western border, adjacent to the Caltrain tracks. The existing buildings on-site are one to two stories high. The 1111 and 1125 Arguello Street parcels are developed with commercial/industrial uses; the 1203 Arguello Street parcel contains a vacant residential development; the 1219 and 1227 Arguello Street parcels were originally developed as residences but were converted for office use, and 1209 Arguello is currently a vacant lot used for parking. The Project site is relatively flat with a slight slope towards the northeast and is located approximately 18 feet above mean sea level. Historic groundwater level at the Project site has been between approximately 0 to 10 feet below ground surface (bgs). Groundwater measured during geotechnical investigations at the Project site measured at depths of approximately 8 to 11 feet bgs.

The Caltrain tracks run west of the Project site with a Caltrain track crossing located east of the intersection of Whipple Avenue and El Camino Real. Caltrain schedules indicate 72 commuter trains pass by the site daily; and freight trains run on the same tracks but are inconsistent, with the majority of the freight trains running during nighttime.

2.3.1 Existing Operations

Currently, on-site tenancy on the Project site consists of a small automobile towing operation and property management business. Previously, the site comprised various tenants and uses including an equipment rental center and associated equipment yard, party rental center and associated laundry cleaning area, building contractor, boxing gym, coffee tech repair, and towing company. The current number of employees on the Project site are eight and hours of operations are from 9 AM to 5 PM.

2.4 SURROUNDING LAND USES

The Project site is surrounded by the following land uses as shown in Appendix A, Figures 2-2 and 2-3:

- North – Whipple Avenue, single story commercial uses
- East – Arguello Street, one to two story single-family, and two to three story multi-family residential uses
- South – one to two story commercial uses
- West – Caltrain tracks, car dealerships west of the Caltrain tracks

2.5 PROJECT OBJECTIVES

The primary objective of the Project is to comply with development standards in the MUT District and adhere to the land use goals, policies and standards in the City's current General Plan. Specific Project objectives are as follows:

- Redevelop the Project site consistent with the land use policies and strategies provided in the Plan Bay Area 2040, El Camino Real Priority Development Area.
- Redevelop the Project site consistent with the Mixed-Use Transitional General Plan and Zoning designations, including policies that guide the growth and development of Redwood City; establish the basis for zoning regulations and guidance; economic development; transportation improvements; sustainability; City services; parks; and cultural and historic preservation.
- Redevelop an existing industrial area with attractive and desirable amenities close to Downtown, including housing, Class A office space, and childcare available to all Redwood City residents.
- Meet and exceed the City's Affordable Housing Ordinance and Inclusionary Zoning requirements through construction of 100 percent affordable ownership housing.
- Provide childcare to address Redwood City's existing estimated shortage of childcare spaces for infants/toddlers and preschool-age children.
- Support the City's Historic Preservation Ordinance through adaptive reuse of structures identified as historic buildings by the City.
- Develop a project that would meet strict sustainability, conservation, and reach code goals intended to reduce greenhouse gas emissions and address climate change and energy conservation goals.
- Deliver an economically feasible development, balancing market conditions, city objectives, and community benefits.
- Create a mixed-use environment that increases vibrancy of the existing area, encourages use of multimodal transportation, activates frontages along public streets, and provides employment and housing opportunities near transit.

2.6 PROJECT CHARACTERISTICS

The Project would include a horizontal mixed-use development consisting of a 55,052 square foot (sf) multi-family housing building comprising 33 affordable units, approximately 300,000 sf of office space (noted as North Office Building and South Office Building), and a 4,132-sf childcare facility (Appendix A, Figure 2-4). In addition, the Project is proposing a Community Benefits Program. The community benefits to be provided are not determined at this time but may include improvements to neighboring businesses.

2.6.1 Office Building

The Project proposes two connected, four-story commercial office buildings approximately 60 feet in height. A mechanical penthouse would be located on the rooftop of each office building and add an additional 29 feet to the building height. The north office building would be approximately 148,951 gross sf and the south office building would be approximately 152,310 gross sf. The two office buildings would be connected at the ground floor by a shared common space and through enclosed bridges at floor levels two and four. The proposed buildings would be constructed of mass timber and glass. Each office building would feature a lobby and main entrance with direct access from Arguello Street.

The proposed office building development would be set back from Arguello Street to create approximately 19,926 sf of open space and landscaping consisting of balconies, plaza, and vegetated space. The Project also proposes two open plazas that lead to the two office lobbies, and space in the plaza would be allocated for public art. The open space would place plantings and trees along the street edge at Arguello Street.

The buildings would feature terraces and a recessed niche for the connecting bridges. The first floors of both office buildings would include lobby areas at the entrances, a shared common space, bicycle storage room with 120 bicycle parking spaces, mechanical rooms, and office space. In addition, 60 short-term bike storage spaces would be provided on the exterior of the building. Levels 2 through 4 of both office buildings would consist of office space. The office buildings would also include three levels of shared, below-ground parking, consisting of 751 parking spaces. The office would have approximately 1,350 employees and operational hours would be from 7 AM to 6 PM. Appendix A, Figure 2-5 shows the proposed elevations.

The proposed office building requires conditional use, architectural, and planned development permits.

2.6.2 Affordable Housing

The Project would construct a 100 percent for-sale affordable housing building. The Project proposes a 55,052 sf, four-story building to include 33 multi-family residential units and ground level parking. The proposed building would be 46 feet tall. The units would be comprised of two- and three-bedroom units, with an average size of approximately 915 sf and 1,150 sf, respectively. The total number of residents for the residential development are estimated to be 89 people. Table 2-2 shows the mix of affordable housing units by income level. The proposed building entry and garage entry would be off Arguello Street. The ground floor of the building would comprise lobby space, 52 bicycle parking spaces, and 33 vehicle parking spaces. The housing building would provide approximately 3,377 sf of open space consisting of balconies and terraces; the minimum per unit is 64 sf, and the average per unit is 102 sf. Common space for the lobby at ground floor entrances would be approximately 2,660 sf. Appendix A, Figure 2-6 shows the proposed elevations.

Table 2-2: Proposed Affordable Housing Mix

Income	Required Affordable Units[1]	Provided Affordable Units	Two-Bedroom Units	Three-Bedroom Units	Percent of Mix
Very low Income	6	6	6	0	18
Low Income	15	15	5	10	45
Moderate Income	9	12	4	8	36
Totals	**30**	**33**	**15**	**18**	**100**

Note:
1 Per Redwood City Affordable Housing Ordinance and in Section 50052.5 of the California Health and Safety Code and California Code of Regulations Title 25, Sections 6910-6924.

The Project would partner with Habitat for Humanity Greater San Francisco for construction of the housing development. Habitat for Humanity would establish a Homeowner's Association (HOA) for the new condominium development that would be responsible for the long-term maintenance and upkeep of the property. Individual units would be sold to qualified homeowners, while the common interest areas would be owned and maintained long-term by the HOA. The HOA would hire a property management company to complete daily and monthly upkeep on the property, which will include landscaping upkeep, general cleaning and maintenance, and regular operational functions. The property management company would staff the Project as necessary, and there would be no permanent residential maintenance staff on-site for the Project. All aspects of the HOA setup and budget would be established in accordance with California Department of Real Estate guidelines and would be subject to City's review and approval.

The residential component of the Project requires architectural, condominium and planned development permits.

2.6.3 Childcare

The Project includes a public-serving childcare facility intended to provide 30 childcare slots. The Project proposes to adaptively reuse the two historic homes currently being used as commercial spaces and would construct an additional new extension building on 1219 Arguello that would enable the buildings to function together and properly for childcare. The childcare facility would be in the existing buildings at 1219 and 1227 Arguello Street, along with a new 1,922-sf addition building that would expand the existing 1219 building. The childcare facility would be a total of 4,132 gross sf. Approximately 2,850 sf of play area would be located in the open space between the office building and the new childcare facility. A 6-foot fence would be installed around the outdoor play areas to help ensure safety and security from adjacent roadways. Appendix A, Figure 2-7 shows the proposed elevations. The interior of the historic buildings would be updated to modernize the building systems and provide the services required by childcare.

The Project proposes up to 10 on-street parking spaces along Arguello Street to be designated as loading spaces (15 minutes or less) for drop-off and pick-up, and the curb would be painted/marked as such. Operational hours for the childcare center would be 6 AM to 6 PM, with typical peak hours expected to be 7 AM to 9 AM and 4 PM to 6 PM. The childcare facility would have approximately 16 employees. Nine parking spaces would be reserved for childcare facility employees in the adjacent office parking structure. The childcare facility would be intended to serve the citywide population. The childcare center requires conditional use and architectural permits and historic preservation approval for alterations, construction and demolition. The childcare center will require a permit from State Community Care Licensing prior to operation.

2.6.4 Tree Removal and Landscaping

The Project would provide landscaping along the Project frontages on Arguello Street and Whipple Avenue and throughout the Project site. Approximately 110 existing trees within the Project site would be removed and would require a Tree Removal Permit from the City. Tentative approval of the tentative map by the City Planning Commission constitutes a permit to remove any trees so designated thereon. Trees that are removed are not planned for replanting. Two of the existing street trees would remain. The Project would plant deciduous screening trees along the western edge of the Project site to screen the Caltrain tracks. The Project would also include approximately 3,000 sf of bioswale areas consisting of

flow through planters on the Project site. A final landscape plan would be submitted for the City's review and approval in conjunction with the entitlement process.

2.6.5 Off-site Improvements

The Project frontage on Whipple Avenue and Arguello Street would be improved with curb, gutter, sidewalk, tree wells, utility laterals, new/widened sidewalk, Americans with Disabilities Act (ADA)-compliant ramps at corners, two new access driveways, crosswalks, and offsite utilities. The sidewalk would be 950 linear feet and 12 feet wide. The area of disturbance outside the Project site for off-site improvements would be approximately 0.25 acre. All of the required public utility upsizing as described below is considered an offsite improvement.

2.6.6 Vehicular and Pedestrian Access

Vehicular access to the office building (1125 Arguello) would be through a new 34-foot driveway on Arguello Drive. The driveway is proposed to be 34 feet between the office and residential buildings and 24 feet along the southwestern side of the office building. The driveway would provide an access aisle for emergency vehicles serving the office building and the residential building. Both an aerial fire apparatus access route and secondary access route on Whipple Avenue and Arguello Street would be provided for the Fire Department to access the office building.

The residential development would include a parking garage located at the ground floor of the building which would be accessed through the garage entrance located on Arguello Street. Pedestrians would access the residential development from Arguello Street. The childcare center would be accessible from Arguello Street.

The Project would construct a crosswalk at Arguello and Standish Streets; and there would be streetscape improvements along Arguello Street such as a 12-foot sidewalk, a 5-foot bike lane, and new street lighting to help improve pedestrian access throughout the site and surrounding neighborhood.

2.6.7 Parking

The construction of the office buildings would include surface parking and three levels of below-ground parking consisting of 751 parking spaces, which is less than the zoning code requirement. A Planned Development Permit has been requested to allow the proposed parking reduction. The office would provide five parking stalls on Level 1 (surface parking), 238 stalls on Level B1, 254 stalls on Level B2, and 254 stalls on Level B3 for a total of 751 parking stalls. Out of the 751 parking stalls, 16 would be ADA-compliant, 80 would be clean air vehicle/carpool spaces, 60 would be electric charging station spaces and 50 would be motorcycle parking spaces. The office buildings would provide 120 long-term bicycle parking spaces in the interior bike room located in the ground floor lobby, and 60 short-term bicycle parking spaces at the ground floor of the exterior of the buildings for a total of 180 bicycle parking spaces.

Nine vehicle parking spaces in the office building parking garage would be reserved for childcare employees. The children drop-off and pickup would occur on Arguello Street.

The residential building would include a ground floor parking garage. The garage would provide 33 parking stalls, two of which are electric charging station spaces, and four motorcycle parking spaces. Per the Zoning Code, the Project is required to provide 75 total parking spaces. The Project is requesting a Parking Reduction to reduce the required parking to 33 parking spaces which is allowed by the California Density Bonus Law due to the Project being located near transit. The residential building would also provide 48 long-term bicycle parking spaces and four short-term spaces.

2.6.8 Utilities

The City of Redwood City currently provides water, sewer, and utility service to the Project site and would continue to do so. Work within the public right-of-way will require encroachment permits.

Water Supply

The Project site is currently served by water services connected to an existing 6-inch cast iron main in Arguello Street and an existing 6-inch cast iron main in Whipple Avenue. The Project would require upsizing of the existing 6-inch main in Arguello Street to an 8-inch main from Whipple Avenue to Hopkins Avenue. The upsizing would be required to satisfy the Fire Marshall's fire water flow and pressure requirements for the building construction type/size. The Project would install and connect its domestic, fire water, and recycled laterals out to Arguello Street. A dual plumbing system would be installed to include a separate plumbing system for recycled water for internal use. Recycled water would also be used for irrigation. Recycled water service has not been extended to the vicinity of the Project site; therefore, the recycled water plumbing system would connect to the domestic water system until recycled water service is extended to the Project site in the future. The City and the Applicant are evaluating the potential to include the extension of recycled water plumbing system to the Project site as part of the Project by way of including it as part of a potential requirement of the City's Community Benefit Program or if the subsequent water supply analysis indicates there is insufficient water supply for the Project and recycled water must be utilized.

Stormwater

Currently, stormwater runoff at the Project site is collected in catch basins throughout the site and routed out to the 12-inch reinforced concrete main in Arguello Street. Storm drain laterals would be installed, and stormwater runoff from the Project would be drained by on-site storm drain lines, connecting to the existing 12-inch main in Arguello Street. Before discharging to the City's storm drain, runoff from the site would flow through detention and treatment measures. The Project would also be providing stormwater treatment to the Arguello Street frontage runoff as green infrastructure.

Wastewater

The Project site is currently served by an existing 6-inch vitrified clay pipe (VCP) sanitary sewer main in Arguello Street and a 10-inch VCP sanitary sewer main in Whipple Avenue. There are currently four laterals servicing the existing site out to Arguello Street. The Project would install laterals for the two office buildings, childcare building, and the residential building. The Project is proposing to upsize the 6-inch main in Arguello Street to 8 inches. The improvement would start at the new childcare building and run south through Arguello Street to Howland Street, where it ties into a 15-inch main in Howland.

Additional analysis will be done to confirm this improvement is sufficient to accommodate the Project's demand.

Electricity, Gas, and Telecommunication

The Project would place the overhead utility lines underground along the property frontages on Arguello and Whipple up to the next pole located off the property frontage. A new utility pole would be constructed on the northwest corner of the Whipple Avenue and Arguello Street intersection. Five existing gas lines located along Arguello Street would be cut, capped, and abandoned by Pacific Gas and Electric (PG&E) prior to demolition. Electricity at the Project site would be provided by PG&E, and telecommunication services would be provided by AT&T, Comcast, or Wave G.

2.6.9 Aesthetics and Design

The Project design would incorporate various architectural elements and require an Architectural Permit for the proposed office building, affordable housing, and childcare center. The office building would be set back between 7 feet and 75 feet from Arguello Street to create open spaces for the proposed development and to provide a pedestrian scale. The Project proposes two open plazas that would lead to two office lobbies. Space in the plazas would be allocated for public art, and the plazas would be publicly accessible. The Project also proposes plantings along much of the street edge along Arguello Street in combination with the new street trees. The design and architectural elements for each development are discussed below.

Office Buildings

The office buildings are planned to be constructed of mass timber and glass and would be set back from Arguello Street. The setback would allow for the Project to create a more integrated edge between the office and the neighborhood by way of street trees, landscaped garden beds, and the adaptive reuse of existing historic homes. The portions of the office building closest to the street frontage would be three stories with a fourth-floor terrace. The buildings would also feature a recessed niche for the connecting bridges, and a smaller scale common structure, all of which limit the length of the unarticulated façade that fronts the residential neighborhood. The terraces and common structure would also bring the scale of the building down towards Arguello Street. The two entry courtyards and the common building would be designed to be away from the street edge. The street trees would frame the common building which would complement the scale of neighboring buildings. With clear glazing on three sides, the structures would be visible to passersby, reinforcing a connection between the interior and exterior. Appendix A, Figure 2-8A shows the conceptual rendering with the office building on the right.

The office building would be separated from the residential building by the new driveway and sidewalk. The office building side facing the residential development would feature large glass windows with glazing. The office building would be taller than the residential building.

Housing

The housing building would be elevated by raising the wood-framed building on a concrete podium and orienting the units toward the streets. The façade alternates board form concrete elements with glass between entries, allowing no more than 22 feet of length at a time, modulating, and providing visual

interest and scale on the ground floor. The second floor would be articulated to provide private open space for residents. The upper levels of the housing would orient to align with the planes of the adjacent office building, as well as direct the views within the units towards the street, instead of facing directly towards the office. This reorientation of the façade also would allow for more sunlight to hit the balconies that would be provided for each unit. Appendix A, Figure 2-8A shows the conceptual rendering with the affordable housing on the left.

Child Care Center

The Project proposes to adaptively reuse the two historic homes that are currently used for commercial purposes and would construct an additional new extension building on 1219 Arguello that would enable the two existing structures to function appropriately for childcare. Historic materials would be preserved, and repair and replacement of materials would use matching finishes if the existing materials were deteriorated beyond repair. Siding in select areas would be removed to enable connection of the new addition to the exterior walls and roofs of the existing structures. High pressure laminated panel and solid wood siding would be used. New frosted glazing would be installed in existing window frames, and there would be no change to the height of the buildings. Appendix A, Figure 2-8B shows the conceptual rendering with the childcare center in the front of the office building.

2.6.10 Alternative Transportation

The Project site is located in proximity to downtown Redwood City and is within half a mile from the Redwood City Caltrain Station and the Redwood City Transit Center on James Avenue. The Project site is two blocks away from the nearest SamTrans bus stop. An existing bike lane runs adjacent to the site along Arguello Street. Both office buildings and the residential building would provide long-term and short-term bicycle parking spaces.

2.6.11 Sustainability

The office buildings are targeting Leadership in Energy and Environmental Design (LEED) Gold and Well Certification. To meet these certifications, the buildings would be designed to employ passive strategies, such as a high-performance curtain wall and drought tolerant plantings, throughout the landscape. An efficient building envelope would be designed and detailed to complement the mechanical systems in the Project's efforts to achieve points in energy efficiency for the LEED rating system. To align with the Peninsula Clean Energy's Reach Code recommendations, the office buildings would also be 100 percent electric. The Project would pursue low lighting power density light fixtures.

The office buildings would be designed without a cooling tower which would eliminate the need for any makeup water. Energy-efficient mechanical equipment would be used, and gas-fired broilers would be eliminated by using an air-cooled heat recovery chiller. Fan power would be reduced by using multi-zone air handling units.

The affordable housing building would comply with the City's green building measures and sustainability goals of the General Plan. It would be 100 percent electric and target a Green-Point Rating.

The Project would include installation of low flow plumbing fixtures The buildings would be constructed with mass timber that allows the structures to take advantage of the sustainable features of wood. The

embodied energy required to create a timber beam is significantly less and, as a natural material, wood has the unique ability to sequester and store carbon over its lifetime. Due to it being lighter in weight, it allows for a compressed construction schedule, which minimizes impacts and inconvenience for the surrounding neighborhood.

2.6.12 Community Benefits

The MUT District allows increased height and density in exchange for the provision of community benefits as part of the Project. The community benefits program is a tiered points-based system. In exchange for increased height, the Project is proposing several community benefits as part of the Project, which include the following:

- A 4,132-sf childcare facility serving 30 children
- New for-sale, on-site affordable housing comprising 33 family-oriented units

The community benefits to be provided are not finalized at this time. Additional community benefits provided may include, but are not limited to, improvements to neighboring businesses.

The Project is seeking the following concession under the Community Benefits Program:

- **Height.** The Mixed-Used Transitional zoning development standards allow mixed-use buildings to have a maximum of four stories and 50 feet in height. Through the Community Benefits program, mixed-use buildings may be increased to 60 feet maximum. As noted in the section above, the Project is proposing a number of Community Benefits that will allow the Office buildings to be four stories, but 60 feet in height. The MUT zoning development standards allow residential buildings to have a maximum of three stories and 40 feet in height. The Project is requesting the multi-family building to be four stories at 46 feet in height.

2.7 PROJECT CONSTRUCTION

2.7.1 Schedule

Construction activities would occur during the work week, Monday through Friday, between 7 AM and 8 PM, consistent with the City's Municipal Code applicable to construction activities. Any work outside of the City's construction hours would require special permits. Table 2-3 shows the anticipated schedule with the assumption that the construction would begin in November 2022 and end in October 2024. This Project schedule is dependent on market conditions, regulatory approvals, and other factors; therefore, it is subject to change.

Table 2-3: Project Construction Schedule

Task	Start Date	End Date	Workdays
Site Demolition	11/7/2022	1/7/2023	40
Site Preparation	11/7/2022	3/2/2023	80
Grading	2/20/2023	9/8/2023	140
Building Construction	8/21/2023	1/14/2025	350

Task	Start Date	End Date	Workdays
Paving	9/15/2024	10/30/2024	75
Architectural Coating	Assumed to be paint and/or exterior wall system components; included with Building Construction		

2.7.2 Access and Staging

Travel routes for construction workers, soils export, and material import would be determined in consultation with the City's Engineering and Transportation Division and included in the construction traffic management plan to be developed in accordance with the City's standard conditions of approval. All construction materials would be stored on-site. Construction of the Project and any utility work would require the closure of selected sidewalks which will be furnished with temporary signage and alternate routing and will be identified in the construction traffic management plan.

2.7.3 Construction Equipment and Workers

Construction equipment anticipated on-site is listed in Table 2-4. The Project's construction is expected to require approximately 230 workers during peak construction stage (exterior envelope and interior buildout operations) in late fourth quarter of 2023 and first quarter of 2024. Peak construction traffic is anticipated to occur during first quarter 2023 which would be during mass excavation operations. During this time, approximately 180 off-haul truck trips per day are expected to occur.

Table 2-4: Proposed Construction Equipment

Phase Name	Equipment Type	Number of Equipment	Usage (hours/day)
Site Preparation (includes demolition and undergrounding utilities)	Excavators	2	8
	Generators	1	8
	Compressors	1	8
	Backhoe	2	8
	Bobcat Loader	1	8
Grading (includes shoring and 3 levels of excavation)	Bulldozer	1	8
	Bobcat Loader	1	8
	Drill Rig	2	8
	Tieback Drill Rig	2	8
	Tiedown Drill Rig	2	8
	Mobile Crane	1	8
	Excavators	2	8
	Backhoe	2	8
	Generator	1	24
	Generator	1	8
	Roller / Compactor	1	4
	Compressor	1	8
Building Construction (includes all construction from bottom of excavation to finished building)	Mobile Crane	1	8
	Sky Jack Lift	2	8
	Compressor	1	4
	Mini Tower Crane (electric)	1	8
	Tower Crane (electric)	2	8
	Welding Machine (electric)	6	8
	Backhoe	1	4
	Personnel Hoist (electric)	1	8
Paving (includes site improvements, hardscape, landscape)	Backhoe	1	8
	Bobcat Loader	1	8
	Asphalt Paver	1	8
	Roller	1	8
	Sky Jack Lift	1	8
	Compressor	1	4
Architectural Coating	Air Compressors	(Included in equipment for Building Construction above)	

2.7.4 Grading, Excavation and Demolition

The Project site currently consists almost entirety of impervious areas. For the 1111 Arguello property, which would be developed with the residential building, the amount of impervious area would decrease from the existing 20,779 sf to the proposed 18,609 sf of impervious roof/pavement. For the 1125 Arguello Street property which would be developed with the office and childcare center, the impervious roof/pavement area would be reduced to 117,545 sf from the existing 127,703 sf of impervious area. Overall, the Project would create 17,000 sf of new pervious areas and 23,000 sf of new impervious areas at the Project site. New pervious areas created would include landscaping areas, decomposed granite paving, and bioswales. New impervious areas created would include driveways, sidewalks, and unit paving.

The Project's construction would result in the export of approximately 124,433 cubic yards of materials from the site that would be disposed at landfills located in Alameda County. Fill material imported to the site is anticipated to be 4,100 cubic yards. Maximum depth of excavation for the Project would be 33.5 feet, and the total amount of demolition expected to occur on-site would be 26,000 sf, which includes existing industrial/commercial structures and a residential house with garage to clear the site. On-site area of disturbance for the Project is expected to be 3.5 acres, and off-site disturbance would be approximately 0.25 acre.

2.8 STANDARD DEVELOPMENT REQUIREMENTS

The City has established standard conditions of approval and standard development requirements to address resource protection. The conditions of approval are specific conditions applicable to the Project. The standard development requirements are items which are codified or adopted by resolution and have been included for ease of reference; they may not be appealed or changed. The Project would comply with these standard conditions and standard development requirements, which are described in greater detail, where applicable. Project will also include special conditions of approval as needed based on the project specifics.

2.9 STATE DENSITY BONUS

The Project would provide 33 dwelling units of 100 percent affordable housing, thereby qualifying the Project for certain requests pursuant to the State Density Bonus Law (DBL) (Government Code Sections 65915 et. Seq.). The DBL was adopted in 1976 to address California's affordable housing needs. As originally enacted, the DBL sought to increase the production of affordable housing by requiring local agencies to grant an increase to the maximum allowable residential density for eligible projects, and to support the development of eligible projects at greater residential densities by granting incentives, concessions, waivers, and/or reductions to applicable development regulations. An example of a concession or incentive is a reduction in the number of parking spaces that may be required for a project, or an increase in the allowable building height that applies to the project. The DBL applies to projects providing five or more residential units with a certain percentage of affordability levels, including mixed-use developments. Density bonuses and associated incentives, concessions, waivers, or reductions are intended to offset the financial burden of constructing affordable or specialized units.

The applicant proposes 100 percent affordable housing. Separate from requests for concessions/incentives, DBL also allows a qualifying applicant to request a waiver or reduction of development standards (Government Code §65915I), as summarized below. The applicant's current SDBL requests may be modified or augmented prior to the City's final decision making on the project.

- **Reduced Parking.** The Zoning Code requires two parking spaces per unit for two-bedroom units or larger, and one space for every four units for guest parking. For a 33-unit building of 15 two-bedrooms and 18 three-bedrooms, 75 parking spaces are required. The Project would provide parking reduction for the Housing in the amount of one parking space per unit for a total of 33 parking spaces. This is allowed by the DBL due to the Project location near transit and is not considered to be a concession.

- **Open Space.** The Zoning Code requires 125 sf of open space per unit. The housing building would provide an average of 102 sf per unit, (64 sf minimum) of private open space consisting of balconies and terraces that are less than 125 sf per unit. This is a concession being requested under a DBL concession. The Project is requesting an open space reduction for the residential building pursuant to the DBL.

- **Upper Story Setbacks.** The Zoning Code requires that buildings shall not intercept a 45-degree daylight plane inclined inward from 15 feet above existing grade at the property line of the parcel adjacent to property line of an adjacent property containing public open space or a historic resource. The Project requests a waiver from this requirement for units facing Arguello Street. The Project is requesting a reduction in the upper story setback for the residential building pursuant to the DBL.

- **Personal Storage.** The Zoning Code requires 80 cubic feet of personal storage for each residential unit. The Project requests a waiver from this requirement and would not provide any personal storage space. The Project is requesting a reduction in personal storage space for the residential building pursuant to the DBL.

2.10 REQUIRED PROJECT APPROVALS

The following discretionary approvals and permits are anticipated for the Project:

City of Redwood City
- Planned Development Permit (PD 2020-005)
- Architectural Permit (AP 2020-057)
- Historic Resources Approval
- Vesting Tentative Map (TM 2020-006)
- Condominium Permit (CP 2020-004)
- Tree Removal Permit
- Grading/Demolition Permit
- Encroachment Permit
- Use Permit for Offices and Childcare Center (UP 2021-011)
- Affordable Housing Plan
- Community Benefits Bonus
- State Density Bonus Concessions and Waivers

Regional Water Quality Control Board

- Stormwater Pollution Prevention Plan/Construction General Permit

3. ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

The environmental factors checked below would potentially be affected by this Project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

- ☒ Aesthetics
- ☐ Agricultural and Forestry Resources
- ☒ Air Quality
- ☐ Biological Resources
- ☒ Cultural Resources
- ☐ Energy
- ☒ Geology and Soils
- ☒ Greenhouse Gas Emissions
- ☒ Hazards and Hazardous Materials
- ☒ Hydrology and Water Quality
- ☒ Land Use and Planning
- ☐ Mineral Resources
- ☒ Noise
- ☐ Population and Housing
- ☐ Public Services
- ☐ Recreation
- ☒ Transportation
- ☒ Tribal Cultural Resources
- ☒ Utilities and Service Systems
- ☐ Wildfire

Determination

Based on this initial evaluation:

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

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

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

Darryl Boyd 10/13/21

Signature Date

Darryl Boyd, Contract Principal Planner
City of Redwood City, Community Development and Transportation Department, Planning Division

3.1 AESTHETICS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
I. AESTHETICS — Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality??	☒	☐	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☒	☐	☐	☐

Discussion of Impacts

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

No Impact. Scenic vistas in the City are located within the elevated hillside neighborhoods in the southern and western portions (Redwood City 2010b) and are not visible from the Project site. The surrounding development are two to three story high and obscure views to the scenic hillsides form the Project site. There are no scenic vistas in the Project vicinity and due to the distance from any scenic resources and the nature of development in the Project area, the Project's construction and operation would not disrupt views of scenic resources in the City. Therefore, the Project would have no impact on scenic vistas.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less-than-Significant Impact. According to a review of the Caltrans California State Scenic Highway System Map, there are no state designated or eligible scenic highway located near the Project area. The closest State designated scenic highway is Interstate 280, located more than 3 miles west of the Project site (Caltrans 2021). The Project would result in removal of approximately 110 trees within the boundaries of the Mezesville Historic District. Tree removal would require a Tree Removal Permit, required by the City's Standard Development Requirement (SDR), which would be included as part of the tentative map. Development of the Project would comply with all the conditions of tree removal permit. In addition, a final landscape plan would be submitted to the City for review and approval. Therefore, Project construction

and operation would not substantially damage scenic resources within a state scenic highway and there would be a less-than-significant impact.

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

Potentially Significant Impact. The Project is located in an urbanized area. As discussed in Section 2, Project Description, the Project would include demolition of all buildings except for the two structures; development of 33 affordable housing units, approximately 300,000 sf of office space, and a 4,132-sf childcare facility in an urbanized area. The proposed office and residential buildings would be four stories each, and the daycare center would be one story. The Project would replace the existing development with new uses and could potentially conflict with applicable zoning or other regulations. The Project's potential to conflict with applicable zoning and regulations governing scenic quality would be analyzed fully in the Environmental Impact Report (EIR).

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

Potentially Significant Impact. The Project site is currently developed and produces light and glare from existing lighting and windows. Areas adjacent to the Project site contain multiple sources of lighting that are typical to developed areas including exterior lighting on residential and commercial buildings, parking lot lighting, street lights, and vehicle headlights. Glare from adjacent land uses emanates from parked cars, passing cars, and windows on nearby buildings. The Project would demolish the existing structures and replace them with new four-story buildings. Although the Project would be consistent with the existing surrounding land uses, the new buildings would be taller than the existing buildings and also have more glass facades facing the streets. Therefore, the Project's impact from new sources of light and glare would be analyzed fully in the EIR.

3.2 AGRICULTURAL AND FORESTRY RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
II. AGRICULTURAL AND FOREST 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 forest land, 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. Would the project:				
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 non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use, or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion of Impacts

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 non-agricultural use?

No Impact. According to the City's General Plan EIR, there are no areas of Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance within the City (City of Redwood City 2010b). The Department of Conservation Farmland Mapping and Monitoring Program classifies the Project site and the surrounding areas as Urban and Built-Up land (DOC 2021). Therefore, construction and

operation of the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Important to non-agricultural uses and there would be no impact.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Project site is zoned Mixed-Use - Transitional. The zoning designation does not allow for agricultural uses and there are no lands under the Williamson Act contract within the City (City of Redwood City 2010b). Therefore, construction and operation of the Project would not conflict with existing zoning for agricultural use or with a Williamson Act contract, and there would be no impact.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production as defined by Government Code Section 51104(g))?

d) Result in loss of forest land or conversion of forest land to non-forest use?

No Impact. The City does not contain any forest land and there are no lands zoned for forest land or timberland uses in the City (City of Redwood City 2010b). Therefore, construction and operation of the Project would not conflict with existing zoning or cause rezoning of forest land or timberland and would not result in loss of forest land or conversion of forest land to non-forest use. There would be no impact for Impact (c) or (d).

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?

No Impact. The Project site and surrounding areas are not used for agricultural or forest land uses. Construction and operation of the Project would not involve changes in the existing environment which would result in conversion of Farmland to non-agricultural uses or conversion of forest land to non-forest uses. Therefore, there would be no impact.

3.3 AIR QUALITY

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
III. AIR QUALITY — Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☒	☐	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Discussion of Impacts

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

Potentially Significant Impact. The Project's construction and operation could emit air pollutants that have the potential to conflict with or obstruct implementation of an applicable air quality plan, resulting in a potentially significant impact. The Project's potential to conflict with an applicable air quality plan adopted for the purpose of reducing air quality impacts would be further analyzed in the EIR.

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?

Potentially Significant Impact. The construction and operational emissions could exceed the threshold of significant for air pollutants and emissions and could be cumulatively considerable resulting in a potentially significant impact. The Project's potential to result in a cumulatively considerable net increase of pollutants would be further analyzed in the EIR.

c) Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Sensitive receptors refer to those individuals of the population most susceptible to poor air quality including children, the elderly, and those with pre-existing health problems affected by air quality. Construction and operation emissions from the Project could expose sensitive receptors to substantially pollutant concentrations and result in a potentially significant impact. The Project's potential to expose sensitive receptors to substantial pollutant concentrations would be further analyzed in the EIR.

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

Less-than-Significant Impact. The Project would develop residential, commercial office, and childcare uses. Construction and operation of the Project would not generate substantial odors that would affect substantial number of people. Land uses typically considered associated with odors include wastewater treatment facilities, waste-disposal facilities, or agricultural operations; and the Project does not contain any land uses typically associated with emitting odors. During operation, Project developments could generate odors from cooking or trash enclosures. These odors would not be substantial enough to be considered nuisance odors that would affect a substantial number of people. During Project related construction activities on the Project site, construction equipment exhaust, painting, and pacing activities would temporarily generate odors. Any construction-related odor emissions would be temporary and intermittent. Additionally, noxious odors would be confined to the immediate vicinity of the construction equipment. Therefore, Project impacts from odors would be less than significant.

3.4 BIOLOGICAL RESOURCES

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

Discussion of Impacts

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 Game or U.S. Fish and Wildlife Service?

Less-than-Significant Impact. The Project site is currently developed with urban uses and is surrounded by development on all sides. This precludes the presence of habitat for any special-status species. In addition, the General Plan EIR identifies the Project area as urban, and areas that have the potential for

sensitive species are located further away from the site (City of Redwood City 2010b). Considering its location next to urban uses and busy roadways, it is reasonable to assume that sensitive species are not present as there are no areas that would provide wildlife habitat throughout the project site. However, since the Project would require the removal of trees, the Project would require a survey for nesting birds prior to start of construction activities. As a Condition of Approval (COA) required by the City for the Project, the Applicant will be required to hire a qualified biologist to conduct a survey for nesting birds prior to tree removal or trimming and submit the survey for filing and comply with any recommendation in the report. Additionally, all tree removal and trimming activities are required to take place outside of the breeding season. Compliance with the City's COA would ensure that the Project does not have any impacts on any species identified as a candidate, sensitive, or special-status species, and impacts would be less than significant.

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

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

No Impact. The Project site is located in a highly urbanized area. The Project site is developed with urban uses that preclude the possibility of containing any riparian habitat, or any other sensitive natural communities identified within a local or regional plan, policy, or regulation, or by the California Department of Fish and Wildlife and the United States Fish and Wildlife Service. Additionally, the Project site does not contain any state or federally protected wetlands as the site is almost completely graded and developed with existing uses. Wetland areas identified by the City's General Plan are located along the San Francisco Bay shoreline, located east of the Project site (City of Redwood City 2010a). Therefore, construction and operation of the Project would have no impact on sensitive habitats identified in Impact (b) or (c).

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

No Impact. Extensive development, roadways, and Caltrain tracks surround the Project site, which minimizes the opportunity for wildlife to move freely across the site. In addition, the Project site does not represent a corridor that links areas of open space lands. As such, the site is not considered to support wildlife movement or native wildlife nursery sites, and there would be no impact from construction and operation of the Project.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less-than-Significant Impact. The Project would include the removal of approximately 100 existing trees. However, the Project would plant new trees throughout the Project site and street frontages as part of the landscaping plan. The Project would be required to comply with the City's Tree Preservation

Ordinance under Chapter 35 of the Redwood City Municipal Code (City of Redwood City 2010b). The Project would be required to obtain a permit from the City's Parks and Recreation Director before removing any trees on-site and comply with the requirements under the ordinance. Compliance with the Tree Preservation Ordinance would ensure the Project does not conflict with any local policies or ordinances protecting biological resources and the impacts would be less than significant.

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?

No Impact. There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans covering the Project site. Therefore, construction and operation of the Project would have no impact on or conflict with habitat conservation plans in the area.

3.5 CULTURAL RESOURCES

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

Discussion of Impacts

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

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

Potentially Significant Impact. A portion of the Project site is located within the Mezesville Historic District established by the City. The Historic Resources Evaluation conducted for the Project by Page & Turnbull identifies multiple historic resources on-site. In addition, the Project includes demolition of the building on 1203 Arguello Street that contributes to the Mezesville Historic District and is not evaluated as a local historic resource. Therefore, the Project could have the potential to cause a substantial adverse change in the significance of a historical resource. Therefore, Impact (a) and (b) are potentially significant and would be further analyzed in the EIR.

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

Less-Than-Significant Impact. The Project site is developed and potential for human remains is low due to subsurface disturbance from past development. However, due to the Project requiring excavation at the Project site to provide for three levels of underground parking and proximity of the Project site to the oldest part of the City, there is still some potential for discovery of human remains or other cultural resources that are currently undiscovered. In accordance with California Health and Safety Code Section 7050.5(b), if human remains are uncovered during ground-disturbing activities, all such activities in the vicinity of the find shall be halted, and the San Mateo County Coroner and a qualified professional archaeologist will be contacted immediately. The coroner is required to examine all discoveries of human remains within two working days of receiving notice of a discovery on private or state lands (Health and Safety Code Section 7050.5[b]). If the Coroner determines that the remains are of Native American origin, he or she must contact the Native American Heritage Commission by phone within 24 hours of making that determination (Health and Safety Code Section 7050[c]). The County or its appointed representative

and the professional archaeologist shall consult with a Most Likely Descendent determined by the Native American Heritage Commission regarding the removal or preservation and avoidance of the remains and determine if additional burials could be present within the Project site. With incorporation of the procedures outline in California Health and Safety Code Section 7050.5(b), impacts resulting from inadvertent disturbance to human remains would be less than significant.

3.6 ENERGY

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
VI. 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?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Background

Grid electricity and natural gas service in Redwood City is provided by PG&E, as regulated by the California Public Utilities Commission. PG&E provides electrical service and natural gas to approximately 16 million people throughout its 70,000-square-mile service area in northern and central California. In 2019, PG&E reported that 39 percent of its electricity in 2018 came from renewable resources, including solar, wind, geothermal, biomass, and small hydroelectric sources. Additionally, nearly 85 percent of its total electric power mix came from greenhouse gas (GHG)-free sources (PG&E 2019). The power mix PG&E provided to customers in 2018 consisted of non-emitting nuclear generation (34 percent), large hydroelectric facilities (13 percent), and eligible renewable resources (39 percent), such as wind, geothermal, biomass, solar, and small hydro. The remaining portion came from natural gas (15 percent). In addition, PG&E has plans to increase the use of renewable power (PG&E 2019).

In October 2016, the City Council of Redwood City approved joining Peninsula Clean Energy to provide additional renewable power. Peninsula Clean Energy is a community choice energy program, also known as community choice aggregation. PG&E would still deliver the power, maintain the lines, and bill customers, but the power would be purchased by “Peninsula Clean Energy” in San Mateo County. Peninsula Clean Energy plans to have an “ECO 50” and “ECO 100” program that includes 50 percent and 100 percent renewable energy, respectively.

Discussion of Impacts

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

Less-than-Significant Impact.

Construction. Project construction would include the operation of construction vehicles and debris removal. During Project construction, equipment operation would comply with Bay Area Air Quality Management District basic construction measures recommended for all projects that are aimed at reducing air pollution, such as minimizing idling of construction off-road equipment and maintaining all equipment in accordance with manufacturer standards. Such measures would also minimize the wasteful

consumption of energy resources during construction. Additionally, the Project would comply with the City's Construction and Demolition Debris Program, which requires the diversion of 100 percent of inert solids (e.g., asphalt, brick, concrete, dirt, rock, sand, soil, stone) from landfill for all demolition projects; and a minimum of 65 percent of all other construction and demolition debris from new construction, roofing, and alterations/additions. With implementation of existing standards, the Project would not result in wasteful or unnecessary consumption of energy during construction, and impacts would be less than significant.

Operation. The Project would be required to comply with energy efficiency standards set forth by Title 24 of the California Administrative Code and the Applicable Efficiency Regulations. Title 24 requires that the project meet a number of conservation standards, including installation of water-efficient fixtures and energy-efficient appliances. Title 24 also regulates energy consumption for the heating, cooling, ventilation, and lighting of residential and nonresidential buildings, and is enforced by the City. Compliance with Title 24 would ensure reduction in the use of fuel, water, and energy by the Project. Furthermore, the Project would comply with CALGreen and the City of Redwood City Municipal Code requirements related to energy and water conservation. Moreover, the office buildings are targeting to meet LEED Gold and Well Certification and will be designed to employ passive strategies, such as a high-performance curtain wall and drought tolerant plantings. The office buildings and residential components would be constructed to be 100 percent electric in order to align with the Peninsula Clean Energy's Reach Code recommendation. Adherence to existing regulatory standards and LEED Gold and Well Certification would result in the conservation of energy.

The Project would also provide features that encourage alternative modes of transportation, such as long-term and short-term bicycle parking, electric vehicle parking, and clean air vehicle parking as well as being located within 1,000 feet of two existing bus stops. Because the Project is an infill mixed-use development in a transit-rich area, the Project provides opportunities to limit vehicle trips and the associated energy demand. The Project would be consistent with the goals of the Plan Bay Area 2040 land use strategy, which seeks to reduce per capita vehicle miles traveled (VMT). Specifically, Project operation would provide opportunities to minimize VMT through the use of public transit, nonmotorized modes of transportation (e.g., biking), and through alternatively fueled vehicles to reach residential and employment destinations and amenities. As such, transportation energy demands would be minimized.

Therefore, the Project would not result in inefficient, wasteful, and unnecessary consumption of energy, and the impact is less than significant.

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

Less-than-Significant Impact. The City's 2020 Climate Action Plan (CAP) was developed to reduce GHG emissions by implementing various strategies and programs at the local level. The CAP identifies the City's existing GHG inventory and estimates emissions for the year 2030 under different scenarios. Based on this, the CAP proposes emission reduction targets to help meet Senate Bill 32's regional goals. The CAP recommends various renewable energy, energy-efficiency, and energy conservation strategies over the ten-year period from 2020 to 2030, including policies that are applicable to the Project. The Project would be consistent with the City's CAP, because it would achieve the latest CALGreen standards, the City's Energy Conservation Ordinance, and would implement several other energy

efficiency measures. The City of Redwood City General Plan puts forth the following policies as they relate to energy efficiency, as applicable to the project:

- NR-4.1: Support energy efficiency through the City's Municipal Code Green Building Ordinance
- NR-4.4: Pursue efforts to reduce energy consumption through appropriate energy conservation and efficiency measures throughout all segments of the community.
- NR-4.5: Conserve energy by promoting efficient and cost-effective lighting that reduces glare and light pollution.

As shown in Table 3-1 below, the Project would be consistent with energy efficiency policies.

Table 3-1: Energy Efficiency Policies Consistency Analysis

Measure	Description	Reductions	Project Consistency with Applicable Measures
EM-6. Energy Efficient Street Lighting	Continue light-emitting diode (LED) street light replacement program and replacement of parks and parking lot lighting.	112	**Consistent.** The Project will propose LED lighting for all public spaces and street lights.
EM-7. Environmentally Preferred Purchasing Policy: Energy	Implement a sustainable purchasing policy that emphasizes the purchase of ENERGY STAR certified equipment – appliances, electronics, etc.	8	**Consistent**. The Project will require the purchase of energy efficient appliances and lighting consistent with the latest CALGreen and Title 24 Building standards as well as meet Leadership in Energy and Environmental Design (LEED) Gold and Well Certification.
WC-1. Increase Waste Diversion Rate	Achieve 90 percent waste diversion rate through promotion of traditional and new recycling and organics recycling programs, local enforcement of requirements, and sustainable vendors policy for public events.	631	**Consistent.** Redwood City is implementing a series of programs for recycling materials that reduce the amount of waste the City sends to landfills. Current services for residential users include weekly soil waste collection, single stream recycling, organics recycling, plant materials recycling, and housing batteries and cell phone recycling. For commercial users, services include solid waste collection, single stream and source-separated recycling, organics recycling, and plant material recycling. These programs and services would be available to the Project. Additionally, the Project would comply with Assembly Bill 1826 – requiring businesses and multi-family residential uses of five

Measure	Description	Reductions	Project Consistency with Applicable Measures
			or more units to recycle organic waste - and Senate Bill 1018 - requiring businesses that generate 4 cubic yards or more of commercial solid waste per week to arrange for recycling services.
EC-5. Commercial Energy Efficiency Programs	Promote participation in commercial energy efficiency programs and demand response programs offered by San Mateo County Energy Watch and Pacific Gas and Electric Company (PG&E). Encourage commercial energy audits.	491	**Consistent.** The City of Redwood City is part of Peninsula Clean Energy and as a result, the Project will purchase electricity sourced from renewables. The office component of the Project will be 100 percent electric to align with the Peninsula Clean Energy's Reach Code recommendations and will pursue low lighting power density light fixtures. The office buildings are targeting LEED Gold and Well Certification and will employ passive energy saving strategies, such as a high-performance curtain wall and drought tolerant planting.
EC-6. Residential Energy Efficiency Programs.	Promote participation in residential energy efficiency programs, including BayREN's Home Upgrade program and PG&E's efficient appliance rebates. Encourage residential energy audits.	860	**Consistent.** The City of Redwood City is part of Peninsula Clean Energy and as a result, the Project will purchase electricity sourced from renewables. The site will also be required to adhere to the latest Title 24 and CALGreen building standards. Additionally, the housing component of the Project will be constructed to 100 percent electric to align with the Peninsula Clean Energy's Reach Code recommendations.
EW-1. Water Conservation Programs	Promote Bay Area Water Supply and Conservation Agency residential water conservation rebate programs for items including high efficiency appliances, rain barrels, sprinkler nozzles, irrigation controls and Lawn Be Gone (drought tolerant landscapes).	403	**Consistent.** The Project would be required to install high efficiency appliances consistent with Title 24 and CALGreen building energy. The Project will include the installation of low flow plumbing fixtures and in order to target LEED Gold and Well Certification, the site will employ passive strategies such as drought tolerant landscaping.

Measure	Description	Reductions	Project Consistency with Applicable Measures
EW-2. Water Efficient Landscape Ordinance.	Enforce existing Water Efficient Landscape Ordinance.	172	**Consistent.** The Project is required to adhere to the water efficient landscape ordinance. In order to target LEED Gold and Well Certification, the site will employ passive strategies such as drought tolerant landscaping.
TL-1. Smart Growth Development Policy.	Continue smart growth policy that prioritizes infill, higher density, transportation-oriented and mixed-use development. Continue focusing new growth in Priority Development Areas (Downtown and transit corridors), encourage orderly growth with a jobs/housing balance, and consider precise plans for transit corridors to implement the goals and policies of the Built Environment element of the General Plan.	4,228	**Consistent.** The Project will develop a mixed-use project with 33 affordable housing units, office space, and a childcare facility. The site lies approximately 290 feet from the Arguello Street and A Street bus stop for SamTrans line 73 and lies 800 feet from the Whipple Avenue and El Camino Real bus stop that serves SamTrans lines 73 and 295. As a result, the Project would be consistent with TL-1 as it would create a mix of jobs and housing near existing transit.
TL-4. Parking Policies Promoting Public Transit, Biking, and Walking	Continue parking policies such as metered parking, reduced parking requirements for new development, and "unbundling" sales/leases of parking space to increase public transit use, biking, and walking.	9,695	**Consistent.** The Project will construct 751 office parking spaces and 33 residential parking spaces, which is less than the zoning code requirement. A Planned Development permit has been requested to allow the proposed parking reduction.
TL-9 Expand EV Charging Infrastructure	Leverage partnerships and incentives to expand electrical vehicle (EV) charging infrastructure in public properties, multi-unit dwellings, and workplaces.	32,522	**Consistent.** The Project would construct 62 EV parking spaces (60 spaces for the office component and two for the residential component), expanding the City's network of EV charging infrastructure.

The Project would be consistent with these policies, because it would implement the City's Green Building Ordinance and would use several methods outlined above to further minimize energy consumption. Therefore, the Project would not conflict with any plans for renewable energy or energy efficiency, and it would have a less-than-significant impact.

3.7 GEOLOGY AND SOILS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
VII. GEOLOGY AND SOILS — Would the project:				
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?	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on strata or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Discussion of Impacts

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 Geologic for the area or based on other substantial evidence of a known fault?

Less-than-Significant Impact. The Project site is not located within a Alquist-Priolo Fault Zone and no known major active faults runs through the Project site (CGS 2021). The San Andreas Fault is located approximately 3.5 miles southwest of the Project site. Therefore, the potential for impact from the rupture of an earthquake fault is low and impacts from Project construction and operation would be less than significant.

ii) Strong seismic ground shaking?

iii) Seismic-related ground failure, including liquefaction?

Less-than-Significant Impact. The Project site and the City is within a seismically active region and the potential for impacts causing strong seismic ground shaking is high. The CGS classifies the Project site as being within a liquefaction zone and the General Plan identifies the area as having medium liquefaction susceptibility (CGS 2021, City of Redwood City 2010a). A preliminary geotechnical evaluation was prepared for the Project site and is included as Appendix B. As noted in the preliminary geotechnical evaluation, the site is in a seismically active area and will be subject to very strong shaking during a major earthquake. Strong ground shaking during an earthquake can result in ground failure such as that associated with soil liquefaction and lateral spreading. As part of the City's SDR, the Project would require a site-specific geotechnical report which would include recommendations and measures to reduce potentially significant geologic hazards and would be required to comply with the most current California Building Code (CBC) standards. The design-level geotechnical report would be prepared prior to final Project design and submitted as part of the building permit application. The Project plans and specifications would be reviewed by a qualified geotechnical engineer prior to construction to confirm that the final design meets the intent of the recommendations in the design-level geotechnical report; and that a qualified geotechnical engineer be present during construction to observe foundation installation, ground improvement, and fill placement, and revise recommendations based on actual site conditions, if needed.

Additionally, the City's General Plan includes programs to ensure that safety of residents and buildings from seismic related impacts. The General Plan would require future development projects to provide project-specific assessments performed by a state-licensed geologists and specialists to identify potential seismic and geologic hazards and incorporate recommended mitigation measures into the Project, per Programs PS-23 and PS-24 of the General Plan. Additionally, Program PS-25 would require the City to implement the International Building Code seismic safety standards, consistent with the CBC (City of Redwood City 2010b). Implementation and compliance with the City's requirements, current building codes, and implementation of design-level geotechnical report recommendations into the Project design would ensure that impacts from strong seismic ground shaking (ii) and seismic related ground failure (iii) are less than significant from Project construction and operation.

iv) Landslides?

No Impact. Given the relatively flat topography of the Project site and because the site is not classified as being in a landslide area, the potential for impacts related to landslides is very low. Therefore, there would be no impact related to seismically induced landslides from Project construction and operation.

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

Less-than-Significant Impact. Construction activities associated with the Project would involve demolition, grading, and excavation activities which could expose soils to sources of wind or water, resulting in the potential for erosion and sedimentation on and off the Project site. As discussed in the Hydrology and Water Quality section, the Project would disturb greater than 1 acre and would require coverage under the National Pollutant Discharge Elimination System (NPDES) General Construction Permit. The NPDES Permit is obtained through State Water Resources Control Board (SWRCB) and requires the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) which requires implementation of standard construction best management practices (BMPs) to minimize erosion and loss of topsoil. With implementation of BMPs required by the SWPPP under the NPDES Permit, the potential impacts related to soil erosion would be less than significant during construction.

Once constructed, the Project would be landscaped and/or covered in buildings or hardscape features; and not result in soil erosion or loss of topsoil. New pervious areas created as part of the Project would include landscaping areas, decomposed granite paving, and bioswales, thereby, preventing soil erosion or loss of topsoil. There would be no impact related to erosion and topsoil loss from operation of the Project.

c) Be located on strata 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?

Less-than-Significant Impact. As discussed earlier, the Project site is not located within an area with potential for landslides and the preliminary geotechnical evaluation conducted by Langan in November 2020 identified that the potential for lateral spreading at the site was low (Appendix B). However, the Project site is located in an area with potential for liquefaction. In addition, the Caltrain tracks lie west of the Project site. The proposed office building includes three levels of excavation adjacent to the tracks and could potentially exposed the tracks to unstable soils due to vertical movement and settlement. The preliminary geotechnical evaluation stated that adequate foundation support, settlement behavior and shoring design should be addressed during design development in the design-level geotechnical report. As previously indicated in Impact a.ii and a.iii, the Project would be required to implement City's SDR and comply with CBC standards and implementation of General Plan Programs. The Project would be required to prepare a design-level geotechnical report which would include recommendations and measures to address any impacts caused by unstable soils and seismic conditions. In addition, due to the project site's proximity to the Caltrain tracks, the City would coordinate with Caltrain to determine if the design-level geotechnical report needs to incorporate Caltrain's most recent Engineering Standards. If determined by the City, the Project contractor would also be required to submit the design-level geotechnical report to Caltrain for review prior to the start of construction activities. Therefore, construction and operational impacts of the Project would be less than significant.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property?

Less-than-Significant Impact. The preliminary geotechnical evaluation identified that moderately to highly expansive surface soil is present at the Project site. The Project would be required by comply with City's SDR, CBC and General Plan Program PS-24 to prepare a site-specific geotechnical report which would include recommendations and measures to address any impacts caused by expansive soils. The Project would be required to incorporate the recommended measures into the design of the Project. Compliance with current CBC standards and City's General Plan Programs would ensure that all impacts related to expansive soils would be less than significant.

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?

No Impact. The Project would connect to and be served by the City's existing sanitary sewer system and would not require the installation of septic or alternative wastewater disposal systems. Therefore, no impacts would occur.

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

Less than Significant with Mitigation. According to the City's General Plan EIR, no records of known paleontological resources exist within the City and the closest is two miles south of the City, within the City of Atherton. Though there are no known paleontological resource deposits within the City, there is a possibility for discovery of unknown paleontological resources during earth moving activities during construction of the Project. The proposed office building includes excavation to accommodate three levels of basement parking. Construction activities could destroy a unique paleontological resource or unique geologic feature if they are discovered during construction and could result in a significant impact. Therefore, the Project would implement Mitigation Measure GEO-1 which outlines procedures for inadvertent discovery of paleontological resources. Additionally, the Project would be required to implement the City's COA which requires the Community Development Department, in coordination with a qualified paleontologist, assess the Project for potential to destroy unique paleontological resources prior to the issuance of grading or demolition permits. Implementation of Mitigation Measure GEO-1 and compliance with the City's COA would mitigate any potential impacts to a less than significant level.

Mitigation Measures

Mitigation Measure GEO-1: Procedures for Inadvertent Discovery of Paleontological Resources.

In the event that unknown paleontological resources are discovered during earth-moving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the City. Work shall be halted until a qualified paleontologist can evaluate the find and make recommendations.

If the deposits of paleontological materials cannot be avoided by project activities, the City shall confirm that the Project Applicant has retained a qualified paleontologist to evaluate the potential historic significance of the resource. If the deposits are determined to be non-significant by a qualified paleontologist, avoidance is not necessary. If the deposits are determined to be potentially significant, the

resource shall be avoided if feasible. If avoidance is not feasible, the qualified paleontologist shall make recommendations and prepare a recovery plan. The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum curation for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the City to be necessary and feasible would be implemented before construction activities can resume at the site where the paleontological resources were discovered.

3.8 GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS — Would the Project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐

Discussion of Impacts

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

Potentially Significant Impact. The impacts associated with GHG emissions generated by the Project are related to the emissions from construction and operation. Off-road equipment, materials transport, and worker commutes during construction of the Project would generate GHG emissions. Building operation, energy use, and mobile sources from vehicle trips by residents would also generate GHG emissions. The Project would have the potential to generate GHG emissions that could have a significant impact on the environment. Therefore, this impact is potentially significant, and GHG emissions from the Project would be further analyzed in the EIR.

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

Potentially Significant Impact. The Project could conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, resulting in a potentially significant impact. The Project's potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs would be further analyzed in the EIR.

3.9 HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
IX. 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?	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☒	☐	☐
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?	☐	☒	☐	☐
e) For a project located within an airport land use compatibility plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Discussion of Impacts

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

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

Less than Significant with Mitigation. The discussion below applies to significance threshold (a) and (b) as outlined above.

The Project would involve the construction of a mixed-use development which would include multi-family residential building, an office space, and a childcare facility. Construction activities would include the demolitions of existing structures and the construction of new buildings and associated infrastructure. During the construction phase, limited amounts of hazardous materials would be used, including standard construction materials such as concrete, paints, solvents and heavy construction equipment which would contain diesel fuels and oils and construction activities could potentially cause accidental spills or releases of hazardous materials. As part of the City's SDR and NPDES Construction General Permit, the Project would be required to prepare and implement an SWPPP that would include BMPs to prevent accidental spills of hazardous materials during construction. With adherence to applicable federal, state, and local regulations, and implementations of BMPs in the SWPPP, the impact to the public or environment from use or accidental release of hazardous materials during Project construction would be reduced.

Demolition activities could potentially expose construction workers and the public to hazardous conditions through the disturbance of hazardous building materials such as asbestos containing materials (ACMs) and lead-based paint (LBP) which may be present due to the age of the existing buildings. A Phase I Environmental Site Assessment (ESA) conducted for 1203 and 1205 Arguello Street revealed the presence of LBP at both properties (Appendix C). A Phase I ESA conducted for 1227 and 1219 Arguello also revealed the presence of LBP at both properties (Appendix C). Both Phase I ESAs conducted Limited Asbestos Screening to evaluate the presence of ACMs at the properties and did not identify any ACMs. However, due to the non-destructive nature of the Limited Asbestos Screening, there may be ACMs not identified located within walls, ceiling cavities and other inaccessible areas and a thorough assessment of these spaces are recommended to be conducted before any maintenance/renovation/demolition activities to identify and confirm the presence or absence of ACM. The Phase I ESA conducted for 1125 Arguello did not conduct any lead or asbestos testing (Appendix C). Therefore, Mitigation Measure HAZ-1: Hazardous Building Materials Survey and Abatement would require a survey for hazardous building materials be undertaken at the site, and that any hazardous building materials (if present) be properly removed and disposed of by a certified contractor prior to demolition or renovation activities, in accordance with applicable laws.

Site grading activities could potentially expose construction workers and the public to hazardous conditions through the disturbance, transportation, or disposal of contaminated soils or groundwater due to the confirmed presence of metal affected groundwater in some areas of the site, at levels that exceed the environmental screening levels for Direct Exposure and NPDES General Effluent Limitations. Metal affected soils at concentrations that exceed environmental screening levels for Soil Exposure for Construction Workers were also detected in some areas of the site. Grading activities could result in accidental release of contaminants from the soil to groundwater or air. A Limited Phase II ESA (Appendix C) conducted for the Project site determined contaminated soil and groundwater in the vicinity of the storage building and diesel/gasoline above-ground storage tanks present at the site. These areas are generally shallow and would likely be excavated during the proposed redevelopment. The Limited Phase II ESA report recommends additional soil borings to further delineate the depth and areal extent of metal affected areas and recommends that a soil and groundwater management plan be prepared prior to initiating future site development activities. Therefore, the Project would be required to implement

Mitigation Measure HAZ-2: Soil and Groundwater Management Plan that would document specific dust mitigation, soil management, and waste characterization activities for excess soil generated during site development and, if applicable, presumptive measures to manage and treat groundwater generated during construction dewatering. Implementation of Mitigation Measure HAZ-1 and Mitigation Measure HAZ-2 would ensure that impacts during construction activities would be less than significant.

During operation of the Project, the use of hazardous materials would be limited to those commonly found at residential, office, and commercial facilities such as solvents, cleaners, paints, and pesticides for landscape maintenance activities. These common household hazardous materials would be used in limited quantities and would not create a substantial hazard to the public or the environment. Operation of the childcare center at 1219 and 1227 Arguello Street buildings would potentially expose children and staff to asbestos fibers or LBP dust, if any such materials remained in the building following its renovation and repurposing. Such an impact could be potentially significant, particularly during any future renovation activities that might further disturb existing materials. However, as discussed above in relation to construction impacts, Mitigation Measure HAZ-1 would require any such hazardous building materials to be properly removed from all structures on the Project site (including the buildings are 1219 and 1227 Arguello Street) in accordance with federal and state law. Implementation of Mitigation Measure HAZ-1 would therefore reduce potential exposure to such hazardous building materials from operation of the Project to less than significant. Therefore, impacts related to the routine transport, use, and disposal of hazardous materials during Project operation would be less than significant.

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

Less than Significant with Mitigation. The closest school to the Project site is Orion Elementary School, which is located approximately 0.2 miles southeast of the site. As discussed under Impacts a and b above, Project construction would include handling of typical quantities of hazardous materials such as fuels, lubricants, and paints; however, this is not anticipated to pose a significant risk to students attending the school because the regulations and BMPs designed to protect construction workers handling such materials would protect any nearby students and sensitive receptors on adjacent sites. The quantity and type of hazardous materials used during construction of the Project would not result in significant impacts to students.

Construction of the Project may also require the handling of hazardous buildings materials such as ACMs or LBP and contaminated soils and groundwater. Handling of hazardous materials could expose students to hazardous emissions through fugitive dust containing lead paint, dust or other contaminants, or through the release of asbestos fibers into the air. Implementation of Mitigation Measures HAZ-1 and HAZ-2 would reduce the potential impacts on school students from emissions of hazardous materials during construction to a less than significant level. Mitigation Measure HAZ-1 would require pre-demolition surveys to identify potentially hazardous building materials at the site so that they can be disposed of in accordance with applicable local, state, and federal laws. Mitigation Measure HAZ-2 would require the preparation and implementation of a Site Management Plan, which would, among other requirements, require site-specific health and safety plans to protect the general public and construction workers from contaminated soil and groundwater at the site.

Therefore, impacts of construction and operation of the Project from emissions or handling of hazardous materials within 0.25 miles of a school would be less than significant with implementation of Mitigation Measures HAZ-1 and HAZ-2.

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?

Less than Significant with Mitigation. According to the SWRCB GeoTracker website and the Department of Toxic Substances Control (DTSC) EnviroStor website, 1125 Arguello Street is listed as a leaking underground storage cleanup site (SWRCB 2021, DTSC 2021). The case was opened in 1998 during the removal of underground storage tanks that was used to store gasoline for the A-1 Rental Company on-site. Cleanup of the site was completed, and the case was closed in 2010. Although the Project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, this listing does not represent a significant hazard to the public or the environment because the case has been closed for several years. Additionally, the Caltrain tracks adjacent to the Project site to the west are not identified on GeoTracker or EnviroStor. To ensure that there are no significant impacts, the Project would be required to implement Post Closure Site Management Requirements identified by the SWRCB. These requirements include no excavation of contaminated soils without agency review and approval, no groundwater extraction at any depth without approval, and perform Health and Safety Plan prior to subsurface work (SWRCB 2021). Compliance with these requirements would reduce impacts to a less than significant level. Additionally, the Project would implement Mitigation Measures HAZ-1 and HAZ-2 to ensure the Project would not create a significant hazard and impacts would be less than significant with mitigation.

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

Less-than-Significant Impact. The closest airport to the Project site is the San Carlos Airport, located approximately 1.25 miles north/northeast of the site. The Project site is located within Zone 6 Traffic Pattern Zone and Zone B Airport Influence Area for the San Carlos Airport Land Use Compatibility Plan (C/CAG 2015). There is no limit placed on the intensity of new, nonresidential uses within Safety Zone 6; however, childcare centers are conditionally allowed within Safety Zone 6 and the Project will require a consistency review by the City/County Associated of Governments of San Mateo County. In Safety Zone 6, new residential development is compatible and is not restricted for safety reasons. The Project would not construct buildings above 100 feet and would not create any airspace hazard. The Project site is not within the noise contour areas for the airport and therefore, would not create excessive noise for people residing or working in the Project area. Therefore, the Project would not result in a safety hazard or excessive noise for people residing or working in the area and impacts would be less than significant.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less-than-Significant Impact. The City has developed an Emergency Operations Plan which is intended to provide comprehensive emergency response document for natural disasters and man-made

events. The Emergency Operations Plan does not include any designated evacuation routes. During the construction phase, partial street/lane closures may be required. All construction related street/lane closures would conform to the Work Area Traffic Control Handbook as required by the City's SDR and the Applicant would be required to submit a Traffic Control Plan to the City prior to any lane closures. The Project includes offsite utility work and construction of new sidewalks that may require encroachment of construction crew in public right of way. The construction contractor would comply with City's standard COA that requires submittal of a construction parking management plan, which shall outline the number of construction workers, construction duration, where parking will be located. Construction parking, material storage, equipment, or other construction-related uses are not allowed within the City right of way without prior approval from the City Engineer. The Project would not impair or interfere with an adopted emergency response plan or evacuation plan and impacts would be less than significant.

The Project operations would not modify any existing roadways in such a way that would impede emergency access or evacuation. Vehicular access to the office building would be through a new 34-foot driveway on Arguello Drive. The driveway is proposed to be 34 feet between the office and residential buildings and 24 feet along the southwestern side of the office building. The driveway would provide an access aisle for emergency vehicles serving the office building and the residential building. Both an aerial fire apparatus access route and secondary access route on Whipple Avenue and Arguello Street would be provided for the Fire Department to access the office building. The residential building would have emergency access from the 34-foot driveway. The Project design would be reviewed by the Redwood City Fire and Police departments prior to approval to ensure that the Project has adequate ingress and egress, setbacks, clearances, turning radii, etc.; and does not impede emergency access. Therefore, the potential impact related to emergency and evacuation plans would be less than significant.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less-than-Significant Impact. The California Department of Forestry and Fire Protection has mapped areas of significant fire hazards in California. The Project site is not located in a State Responsibility Area or a Very High Fire Hazard Severity Zone (CAL FIRE 2007, 2008). Additionally, the U.S. Forest Service Wildfire Hazard Potential map designated the Project site and surrounding areas as non-burnable (USFS 2020). Areas outside of the Very High Fire Hazard Severity Zone are not subject to special development controls related to heightened fire protection or vegetation management required to minimize the risk of wildland fires. However, new construction at the Project site would be subject to standard fire code and fire suppression requirements. The Project site is in a highly urbanized area and is served by the Redwood City Fire Department, who would review the Project design prior to approval to ensure that adequate ingress and egress, setbacks, clearances, turning radii, etc. are incorporated so that the Project does not impede emergency access. Therefore, the Project would not expose people or structures to significant risk of loss, injury or death involving wildland fires and impacts would be less than significant.

Mitigation Measures

Mitigation Measure HAZ-1: Hazardous Building Materials Survey and Abatement

Prior to issuance of any grading permit, the Applicant shall retain a certified hazardous waste contractor to determine the presence or absence of building materials or equipment that contains hazardous

materials, including asbestos and lead-based paint. If such substances are found to be present, the contractor shall properly remove and dispose of these hazardous materials in accordance with federal and state law. All removal activities shall be completed prior to permit issuance for demolition activities. Following completion of removal activities, the Applicant shall submit documentation to the Bay Area Air Quality Management District and the City verifying that all hazardous materials were properly removed and disposed.

Mitigation Measure HAZ-2: Site Management Plan

Prior to building permit issuance, the Applicant shall retain a qualified California-Registered Geologist or a California Registered Civil Engineer to prepare a Site Management Plan (SMP). As part of the SMP, the qualified professional shall notify the San Francisco Regional Water Quality Control Board (RWQCB) or other regulatory agency of proposed activities at the Project site. The SMP shall include, but not be limited to:

- Land use history, including description and locations of known contamination;
- The nature and extent of previous investigations and remediation at the site;
- Identified areas of concern at the site, in relation to proposed activities;
- A listing and description of institutional controls, such as the City's excavation ordinance and other local, state, and federal regulations and laws that would apply to the project; ·
- Names and positions of individuals involved with soils management and their specific role; · An earthwork schedule;
- Requirements for site-specific Health and Safety Plans (HSPs) to be prepared by all contractors at the Project site. The HSP should be prepared by a Certified Industrial Hygienist and would protect on-site workers by including engineering controls, personal protective equipment, monitoring, and security to prevent unauthorized entry and to reduce construction related hazards. The HSP should address the possibility of encountering subsurface hazards including hazardous waste contamination and include procedures to protect workers and the public;
- Hazardous waste determination and disposal procedures for known and previously unidentified contamination, including those associated with any soil export activities, if applicable;
- Requirements for site specific techniques at the site to minimize dust, manage stockpiles, run on and run-off controls, waste disposal procedures, etc.;
- Procedures for dewatering of construction excavations and/or dewatering of excavated sediments prior to off-hauling (if required), consistent with federal, state, and local regulations, specifying methods of water collection, handling, transport, treatment, discharge, and disposal for all water produced by dewatering activities;
- Measures to protect future site users from contact with contaminants from the regional groundwater plume, including intrusion of soil-gas vapors emitted from the plume. Such measures may include vapor extraction systems, vapor intrusion barriers, operation and

maintenance protocols for any disturbance of groundwater; and recording of deed restrictions, such as activity and use limitations, with the San Mateo County Recorder's Office to assure that the implemented remedy(ies) is maintained; and

- Copies of relevant permits or closures from regulatory agencies.

3.10 HYDROLOGY AND WATER RESOURCES

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

Discussion of Impacts

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less-than-Significant with Mitigation. Construction activities associated with the Project would involve demolition, vegetation removal, grading, and excavation activities that could expose barren soils to sources of wind or water, resulting in the potential for erosion and sedimentation on and off the Project site resulting in degradation of water quality. Additionally, construction activities would have the potential to generate polluted runoff into the City's storm drain system. The NPDES stormwater permitting

programs regulate stormwater quality from construction sites, which includes erosion and sedimentation. As required by the City's SDR, under the NPDES Construction General Permit program, the preparation of a SWPPP is required for construction activities that would disturb an area of more than 1 acre. Prior to any ground disturbance, the Applicant would file a Notice of Intent with the SWRCB under the Construction Activities Storm Water General Permit (General Permit). The Notice of Intent indicates the applicant's intent to comply with the San Mateo Countywide Stormwater Pollution Prevention Program, including a SWPPP. The SWPPP would specify BMPs, as required by the City's SDR, to avoid and minimize the discharge of pollutants from the Project site through standard construction BMPs, such as installation of silt fences, which would substantially reduce potential sediment transport from the construction site. In addition, Mitigation Measure HAZ-1, as discussed under Impact a of the Hazards and Hazardous Materials section above, would ensure that contaminants such as ACM, lead are managed during demolition of structures and are not released into the environment. Preparation and implementation of an SWPPP and Mitigation Measure HAZ-1 would ensure that Project construction would not violate any water quality standards or waste discharge requirements.

The proposed office building includes three levels of below-grade parking that would require excavation below the groundwater level. The Limited Phase II ESA (Appendix C) conducted for the Project site indicated presence of contaminated soil and groundwater at the depth of 2 feet to 10 feet bgs in the vicinity of the storage building and diesel/gasoline above-ground storage tanks present at the site. Considering the shallow extent of contaminated soil and groundwater, there is potential for exposure of construction workers or the public to hazardous materials during excavation. In addition, groundwater encountered during excavation would require dewatering. Dewatering activities could also have potentially significant effects if contaminated dewatering effluent is not handled properly. During construction, soil and groundwater would be removed from active work areas, treated where necessary (sediments would be allowed to settle), and disposed of in accordance with SWPPP permit requirements. Mitigation Measure HAZ-2 requires preparation of a SMP that would address safe handling and disposal of contaminated soil or water encountered during construction. The SMP would specify procedures for handling, excavating, characterizing, and managing contaminated soils and dewatering effluent. Implementation of this plan would ensure that the handling and disposing of excavated soil, groundwater, and/or dewatering effluent are in accordance with federal and state hazardous waste disposal laws, and in accordance with state and local stormwater and sanitary sewer requirements. Implementation of Mitigation Measure HAZ-2 would reduce potential construction-related impacts to less than significant levels.

The Project would create or replace more than 10,000 sf of impervious surfaces at the site and is required to comply with San Francisco Bay RWQCB's Municipal Regional Permit C.3 requirements. Compliance with C.3 requirements is also required by the City's SDR. As the City's COA for the Project, the Applicant would be required to prepare a Stormwater Management Plan that would include a brief summary of how the Project is complying with Provision C.3 Municipal Regional Permit (MRP). The proposed stormwater facilities for the Project operations would be designed to meet C.3 requirements of the Municipal Regional Permit (NPDES Permit CAS612008) and comply with the San Mateo County C.3 Stormwater Technical Guidance. To meet the C.3 requirements, a project is required to incorporate traditional low-impact development (LID) treatment measures in the system design in the form of flow through planters, self-treating areas, and self-retaining areas. However, the Project would qualify for the Special Project

Category "C"[2] as it is within half a mile of the Redwood City Caltrain station, is a non-auto related use with less than 10 percent surface parking, meets the minimum floor area ratio (FAR) requirement, and would get LID treatment reduction credit. The proposed office building parcel would take a 45 percent reduction credits, and the proposed affordable housing parcel would take a 65 percent reduction credits on LID treatment measures (BKF 2021). Stormwater treatment controls for the Project would be designed and constructed to treat runoff from the site based on criteria specified by Provision C.3 of the MRP, Special Projects criteria, and City and County guidelines. Before discharging to the City's storm drain, runoff from the site would flow through detention and treatment measures and the Project would include permanent stormwater pollution prevention measures in order to reduce water quality impacts of stormwater runoff from the site. In addition, the Project would increase the pervious area of the Project site, which would result in a decrease in stormwater runoff. Therefore, operation of the Project would not violate any water quality standards or discharge requirements and impacts would be less than significant.

With the preparation of an SWPPP, implementation of Mitigation Measure HAZ-1, Mitigation Measure HAZ-2, and the Stormwater Management Plan, and incorporation and compliance with the City's COAs and SDRs, the Project would not violate any water quality standards or waste discharge requirements and there would be a less-than-significant impact with mitigation during construction and operation.

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

No Impact. The Project site is underlain by the Santa Clara Valley groundwater basin, San Mateo Plain, and is currently designated as a "very low priority" basin by the Department of Water Resources (DWR 2020). Groundwater recharge of the deep aquifer primarily occurs in the unconfined layer near the foothills further to the west, but the shallow aquifer is recharged throughout the urbanized area between the foothills and the Bay. Groundwater levels at wells on the Project site are approximately 6 to 12 feet bgs. During geotechnical surveys and investigations conducted in September and October 2020, groundwater was measured at the site at depths of approximately 8 to 15 feet bgs. The preliminary geotechnical report identified that these depths were recorded during and immediately after exploration and may not represent stabilized levels. Four piezometers were installed to monitor groundwater levels and recent measurements of these show groundwater levels at depths of 8 to 11 feet bgs. (Appendix B).

During construction, demand for water for dust control, concrete mixing, etc. would be short term and met by existing service connections to municipal suppliers. Construction activities would not require new wells or substantial increases in pumping at regional municipal wells, nor would it interfere with groundwater recharge that could occur if the Project were converting pervious surfaces to impervious surfaces.

A majority of the Project site is graded and is not a major groundwater recharge area. The Project would increase the amount of pervious area on the Project site from what currently exists and the proposed LID detention basins would allow for local filtration at the site. Therefore, the Project is not expected to substantially interfere with groundwater recharge. The Project would connect to the City's water system and would not require the use of groundwater and therefore, would not substantially decrease

[2] Special Projects are smart growth, high density, or transit-oriented developments with the criteria defined in Provision C.3.e.ii.(2), (3) or (4).

groundwater supplies. Potential impacts of the Project on groundwater supplies and groundwater would not be substantial and there would be no impact.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would?

i) result in substantial erosion or siltation on- or off-site;

Less-than-Significant Impact. Construction of the Project would include demolition and ground disturbing activities that could result in erosion related impacts. As discussed above in (a), the Project would be required to prepare and implement an SWPPP in accordance with the NPDES General Construction Permit and the City's SDR. The SWPPP would include BMPs that would be implemented during construction activities to reduce the potential for erosion and impacts would be less than significant.

Operation of the Project could result in change in drainage patterns due to new development and impervious areas that result in increased runoff leading to increase erosion and siltation. Post construction, the Project would replace existing buildings and paved areas with new paved areas. The amount of pervious areas on the Project site would increase as a result of the Project. The new pervious areas for the Project site would include approximately 3,000 sf of bioswale areas consisting of flow through planters.

The City of Redwood City requires detention of Project stormwater so that the flow rate of stormwater leaving the site under proposed conditions during the 25-year storm event does not exceed the 10-year flow rate under existing conditions. If the post construction stormwater flows exceed the pre-exiting conditions, then detention is required. The Project would result in an increased stormwater runoff post construction and would construct detention basins to control stormwater runoff (BKF 2021). In addition, per Redwood City's Green Infrastructure Plan, the Project would be required to treat as much of the public frontage as possible. The Project includes tree wells and silva cells that would collect water from the public sidewalk and the public street and discharge back into the City main after treatment. In large storm events that exceed the C.3 rainfall amount, catch basins are proposed in the gutter to capture any overflow, bypassing the Silva cell system.

With implementation of the SWPPP, post construction stormwater management measures and detention of stormwater, the Project would not result in substantial erosion or siltation and the impacts would be less than significant.

ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

Less-than-Significant Impact. According to the Preliminary Engineering Study conducted by BFK Engineers, the Project site is currently almost entirely impervious at approximately 97 percent impervious. As a requirement of the City's SDR, post construction runoff into storm drains shall not exceed pre-construction runoff levels. The Project would increase the pervious area at the site which would result in a decrease in stormwater runoff after construction. Additionally, consistent with the Provision C.3 requirements, stormwater would flow through LID treatment measures in the form of flow-through

planters, self-treating areas, detention basins, and self-retaining areas before discharging into the City's storm drain systems. This would control the volume of stormwater at the Project site to reduce the potential for flooding. Therefore, the Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding and there would be no impact.

iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Less-than-Significant Impact. As described previously, construction activities would have the potential to generate polluted runoff, and therefore, the Project would be required to prepare and implement an SWPPP during construction to prevent, control and reduce polluted runoff from entering the City's storm drain system. Stormwater generated at the site would be directed and treated in flow-through planters, self-treating areas, and self-retaining areas prior to entering the piped storm drain system. The storm drainage system at the site would be designed and constructed in accordance with Provision C.3 requirements and City guidelines to properly manage runoff from the site. The proposed LID treatment measures would control the rate of runoff from the site and ensure polluted runoff does not enter the City's storm drain system. In addition, the Project would include detention basins to manage stormwater flows from the Project during operations. Therefore, there the Project would not create or contribute runoff water which would exceed the capacity of stormwater drainage systems or provide substantial additional sources of polluted runoff, and there would be a less-than-significant impact from Project construction and operation.

iv) impede or redirect flood flows?

No Impact. There are no waterways crossing the Project site or nearby that would be impacted from Project construction and operation. The proposed buildings and on-site hardscape will be drained by on-site storm drain lines, connecting into the existing 12-inch main in Arguello Street. A main extension has been proposed to allow for laterals from the childcare and northern end of the office to connect into the City system. Before discharging to the City storm drain, runoff from the site will flow through detention and treatment measures as discussed above in a) and b) and would meet City requirements for post-construction runoff volumes and C.3 provisions. As such, the Project would not impede or redirect flood flows and less-than-significant impacts would occur.

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

No Impact. The Project site is classified as Zone X by the Federal Emergency Management Agency (FEMA) Flood Hazard Map (FEMA 2021). Zone X are designated to areas of minimal flood hazard and the Project would not pose a significant risk of project inundating resulting from flood hazards. The Project site is located more than 10 miles east of the Pacific Ocean shoreline and therefore, potential for tsunami is not anticipated. In addition, the City's General Plan EIR determined that the City's plan area is not located within the County of San Mateo Tsunami Evacuation Planning area, and the likelihood of the City's plan area being inundated by a tsunami is remote (City of Redwood City 2010b). Therefore, there would be no impacts related to project inundation resulting from tsunamis.

Due to the proximity of the City to the San Francisco Bay, there is some potential for the City to be impacted by seiches. However, areas most susceptible to seiche impacts are located immediately adjacent to the San Francisco Bay such as Bair, Bird, and Greco Island. The closest developed areas to the Bay include the Redwood Shores area, the Bayfront, and the Port of Redwood City. The Project would be located approximately two miles from these areas and not subject to seiche related impacts. Additionally, the site is not within a predicted inundation area for failure of any nearby dams (City of Redwood City 2010a). Therefore, there would be no impact.

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

No Impact. The RWQCB prepared and implements the San Francisco Bay Water Quality Control Plan (Basin Plan) to protect surface quality in the San Francisco Bay. Basin Plan policies are primarily implemented through NPDES permits. The Project would comply with all NPDES permit requirements, including the preparation and implementation of an SWPPP with BMPs to minimize impacts to water quality during construction, and inclusions of stormwater detention and treatment systems in accordance with C.3 requirements as part of the project design. Therefore, the Project would not conflict with or obstruct implementation of a water quality control plan.

No sustainable groundwater management plan is currently in effect for the San Mateo Plain groundwater sub-basin. Because there is no sustainable groundwater management plan in effect, the Project would not conflict with or obstruct a sustainable groundwater management plan and there would be no impact.

Mitigation Measures

Mitigation Measures HAZ-1 and HAZ-2 would be required for Impact (a).

3.11 LAND USE AND PLANNING

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

Discussion of Impacts

a) Physically divide an established community?

No Impact. The Project consists of a mixed-use development consisting of affordable housing building, office space, and a childcare facility on a previously developed site. The Project would not create any new physical divisions. The Project would result in lot merger and lot line adjustment to create two parcels, one for the office and childcare, and another for affordable housing. The two lots would share a common driveway and would not divide and established community. Therefore, the Project would not introduce physical features that would create a barrier, divide, or separate adjacent uses; or impede circulation through the neighborhood and no impact would occur.

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

Potentially Significant Impact. The Project site is designated by the City's General Plan as Mixed-Use – Transitional and zoned Mixed-Use Transitional. The Project is not proposing any changes to the land use designation or zoning. The Project would be required to obtain a Use Permit as office spaces exceeding 10,000 sf and childcare centers in the MUT District are allowed conditionally. The Project is also requesting waivers and concessions under the State Density Bonus Law, reduced parking and open space, and a waiver for upper story setback and personal storage requirements. Additionally, the Project is seeking a height concession under the community benefits. The Project would require these approvals in order to not conflict with City's plans, policies, and regulations. A detailed analysis of the Project's consistency with applicable policies of the Redwood City General Plan is provided in Table 3-2 to identity whether the Project would create an inconsistency with the General Plan. The analysis in Table 3-2 demonstrates that the Project would not create inconsistencies with the applicable policies of the General Plan. With the approvals, the Project would be constructed in accordance with any land use plan, policy and regulation adopted for the purpose of avoiding and mitigating environmental effects. However, since the Community Benefits requirements, DBL, and tentative map for the Project has not yet been finalized, there is a potential for the Project to conflict with the existing land use plan and final determination of the Project's conformance cannot be determined. Therefore, this impact is potentially significant and would be further analyzed in the EIR.

Table 3-2: General Plan Consistency Analysis

Policy	Consistency Analysis
Built Environment	
BE-1.4: Require that buildings and properties be designed to ensure compatibility within and provide interfaces between neighborhoods, corridors, and centers.	**Consistent.** The mixed-use nature of the Project would be compatible with the surrounding commercial and residential units. As noted in Section 2.6, the Project would create open spaces for the proposed office development and provide setbacks on upper floors, as well as ground floor to create a pedestrian scale. The Project also proposes two open plazas that lead to the two office lobbies, and space in the plaza would be allocated for public art. The residential development would provide open space through balconies and terraces and would be designed to be compatible with surrounding development.
BE-1.5: Require that new and renovated buildings be designed to avoid styles, colors, and materials that negatively impact the environment or the design character of the neighborhood, corridor, and center in which they are located.	**Consistent.** As noted in Section 2.6, the architectural style of the proposed buildings would consist of modern materials sch as mass timber, glass, and concrete. The proposed materials would be subject to review and approval from the City as part of design review and ensure that the new buildings and the renovation of the childcare center does not negatively impact the neighborhood. Furthermore, the Project site plan would include landscaping to would visually "soften" the comparative newness and prominence of the proposed buildings compared to lower-scaled development on surrounding parcels.
BE-1.6: Require that new large-scale projects are developed with an interconnected pattern of small blocks to induce walking and create walkable neighborhoods and to maximize connections between neighborhoods. If a new large-scale development project is able to achieve circulation interconnectedness for all modes and maximize walkability, then the small block pattern may not be required.	**Consistent.** As noted in Section 2.6, the Project frontage on Whipple Avenue and Arguello Street would be improved with new/widened sidewalk, American with Disabilities Act-compliant ramps at corners, and crosswalks. In addition, the two plazas at the office building would be accessible to public.
BE-1.7: Require that new large-scale projects consist of buildings primarily oriented to public streets, rather than private drives, walkways, and parking lots.	**Consistent.** As noted in Section 2.6, the proposed office and affordable housing building would be oriented towards Arguello Street by providing entrances on Arguello Street, access to plazas, and glass facades to connect interior spaces with exterior spaces.
BE-1.8: Require that new projects are integrated as seamlessly as possible into surrounding development, creating extensions of the urban fabric.	**Consistent.** See discussion for Policies BE-1.4 through BE-1.6.

BE-2.1: Create complete neighborhoods by integrating schools, parks, child care centers, community centers, infrastructure, green spaces and parks, and other public amenities into each neighborhood.	**Consistent.** The Project is a mixed-use development, and integrates office, residential, and childcare, through integrated site planning.
BE-2.5: Protect neighborhoods from the encroachment of incompatible activities or land uses that may have a negative impact on the residential living environment.	**Consistent.** The Project is consistent with the General Plan and zoning designation and would build a mixed-use development surrounded by residential and commercial uses and is compatible with the existing neighborhoods.
BE-2.7: Effectively integrate single-unit and multi-unit housing with local-serving convenience and neighborhood shopping centers, parks and recreation opportunities, child care, and other uses appropriate for a neighborhood.	**Consistent.** The Project includes a mixed-use development consisting of office, residential, and a childcare center.
BE-3.1: Provide high-quality public streetscapes in all neighborhoods, particularly in locations where new investment in historic property renovation and infill development are desires.	**Consistent.** The proposed childcare center would be located in the existing historic buildings. The Project design would include trees and other landscape elements. A final landscape plan would be submitted for City's review and approval in conjunction with the architectural review.
BE-3.2: Encourage new development to create direct and clear visual relationships between residences and public streets, while minimizing driveways, parking areas, and garage doors in front of yard spaces.	**Consistent.** The Project would orient buildings towards Arguello Street. The parking for the office building would subterranean and would not be visible from public roads.
BE-3.3: Require new development to provide engaging, well-landscaped outdoor spaces that invite and support outdoor activities for residents, especially areas viewed or accessible by the public.	**Consistent.** The Project would provide outdoor spaces through balconies, courtyards, and terraces. The two open courtyards would be located along the entry ways into the office building and would be surrounded by street trees and landscaped garden beds to provide an inviting view of the new development.
BE-17.3: Encourage and facilitate the establishment of child-care facilities in proximity to large employment areas such as Downtown, south Broadway, Redwood Shores, the Kaiser and Sequoia Hospital areas, and near high-density residential areas and transit nodes.	**Consistent.** The Project would include a childcare facility in proximity to the Redwood City Transit Center.
BE-22.1: Strive for consistency between the General Plan and the Zoning Ordinance and other local regulatory documents that implement General Plan policies.	**Consistent.** The Project would not require a General Plan amendment or a zone change, because it is consistent with applicable land use and zoning designations. A CUP is required for the office building and a planned development permit is needed for reduced parking for the office building. However, this is not inconsistent with the City's land use regulations.
BE-23.1: Accommodate a range of land uses to meet the economic, environmental, and social needs of Redwood City.	**Consistent.** The Project contains a mix of land uses, including residential, office, and childcare facility.

BE-23.6: Accommodate mixed-use projects pursuant to the Land Use Map and any implementing regulations.	**Consistent.** See discussion for Policy BE-23.1.
BE-23.7: Promote higher residential densities at locations near or within commercial, financial, and compatible employment centers, and also transportation corridors where neighborhood services are available.	**Consistent.** The Project site is near the City's Downtown. Implementation of the Project would replace auto-oriented uses and surface parking with a mixed-use project near transit.
BE-26.6: Require new development projects to provide pedestrian, bicycle, and electric bicycle/scooter facilities that connect to existing and planned pedestrian and bicycle facilities; and require large parking facilities to accommodate pedestrian, bicycle, and electric bicycle/scooter circulation.	**Consistent.** The Project would include clean air vehicle/carpool spaces, electric charging station spaces, motorcycle parking spaces, and bile parking spaces.
BE-27.5: Require that new development of projects improve access to and accommodations for public transit.	**Consistent.** See discussion for Policy BE-17.3.
BE-37.2: Encourage the retention and/or adaptive reuse of historic residential, commercial, and industrial buildings.	**Consistent.** The Project includes adaptive reuse of two historic buildings as a childcare center.
BE-44.2: Continue to require the placement of utilities underground with new development.	**Consistent.** The Project will underground the overhead utility lines along the property frontages on Arguello and Whipple up to the next pole located off the property frontage.
Building Community	
BC-1.1: Require parkland dedications and/or provision of on-site usable public space for significant development projects involving new residential construction.	**Consistent.** The Project would provide open space at the residential building through balconies and terraces. The Project would be required to pay Parks Impact Fees in lieu of providing on-site usable public open space.
Public Safety	
PS-1.5: Require projects that generate potentially significant levels of air pollutants to incorporate the most effective air quality mitigation into project design, as feasible.	**Consistent.** The Project would be a mixed-use development near transit and is expected to result in reduced auto dependency. Air pollutants from construction and operation of the Project would be fully analyzed in the EIR and include mitigation if needed.
PS-2.6: Require all land uses proposed within 500 feet of U.S. 101, El Camino Real, and Woodside Road that will house, accommodate, or serve sensitive receptors to incorporate appropriate design and construction features (e.g., filters on HVAC systems) that reduce potential exposure of persons to pollutants.	**Consistent.** The Project site is within 500 feet of El Camino Real. The potential exposure of persons from pollutants would be fully analyzed in the EIR and include mitigation if needed.
PS-13.6: Require all exterior noise sources (construction operations, air compressors, pumps, fans, and leaf blowers) to use available noise suppressions devices and techniques to bring	**Consistent.** Noise impacts from Project construction and operation would be fully analyzed in the EIR and include mitigation if needed.

exterior noise down to acceptable levels that are compatible with adjacent land uses.	
PS-13.7: Require that mixed-use structures be designed to account for noise from adjacent uses and minimize transfer of noise and vibrations from commercial/retail to residential uses.	**Consistent.** The proposed office and residential buildings are separated by access road. Moreover, the residential buildings would be oriented at an angle from the office. Noise and vibration impact between the residences and office would be fully analyzed in the EIR and include mitigation if needed.
PS-13.8: Implement all standard construction noise controls for all construction projects.	**Consistent.** The Project would incorporate City's COAs and SDRs as they apply to the Project.
PS-14.4: Require development that is, or will be, affected by railroad noise and/or vibrations to include appropriate measures to minimize adverse noise effects on residents and business persons.	**Consistent.** The Project would be located in proximity to the Caltrain tracks. Noise vibration impacts would be fully analyzed in the EIR and include mitigation if needed.
Natural Resources	
NR-3.1: Require new development to demonstrate that adequate water is available before project approval and to fund its fair-share costs associated with the provision of water service.	**Consistent.** A water supply assessment is being prepared for the Project to ensure adequate water is available.
NR-7.2: Encourage the use of site and landscape designs that minimize surface runoff and retain or detain stormwater runoff, minimizing volume and pollutant concentrations.	**Consistent:** The Project site is almost entirely covered with impervious surfaces under existing conditions. The Project would result in an increase in pervious areas that would allow increased opportunities for groundwater recharge. Furthermore, new green infrastructure, including bio-filtration swales, would be constructed to capture and treat stormwater before entering the City's storm drain system.

3.12 MINERAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XII. 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion of Impacts

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. The Redwood City General Plan does not designate any areas of significant mineral resources and the Project site is not in or near an area where mineral deposits are mined (City of Redwood City 2010a). Additionally, the Department of Conservation Mineral Land Classification Map classifies the Project site as being in Mineral Resource Zone (MRZ) -1. MRZ-1 zones are areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists of their presence (DOC 1982). Therefore, the Project would not result in a loss of availability of a known mineral resource that would be of value or result in the loss of availability of a locally important mineral resource recovery site, and there would be no impact for Impact (a) or (b).

3.13 NOISE

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

Discussion of Impacts

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

Potentially Significant Impact. The Project site is adjacent to residential uses and construction could result in temporary increase in noise levels from equipment, workers, and vehicles on-site. Operation of the Project could result in increase in noise levels from existing conditions due to increased traffic along the roads and increased pedestrian traffic. In addition, the proposed affordable housing and office would be adjacent to the Caltrain tracks. The Project would implement mitigation measures included in the Downtown Precise Plan as required by the City's COA to minimize construction noise impacts. As required by the City's COA and mitigation measures in the Downtown Precise Plan, the Project would be required to submit a site-specific noise study to demonstrate that the Project would not exceed noise standards. The study would include recommended building designs, construction measures, and noise reduction measures to reduce potential impacts. The study has not been prepared at the time of writing this Initial Study and therefore, the results of the study would be analyzed in the EIR. The Project's potential to generate temporary or permanent increase in ambient noise levels in the vicinity of the Project, and impact of train operations on the new residents, in excess of standards would be analyzed fully in the EIR.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. The Project site is adjacent to residential uses and Caltrain tracks and construction and could result in excessive groundborne vibration or groundborne noise levels. The Project

would implement mitigation measures included in the Downtown Precise Plan as part of the City's COA to reduce demolition and construction generated groundborne vibration levels. A site-specific vibration study is required to be prepared as a COA for the City to demonstrate that the Project would not exceed acceptable groundborne vibration and groundborne noise levels. At the time of preparation of this Initial Study, the vibration study has not been prepared yet and therefore, these impacts and the results of the study would be analyzed fully in the EIR.

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

Less Than Significant Impact. The closest airport to the Project site is the San Carlos Airport, located approximately 1.25 miles north/northeast of the site. The Project site is located within Zone 6 Traffic Pattern Zone and Zone B Airport Influence Area for the San Carlos ALUCP (C/CAG 2015). The Project site is not within the noise contour areas for the airport and therefore, would not create excessive noise for people residing or working in the Project area. Therefore, the Project would not result in a safety hazard or excessive noise for people residing or working in the area and impacts would be less than significant.

3.14 POPULATION AND HOUSING

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XIV. 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)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion of Impacts

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)?

Less-than-Significant Impact. The Project would directly induce population growth in Redwood City through residential development, and indirectly through office development. The Project would include 33 residential units. Using the average household size of 2.7 per unit identified in the City's General Plan, the Project would create an increase of 89 residents. The Department of Finance estimates the current population of Redwood City in 2021 to be 85,182 residents and therefore, the Project would result in a 0.10 percent increase from the current population (DOF 2021). The new residents resulting from the Project would result in a minimal increase in the City's future growth forecasts and the projected increase in residents from the Project would be consistent with the City's population growth projections.

The office is expected to serve approximately 1,350 employees. The General Plan EIR estimates that the number of jobs in the City would increase by approximately 30 percent between 2010 and 2030 (City of Redwood City 2010b). The estimated number of jobs in Redwood City in 2030 is expected to be 66,600. The anticipated number of employees for the office would represent approximately two percent of the 2030 projected number of jobs in the City and is anticipated to be within the expected growth level.

Therefore, the Project would not induce substantial population growth in the area and would have a less-than-significant impact.

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

No Impact. The Project site does not currently contain any units used for residential purposes and therefore, the Project would not displace existing people or housing. There would be no impact.

3.15 PUBLIC SERVICES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XV. PUBLIC SERVICES — Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

Discussion of Impacts

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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?

Less-than-Significant Impact. The Project would consist of multi-family residential uses, office space, and a child care facility which would increase demand for Redwood City Fire Department (RCFD) fire protection services and facilities. The Project site is currently served by RCFD's Station 9 and would continue to do so after the development of the Project. Though the Project would increase the demand for fire protections services, it is not expected to affect RCFD's response times and would not result in the need for new or altered fire protection facilities. Policy BE-22.2 of the General Plan calls for the establishment of a development impact fee which could be used to fund fire protection services. However, this impact fee has not been established yet and is not applicable. The Project would be required to be constructed and operated in accordance with the California Fire Code requirements and City standards (Automatic sprinkler systems, fire hydrants, etc.). RCFD would confirm that the California Fire Code requirements and City standards have been incorporated into the project design during the review and

approval of project plans prior to issuance of building permits. As the City's COA, all buildings and parking garages would be required to have approved radio coverage for emergency responders.

Incorporation of all California Fire Code and City requirements into the project design would reduce the dependence on RCFD by reducing fire hazards. Because the Project would incorporate design measures to minimize the risk of fire at the site, the Project would affect RCFD's service ratios, response times, or other performance objectives. Therefore, the Project would not result in the construction of new or expansion of existing fire protection facilities and the impacts would be less than significant.

Police protection?

Less-than-Significant Impact. The Project would consist of a mixed-use development which would increase the demand for Redwood City Police Department (RCPD) services and facilities in the area. The RCPD provides services from one central police station located approximately one mile east of the site, but because the Project site is currently developed with urban development, nearby services and patrols are already available. Policy BE-22.2 of the General Plan calls for the establishment of a development impact fee which could be used to fund police protection services. However, this impact fee has not been established yet and is not applicable. Due to the Project site being located in an area that is already served by RCPD, the Project is not expected to affect the RCPD's response times or other performance objectives. Therefore, the Project would not result in the construction of new of expansion of existing police protection facilities and impacts would be less than significant.

Schools?

Less-than-Significant Impact. The residential development within the Project site would generate school aged children within the Redwood City School District and Sequoia Union High School District boundaries. Students living at the new development would be within the boundaries for Clifford School and Sequoia High School, which according to the General Plan EIR have a total capacity of 742 students and 2200 students, respectively (City of Redwood City 2010b). As of the 2019-2020 school year, enrollment in these schools totaled 576 and 2,041, respectively (Ed Data 2021). Using Redwood City and Sequoia Union High School Districts' student yield factor of 0.15 and 0.20 students per residential unit, the development of 33 units could generate approximately five new elementary and middle school students and seven new high school students (RCSD 2013, SUHSD 2014). These figures suggest that the District currently has capacity to accommodate the estimated enrollment growth resulting from the Project. The Project would not generate a substantial number of new students and it is highly likely that existing schools would have sufficient capacity to meet the demands of Project generate students without requiring the construction of additional facilities. Additionally, the Project would pay a School Impact Fee, as required by the City's SDR as noted in the Conditions of Approval (Appendix D), which would mitigate impacts to school facilities resulting from the Project. The General Plan EIR identified that under SB 50, school districts may collect fees to offset the costs associated with increasing school capacity as a result of residential development. Under the terms of this statute, payment of statutory fees by property owners or property developers is considered to mitigate in full, for the purposes of California Environmental Quality Act (CEQA), any impacts to school facilities associated with a qualifying project (City of Redwood City 2010b). Therefore, the Project would not result in the construction of new or expansion of existing school facilities and with the payment of fees, the impacts would be less than significant.

Parks?

Less-than-Significant Impact. The Project would result in increased demand for new parks. The City requires all new residential development to dedicate land and/or pay a fee in-lieu to meet the City's parkland standard of 3.0 acres of developed parkland per 1,000 residents. The residential building would provide approximately 3,377 sf of open space consisting of balconies and terraces. However, since the open space provided would not consist of useable active recreational open space like a park, the Applicant will pay the Parks Impact Fee, as required by City's SDR. Since the Project's residential development would create 33 units which is anticipated to have approximately 89 residents, the Project would not create a substantial increase in the demand for parks. Therefore, with the payment of a Parks Impact Fee, the Project would result in a less-than-significant impact.

Other public facilities?

Less-than-Significant Impact. The Project's residential development of 33 new units is anticipated to result in approximately 89 new residents. This is not anticipated to result in substantial increase in demand for other public facilities, such as libraries or other government services. Policy BE-22.2 of the General Plan calls for the establishment of a development impact fee which could be used to fund public facilities. However, this impact fee has not been established yet and is not applicable. The Project would not result in the construction of new or expansion of existing public facilities and there would be a less-than-significant impact.

3.16 RECREATION

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

Discussion of Impacts

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

Less-than-Significant Impact. The Project would result in increased use of existing parks and recreational facilities. The City required all new residential development to dedicate land and/or pay a fee in-lieu to meet the City's parkland standard of 3.0 acres of developed parkland per 1,000 residents. The Project would develop public and private open spaces at the residential and office development. However, as discussed in the Population and Housing section, the Project will be paying a fee and since the Project's residential development would create 33 units which is anticipated to have approximately 89 residents, the Project would not create a substantial increase in the demand for parks. Therefore, with the payment of the Parks Impact Fee, the Project would result in a less-than-significant impact.

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

Less-than-Significant Impact. The Project would provide approximately 28,653 sf of public and private open space through the residential and office buildings. The Project would be required to pay a Parks Impact Fee as required by the City. The Project would not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment and there would be a less-than-significant impact.

3.17 TRANSPORTATION

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

Discussion of Impacts

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Potentially Significant Impact. The Project would have the potential to conflict with a program plan, ordinance, or policy the circulation system, including transit, roadway, bicycle and pedestrian facilities, resulting in a potentially significant impact, and would be fully analyzed in the EIR.

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

Potentially Significant Impact. CEQA Guidelines Section 15064.3, subdivision (b)(3) allows for a qualitative analysis of potential impacts related to VMT. Although the Project meets the criteria outlined in CEQA Section 15064.3 (b.1), which states that a project located within 0.5 miles of a major transit stop or along a high-quality transit corridor would generally be presumed to have a less than significant transportation impact, a Project specific traffic impact assessment is being prepared. The assessment would analyze the Projects potential to increase VMT in the project area above established thresholds. Therefore, for the purposes of this IS, Project impacts are considered to be potentially significant and would be further analyzed in the EIR.

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

Less Than Significant Impact. The Project design does not substantially increase hazards or results in an incompatible use. The proposed access point to the Project site would be from Arguello Street. The Project would construct a crosswalk on Arguello Street and Standish Street with flashing beacons, as well as streetscape improvements along Arguello Street such as a 10-foot sidewalk, 5-foot bike lane, and new

street lighting to help improve pedestrian access throughout the site and surrounding neighborhood. The Project frontage on Whipple Avenue and Arguello Street would be improved with new/widened sidewalk, and ADA compliant ramps at corners. Caltrain tracks are located west of the Project site. The intersection of Whipple Avenue and Caltrain tracks intersection has warning signs, and a gate. The Project would not result in any changes to the existing intersection. The entry and exit to the Project site would be on Arguello Street and not conflict with the Caltrain tracks. Therefore, impacts from hazards due to Project design or incompatible uses would be less than significant.

d) Result in inadequate emergency access?

Less Than Significant Impact. Construction of the Project would generate traffic through the transport of workers, equipment, and materials to and from the Project site. It is currently anticipated that Project construction would take approximately 23 months to complete, starting in November 2022 and ending in October 2024. Travel routes for construction workers, soils export, and material import would be determined in consultation with the City's Engineering and Transportation Division and included in the construction traffic management plan to be developed in accordance with the City's COA. All construction materials would be stored on-site. If construction of the Project and any on-site and offsite utility work would require the closure of sidewalks, full or partial roads, bike lanes, temporary signage and alternate routing would be provided and also would be identified in the construction traffic management plan. Samtrans provides public transit service to a bus stop located approximately 300 feet north of the Project site. Arguello Street fronting the Project site is a Class II bike lane. The Project would not modify or interfere with the bicycle or bus facilities adjacent to the Project site during construction. Therefore, the impact would be less than significant.

Post construction, project operations would not result in new offsite access roads or change configuration of existing roadways and would not add so much congestion to surrounding roadways that response times are negatively impacted. The proposed driveway would provide an access aisle for emergency vehicles serving the office building and the residential building and would be designed to meet emergency vehicle access requirements. Both an aerial fire apparatus access route and secondary access route on Whipple Avenue and Arguello Street would be provided for the Fire Department to access the office building. Project access and emergency plans would require review and approval from the fire department. Therefore, the Project would not result in inadequate emergency access from operations.

3.18 TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XVIII. 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 Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☒	☐	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 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 California Native American tribe.	☒	☐	☐	☐

Discussion of Impacts

Would the project: cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 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 California Native American tribe.

Potentially Significant Impact. As discussed in the Cultural Resources section, the City's plan area contains prehistoric archaeological sites and cultural resource sites understood to be associated with Native Americans. The Project has the potential to cause a substantial adverse change in the significance of a tribal cultural resource. Therefore, the Project could cause a potentially significant impact on tribal cultural resources for Impact (a) and (b) and these impacts will be further analyzed in the EIR.

3.19 UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XIX. 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?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☒	☐	☐	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Discussion of Impacts

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?

Less-than-Significant Impact.

Water Infrastructure

The Project site is currently served by water services connected to an existing 6-inch cast iron main in Arguello Street and an existing 6-inch cast iron main in Whipple Avenue. The Project would require upsize of the existing 6-inch main in Arguello Street to an 8-inch main from Whipple Avenue to Hopkins Avenue. The upsizing would be required to satisfy the Fire Marshall fire water flow and pressure requirements for the building construction type/size. The Project would install and connect its domestic, fire water, and recycled laterals out to Arguello Street. A dual plumbing system would be installed to

include a separate plumbing system for recycled water. All infrastructure improvements would be constructed in accordance with the City's SDRs. The infrastructure improvements would be designed and constructed in accordance with the City's Engineering Standards as required by the City's SDR. Prior to encroachment permit issuance for the Project, the Applicant is required to submit to the City, and obtain approval of, an evaluation and report which demonstrates that the proposed water main meets domestic and fire flow requirements as required by City's SDR. A Preliminary Engineering Study conducted by BFK Engineers in May 2021 determined that the existing public infrastructure is adequate to serve the proposed development and the Project would have a less-than-significant impact on existing water systems. The City is preparing a Water Supply Analysis that will be included in the EIR. Furthermore, the City and Applicant are evaluating the feasibility of extending Recycled Water service to the site by way of the City's Community Benefit Agreement and or as a requirement to provide a more supplemental quantity of the Project's water supply. Additionally, the Project would be required to pay Water and Sewer Fees as outlined by the City's SDR (Appendix D). Compliance with the City's SDRs and engineering standards, the Project would not require the construction of new or expansion of existing water facilities and the impacts would be less than significant.

Wastewater Infrastructure

The Project site is currently served by an existing 6-inch VCP sanitary sewer main in Arguello Street and a 10-inch VCP sanitary sewer main in Whipple Avenue. There are currently four laterals servicing the existing site out to Arguello Street and the Project would install laterals for the two office buildings, childcare building, and the residential building. The Project is proposing to upsize the 6-inch main in Arguello Street to 8 inches. The improvement would start at the new childcare building and run south through Arguello to Howland Street, where it ties into a 15-inch main in Howland. Pipeline upgrades would be designed and constructed in accordance with the City's Engineering Standards as required by City's SDR. Wastewater infrastructure improvements proposed for the Project would be completed in accordance with the requirements of the City. The Preliminary Engineering Study described above determined that the existing public infrastructure is adequate to serve the proposed development and the Project would have a less-than-significant impact on existing wastewater systems. Additionally, the Project would have to pay Water and Sewer Fees as required by the City's SDR. The Project would not require the construction or expansion of wastewater treatment facilities and there would be a less-than-significant impact.

Stormwater Infrastructure

Currently, stormwater runoff at the Project site is collected in catch basins throughout the site and routed out to the 12-inch reinforced concrete main in Arguello Street. Storm drain laterals would be installed, and stormwater runoff from the Project would be drained by on-site storm drain lines, connecting to the existing 12-inch main in Arguello Street. A stormwater main extension has been proposed to allow for laterals from the childcare and northern end of the office to connect into the City's system. Before discharging to the City's storm drain, runoff from the site would flow through detention and treatment measures. The Project's stormwater infrastructure would be designed and constructed in accordance with all of the City's requirements relating to stormwater infrastructures. The City's SDR requires that post-construction runoff shall not exceed pre-construction runoff levels. The Preliminary Engineering Study described above determined that the existing public infrastructure is adequate to serve the proposed development and the Project would have a less-than-significant impact on existing stormwater systems

(BKF 2021). The Project would not require the construction or expansion of stormwater treatment facilities and impacts would be less than significant.

Other Utilities

The Project site is served by existing utility services in the area. The Project would underground the overhead utility lines along the property frontages as require by the City's COA. A new utility pole would be constructed on the northwest corner of Whipple Avenue and Arguello Street intersection, which would be designed and constructed in accordance with the City's Engineering Standards as required by the City's SDR. The Project is not expected to result in the need for new or expanded utility infrastructure facilities and therefore, there would be a less-than-significant impact.

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

Potentially Significant Impact. A Project specific water supply assessment is being prepared. The assessment would analyze the Project's water demand and available water supply. Therefore, Project impact with regard to available water supplies is considered to be potentially significant and would be further analyzed in the 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?

Less-than-Significant Impact. The City of Redwood City and the County of San Mateo's Fair Oaks Sewer Maintenance District provides wastewater collection services to the City. Wastewater treatment services are provided by Silicon Valley Clean Water (SVCW) at its wastewater treatment plant (WWTP) which is located in Redwood City. The Project's sewer demand was calculated in the Preliminary Engineering Study using the City of Redwood City Engineering Standards (BFK 2021). For the 1125 site, the proposed average daily flow is 56,942 gallons per day (gpd) and for the 1111 site, the proposed average daily flow is 6,718 gpd. Therefore, the total average daily flow for the Project would be 63,660 gpd. The SVCW treatment plant has a permitted operating capacity of 29 million gallon per day (MGD) average dry weather flow (ADWF) and Redwood City has maximum capacity rights of 11.4 MGD ADWF (City of Redwood City 2021). In 2020, Redwood City's ADWF was 7.12 MGD, which is about 62 percent of the allocated plant capacity. The Project would contribute 0.063 MGD to the SCVW's WWTP, which is approximately 0.55 percent of Redwood City's allocated capacity. Therefore, the SVCW WWTP would have adequate capacity to accept wastewater produced by the Project. In addition, the Project would be required to implement CALGreen measures to reduce indoor demand for potable water which would further minimize wastewater flows.

The Preliminary Engineering Study identified that Project would require upsizing the 6-inch main in Arguello Street to 8 inches. The improvements would start at the new childcare building and run south through Arguello until Howland Street, where it would tie into a 15-inch main in Howland. The Preliminary Engineering Study confirmed that the 8-inch upsized pipe would be able to handle the Project's discharge (BFK 2021). The existing wastewater treatment facilities has sufficient capacity to serve the Project's

projected demands in addition to the provider's existing commitments and therefore, the Project impact would be less than significant.

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?

Less-than-Significant Impact. Construction of the Project would require the demolition of existing structures on-site which would generate solid waste. The Project would be required to comply with City's Municipal Code Chapter 9, Section 9.192 and Section 9.193 to ensure proper disposal of demolition materials (City of Redwood City 2021). Section 9.192 requires the recovery of maximum feasible amount of salvageable materials prior to demolition. Section 9.193 required all demolition projects to divert a minimum of 60 percent of total generated construction and demolition debris tonnage and 100 percent of inert materials from the Project. Additionally, the Project would be required to comply with Chapter 9, Section 9.195 of the Municipal Code and submit a Waste Management Plan to the City's Community Development Department. At Compliance with these requirements would ensure the construction of the Project does not generate solid waste in excess of State or local standards and impacts created by construction would be less than significant.

The City of Redwood City currently contracts Recology of San Mateo County to provide and handle all solid waste collection for the City. Approximately 90 percent of the solid waste collected from Redwood City is sent to the Ox Mountain Sanitary Landfill, located east of Half Moon Bay in unincorporated San Mateo County (City of Redwood City 2010b). The Ox Mountain Landfill has a maximum permitted throughput of 3,598 tons per day and has a remaining capacity of 22,180,000 tons (CalRecycle 2021a). According to CalRecycle's Disposal Rate Calculator, Redwood City had an annual disposal rate of 5.2 pounds per person per day for residents, and 7.0 pounds per person per day for employees. With an estimated 89 new residents and 1,366 new employees, the Project would generate 10,024.8 pounds of solid waste per day or 5.01 tons per day (CalRecycle 2021b). The estimated 5.01 tons per day of solid waste generated by the Project would be less than one percent of the maximum permitted throughput received at the landfill. Therefore, there would be sufficient landfill capacity available to accommodate solid waste disposal needs for the Project. The Project would implement and comply with all solid waste reduction measures adopted by the City and incorporate recycling collection areas into the Project. Therefore, the Project would not generate waste in excess of State or local standards, capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals and the impacts would be less than significant.

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

Less-than-Significant Impact. The Project would comply with all federal, state, and local statutes and regulations related to solid waste including the California Integrated Waste Management Act (Assembly Bill 939), which mandates local cities and counties divert 50 percent of waste from area landfills, and Section 9, Article 11 – Recycling and Salvaging of Construction and Demolition Debris of the Redwood City Municipal Code. Therefore, impacts would be less than significant.

3.20 WILDFIRE

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

Discussion of Impacts

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. The discussion below applies to significant threshold (a), (b), (c), and (d) as outlined above.

The Project site and the adjacent areas are not located within a State Responsibility Area or within a Very High Fire Hazard Severity Zone as designated by CALFIRE (CALFIRE 2007, 2008). The U.S. Forest Service Fire Hazard Potential Map Project site and surrounding areas as “Urban and Built-Up Land” (USFS 2020). The closest Very High Fire Hazard Severity Zone is located approximately 1.4 miles west of the Project site. Due to the urban nature and flat topography of the Project site and surrounding areas,

the Project would not impair an adopted emergency response plan or evacuation plan pertaining to wildfires, nor would it exacerbate risks and expose Project occupants to pollutant concentrations from a wildlife or uncontrolled spread of a wildfire. The Project would not require the installations or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts. The Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope stability, or drainage changes. No impacts from wildfires would occur.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XXI. 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 a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
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)?	☒	☐	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

Discussion of Impacts

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Impact. Based on the analysis herein, the Project does not have the potential to substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten or eliminate a plan or animal community; or substantially reduce the number or restrict the range of a rare or endangered plant or animal. As discussed above in the Biological Resources section, the Project site is developed and is within an area that does not include habitats for fish or wildlife species. COAs established by the City would require the Applicant to hire a qualified biologist to conduct a survey for nesting birds prior to tree removal or trimming. Compliance with the City's COA would reduce any impacts on biological resources and impacts would be less than significant.

This IS has identified that the Project could have potentially significant impacts in relation to historical and archaeological resources, as discussed in the Cultural Resources section. These impacts would be analyzed in the EIR.

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)?

Potentially Significant Impact. Cumulative impacts, other than those related to aesthetics, air quality and GHG emissions, cultural and tribal cultural resources, noise, transportation, and utility systems would be less than significant, or the Project would result in a less than cumulatively considerable contribution to cumulative impacts. Cumulative impacts related to the resource areas outlined above would be analyzed in the EIR.

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

Potentially Significant Impact. Based on the analysis herein, construction and operation of the Project could potentially cause substantial adverse effects on human beings in relation to air quality and GHG emissions, cultural and tribal cultural resources, noise, transportation, and utility systems. These impacts would be further analyzed in the EIR. No adverse effects on human beings were identified in this IS.

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Appendix A FIGURES

Appendix A is available as a separate PDF document on the City's website at www.redwoodcity.org/developmentprojects, or upon written request, in order to provide a manageable document size.

Appendix B PRELIMINARY GEOTECHNICAL EVALUATION

Appendix B is available as a separate PDF document on the City's website at www.redwoodcity.org/developmentprojects, or upon written request, in order to provide a manageable document size.

Appendix C PHASE I AND PHASE II ENVIRONMENTAL SITE ASSESSMENTS

Appendix C is available as a separate PDF document on the City's website at www.redwoodcity.org/developmentprojects, or upon written request. In order to provide a manageable document size, Appendix C is separated into four PDF documents, labeled Appendix C.1 through C.4.

Appendix D SAMPLE CITY STANDARD CONDITIONS OF APPROVAL

Appendix D is available as a separate PDF document on the City's website at www.redwoodcity.org/developmentprojects, or upon written request, in order to provide a manageable document size.