EXHIBIT A

San Mateo County Emergency Management (EMC) and Motor Pool Relocation Project

County File Number: PC010

MITIGATED NEGATIVE DECLARATION (MND)

Pursuant to the California Environmental Quality Act (CEQA)
Division 13, Public Resources Code

State Clearinghouse Number: 2015032020

San Mateo County
Public Works Department
555 County Center
Redwood City, CA 94063

Project Description

The project includes the redevelopment of Project Site 1, located at 551 (APN 052-337-020) Winlsow Street in Redwood City, to accommodate the new EMC building (see **Figure 4** in the attached Initial Study). As part of this project component, the existing Motor Pool facility would be demolished onsite and relocated to the Corp Yard (Project Site 2). The EMC will be defined as an Essential Services Facility (Essential Facility) per the California Building Code, and will be designed to maximize building operation after extreme environmental events such as earthquakes, flooding, wind, and storms. The EMC will contain a substantial infrastructure of telecommunication, information technology (IT), electrical power, and building conditioning systems. The EMC will be a facility that will co-locate various County government agencies for effective coordination of emergency response and recovery efforts. Site improvements include the construction of a new two- to four-story building, approximately 35 feet tall, including an underground basement/tunnel which would adjoin into the existing underground basement/tunnel system within the County Government Center. Two subterranean, emergency diesel generators are proposed to serve as backup power sources during times of power failure. The new EMC building would total approximately 35,000 square feet and would include an at-grade, striped parking lot with for employee and user parking with the option of some new, perimeter landscaping. The building rooftop would accommodate mechanical equipment and an open patio area for employees.

The existing Motor Pool would be relocated to Project Site 2, located at 752 Chestnut Street (APN 054-063-180) in Redwood City. All existing buildings and structures on the Corp Yard would remain, with the exception of the existing 5,000 square-foot survey shed located along the southern property boundary line. This building would be demolished and replaced with a

new 10,900 square-foot Butler Building constructed of prefabricated steel that would encompass a similar building footprint as the existing structure, however with an increased width of up to 9 to 10 feet. It would provide space for County survey and sewer personnel, a supervisor's office, restrooms, a small lobby, and also provide space for file storage. The existing 2,000 square-foot sewer shop and 3,600 square-foot storage shed, both located at the southeastern extent of the property limits, would be repurposed and utilized for the Motor Pool facility. Operations of the relocated Motor Pool would include vehicle rental for County employees, auto repair and washing, police radio supply and repair; and auto fueling station. Project Site 2 also contains a supply room south of the auto repair shop that contains automobile supplies, such as new car batteries, motor oil, cleaners, and tires. Existing uses currently conducted onsite at the Corp Yard such as office; outdoor and indoor storage, vehicle and equipment storage; and maintenance and repair; would continue to operate at existing capacities under the project.

Determination

An Initial Study/MND and supporting documents have been prepared to determine if the project would result in potentially significant impact or significant impact (**Attachment A, Initial Study**) to the environment. On the basis of Initial Study/MND, it has been determined that the proposed action, with the incorporation of the mitigation measures described below, will not have a significant effect on the environment. The 20 mitigation measures identified in the Initial Study are listed in **Table 1a** below. No comments were received during the public review period, which occurred March 6, 2015 through April 6, 2015. Therefore, on the basis of the whole record, there is no substantial evidence that the project will have a significant effect on the environment and this MND reflects the lead agency's independent judgment and analysis. The technical reports that constitute the record of proceedings upon which this determination is made are available for public review at the County of San Mateo Public Works Department office at 555 County Center – Fifth Floor, Redwood City, CA 94063, between 7:00 am and 5:00 pm, Monday through Friday.

Table 1a
Summary of Project Impacts

Environmental Factor	*Mitigation Measures*	*Level of Environmental Impact*
Air Quality	Mitigation Measure AQ-1: Include measures to control dust emissions The contractor shall implement the following Best Management Practices: 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. 2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered. 3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. 4. All vehicle speeds on unpaved roads shall be limited to 15 mile per hour (mph).	Less Than Significant With Mitigation Incorporated

Table 1a Summary of Project Impacts		
Environmental Factor	*Mitigation Measures*	*Level of Environmental Impact*
	5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. 6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. 7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. 8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.	
Air Quality	Mitigation Measure AQ-2: This mitigation measure applies to construction of Project Site 1. Selection of equipment during construction to minimize emissions. Such equipment selection would include the following: 1. All mobile diesel-powered off-road equipment larger than 50 horsepower and operating on the site for more than two days continuously shall meet US EPA particulate matter emissions standards for Tier 2 engines or equivalent; 2. Minimize the number of hours that equipment will operate, including the use of idling restrictions.	Less Than Significant With Mitigation Incorporated
Biological Resources	Mitigation Measure BIO-1: To the extent feasible, project activities should be scheduled to avoid the nesting season. If such activities are scheduled to take place outside the nesting season, all impacts on nesting birds protected under the MBTA and California Fish and Game Code would likely be avoided. The nesting season in San Mateo County extends from January 1st through August 31st for most raptors and February 1st through August 31st for most non-raptors.	Less Than Significant With Mitigation Incorporated

Table 1a Summary of Project Impacts		
Environmental Factor	*Mitigation Measures*	*Level of Environmental Impact*
Biological Resources	Mitigation Measure BIO-2: If it is not possible to schedule project activities between September 1st and January 1st, then pre-construction surveys for nesting birds should be conducted by a qualified ornithologist to ensure that no nests will be disturbed during project implementation. An initial pre-construction survey to determine the likelihood of constraints due to the presence of an active nest should be conducted 14 days prior to the onset of construction activities with a final pre-construction survey conducted no more than 48 hours prior to the initiation of project activities. During this survey, a qualified ornithologist shall inspect all potential nesting habitats (e.g., trees, shrubs, grasslands, and buildings) within 300 feet of the project site for raptor nests and within 100 feet of the project site for nests of non-raptors. If an active nest (i.e., a nest with eggs or young, or any completed raptor nest attended by adults) is found sufficiently close to work areas that would be disturbed by these activities, the ornithologist, in consultation with the California Department of Fish and Wildlife (CDFW), will determine the extent of a disturbance-free buffer zone to be established around the nest (typically 300 feet for raptors and 100 feet for other species) to ensure that no nests of species protected by the MBTA and California Fish and Game Code will be disturbed during project implementation	Less Than Significant With Mitigation Incorporated
Biological Resources	Mitigation Measure BIO-3: If Project activities will not be initiated until after the start of the nesting season, potential nesting substrate (e.g., bushes, trees, grasses, and other vegetation) that is scheduled to be removed by the project may be removed prior to the start of the nesting season (e.g., prior to January 1st) to reduce the potential for initiation of nests.	Less Than Significant With Mitigation Incorporated
Cultural Resources	Mitigation Measure CUL-1: If archaeological and/or cultural resources are encountered during grading or construction activities, work shall be temporarily halted within 30 feet of the discovered materials and workers shall avoid altering the materials and their context until a qualified professional archaeologist has evaluated the situation and provided appropriate recommendations. The project applicant or archaeologist shall immediately notify the Current Planning Section of any discoveries made and shall provide the Current Planning Section with a copy of the archaeologist's report and recommendations prior to any further grading or construction activity in the vicinity.	Less Than Significant With Mitigation Incorporated
Cultural Resources	Mitigation Measure CUL-2: A discovery of a paleontological specimen during any phase of the project shall result in a work stoppage in the vicinity of the find until it can be evaluated by a professional paleontologist. Monitoring of all excavation and earthmoving in sensitive areas by a professional paleontologist may be required.	Less Than Significant With Mitigation Incorporated

Table 1a Summary of Project Impacts		
Environmental Factor	*Mitigation Measures*	*Level of Environmental Impact*
Cultural Resources	Mitigation Measure CUL-3: Periodic monitoring of known significant paleontological resources in the vicinity of the development (including areas where new road access has been provided) may be required to reduce the potential for looting and vandalism. Should loss or damage be detected, additional protective measures or further action (e.g., resource removal), as determined by a professional paleontologist, shall be implemented to mitigate the impact.	Less Than Significant With Mitigation Incorporated
Cultural Resources	Mitigation Measure CUL-4: Use existing roads to the maximum extent feasible to avoid additional surface disturbance.	Less Than Significant With Mitigation Incorporated
Cultural Resources	Mitigation Measure CUL-5: During all phases of the project, keep equipment and vehicles within the limits of the previously disturbed areas of the project site.	Less Than Significant With Mitigation Incorporated
Cultural Resources	Mitigation Measure CUL-6: All workers shall be educated on the consequences of unauthorized collection or sale of fossils.	Less Than Significant With Mitigation Incorporated
Cultural Resources	Mitigation Measure CUL-7: The project sponsor must be prepared to carry out the requirements of California State law with regard to the discovery of human remains during construction, whether historic or prehistoric. In the event that any human remains are encountered during site disturbance, all ground-disturbing work shall cease immediately and the County coroner shall be notified immediately. If the coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within 24 hours. A qualified archaeologist, in consultation with the Native American Heritage Commission, shall recommend subsequent measures for disposition of the remains.	Less Than Significant With Mitigation Incorporated
Geology and Soils	Mitigation Measure GEO-1: The proposed structures shall be designed following the 2010 California Administrative Code Essential Services standards, per Title 24, Part 1, Chapter 4 of the California Code of Regulations. Such buildings exceed the 2013 California Building Code (CBC) and would resist the lateral forces generated by earthquake shaking.	Less Than Significant With Mitigation Incorporated
Geology and Soils	Mitigation Measure GEO-2: Additional field investigations to obtain soil data and verify liquefaction potential should be conducted during the design phase. If it is determined that the potential for liquefaction is high at either site, specific performance measures and ground improvements techniques shall be incorporated to reduce this hazard. These techniques shall be chosen during the final design phase, and may include: Jet grouting, cement deep soil mixing, and/or compaction grouting.	Less Than Significant With Mitigation Incorporated

Table 1a Summary of Project Impacts		
Environmental Factor	*Mitigation Measures*	*Level of Environmental Impact*
Geology and Soils	Mitigation Measure GEO-3: Foundations and slabs shall be designed and constructed to resist the effects of the expansive soil. These effects can be mitigated by: • moisture conditioning the expansive soil, providing a sufficient thickness of select, non-expansive fill below interior; or • lime treating the subgrade soil reduce expansion potential.	Less Than Significant With Mitigation Incorporated
Hazards and Hazardous Materials	Mitigation Measure HAZ-1: Prior to the issuance of a grading permit and before any substantial ground disturbances, a Phase II ESA shall be conducted by a licensed professional to determine the potential presence of metals, and organic compounds in soil and groundwater underlying the project site. If contaminants are identified in subsurface soils and/or groundwater, the Phase II ESA shall screen the identified contaminant concentrations relative to applicable environmental screening levels developed by the Regional Water Quality Control Board and Department of Toxic Substances Control. If the Phase II ESA recommends remedial action (which may include but not be limited to soil and/or groundwater removal or treatment, site-specific soil and groundwater management plan, site-specific health and safety plan, and a risk management plan shall be completed. The County shall consult with appropriate regulatory agencies to ensure sufficient minimization of risk to human health and the environment is completed.	Less Than Significant With Mitigation Incorporated
Hazards and Hazardous Materials	Mitigation Measure HAZ-2: If there is a change in land use or removal of soil and groundwater below approximately 5 feet below grade at the CREC at Project Site 1, notification to the San Mateo County Division of Environmental Health is required.	Less Than Significant With Mitigation Incorporated
Hydrology and Water Quality	Mitigation Measure HYD-1: In the event groundwater is encountered during construction activities, onsite dewatering would be required. The discharge of any dewatered groundwater would comply with BMPs as described in the SWPPP.	Less Than Significant With Mitigation Incorporated
Noise	Mitigation Measure NOI-1: Ensure that the emergency generators at Project Site 1 do not exceed the County's Municipal Code standards during weekly testing at any adjacent residential property line or at the nearby childcare facility. This can be achieved through the following measures: • All testing of the generators shall be conducted between the hours of 7:00 am and 10:00 pm on weekdays. • The generators shall be designed to meet a combined noise level of 74 dBA or less at a distance of 23 feet from the location of the underground structure housing the generators. A combination of selecting 'quiet'	Less Than Significant With Mitigation Incorporated

Table 1a Summary of Project Impacts		
Environmental Factor	*Mitigation Measures*	*Level of Environmental Impact*
	equipment, locating venting away from sensitive uses, and/or using sound attenuating walls or enclosures could be used to achieve this standard. • Based on the final design plans, specific controls necessary to reduce operational noise levels to meet the standard shall be prepared.	
Noise	**Mitigation Measure NOI-2:** Ensure that noise generated by mechanical equipment at Project Site 2, including the proposed compressor, does not exceed the County's Municipal Code standards (55 dBA L50 between the hours of 7:00 am and 10:00 pm and 50 dBA L50 between the hours of 10:00 pm and 7:00 am) at any adjacent residential property line. This can be achieved through the selection of 'quiet' equipment, locating enclosure openings, venting, etc., away from residences, and/or the use of sound attenuating walls. Based on the final design plans, specific controls necessary to reduce operational noise levels to meet the standards shall be prepared.	Less Than Significant With Mitigation Incorporated

Rebecca Dickinson 4/7/15

Rebecca Dickinson
Capital Projects Manager

Date

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San Mateo County

Emergency Management (EMC) and Motor Pool Relocation Project

Initial Study

(County File No. PC010)

(SCH No. 2015032020)

Prepared By:

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Prepared For:

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April 2015
County of San Mateo
San Mateo Public Works Department

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INITIAL STUDY
ENVIRONMENTAL EVALUATION CHECKLIST

1. **Project Title:** San Mateo County Emergency Management (EMC) and Motor Pool Relocation

2. **County File Number:** PC010

3. **Lead Agency Name and Address:** County of San Mateo Public Works Department, 555 County Center - Fifth Floor, Redwood City, CA 94063

4. **Contact Person and Phone Number:** Rob Kalkbrenner Capital Projects Manager at (650) 599-7285 or Rebecca Dickinson, Construction Manager at (650) 599-7307

5. **Project Location:** The project is located in the City of Redwood City (Redwood City), in San Mateo County (County), California; approximately 22 miles south of the City of San Francisco and 24 miles north of the City of San Jose. Two separate properties comprise the project site. Project Site 1 is located at 551 Winslow Street and Project Site 2 is located at 752 Chestnut Street. Project Site 1 and Project Site 2 are approximately 1 mile from each other (see **Figure 1**).

6. **Assessor's Parcel Numbers and Size of Parcels:** Assessor's Parcel Number (APN) 052-337-020 is 1.5 acres (Project Site 1). APN 054-063-180 is 3.4 acres (Project Site 2).

7. **Project Sponsor's Name and Address:** County of San Mateo Public Works Department, 555 County Center - Fifth Floor, Redwood City, CA 94063

8. **General Plan Designation:** Project Site 1: Mixed-Use Downtown
   Project Site 2: Residential-High Density (40 dwelling units (du)/acre)

9. **Zoning:** Project Site 1: Downtown General
   Project Site 2: IR-Industrial Restricted

10. **Description of the Project:**

Existing Conditions

The project site is fully developed with quasi-public, government uses. The San Mateo County Motor Pool and Radio Shop facility (Motor Pool) is located at Project Site 1, and the San Mateo County Grant Corporation Yard (Corp Yard) is located at Project Site 2. **Figures 2** and **3** shows the existing conditions and boundaries of each project site. Both properties have fairly level terrain with elevations ranging between 10 to 14 feet above mean sea level.

Site Conditions

Project Site 1

Project Site 1 is broadly located within the San Mateo County Government Center (County Government Center) campus, which contains several County office buildings and facilities. Immediately surrounding land uses include a new multifamily residential building currently under construction to the east, a childcare center to the north, and office uses to the south and west. Other office and residential uses are located in the immediately surrounding neighborhoods (see **Figure 2**).

Project Site 1 is designated Mixed Use-Downtown by the Redwood City General Plan, and zoned Downtown General by the Redwood City Downtown Precise Plan. The General Plan designation for the areas immediately north, south, east, and west of Project Site 1 is Mixed Use-Downtown, respectively.

Two vehicle maintenance buildings structurally connected by an awning/carport type structure, totaling approximately 7,500 square feet is located on Project Site1. There are several ancillary structures onsite, including a storage container, shed, concrete diesel tank, and a utility enclosure. The remainder of the site is pavement, comprised of a 46-space parking lot. The Motor Pool currently operates on this site (Project Site 1). The Motor Pool operations is a vehicle rental site for County employees that may come and rent a County-owned automobile for their business use anytime throughout a business day. There are approximately 50 standard sedan-type vehicles available for rent. Other uses conducted at the Motor Pool facility include an auto repair shop where maintenance and repair on smaller, County-owned vehicles is conducted (i.e., sedan-type vehicles; no larger trucks or vans); police radio supply and repair; and an auto fueling station. Project Site 1 also contains a supply room south of the auto repair shop that contains automobile supplies, such as new car batteries, motor oil, cleaners, and tires. A designated self-serve, concrete paved-wash area with storage shed containing car washing supplies is located along the middle northern portion of the site. A fenced hazardous material storage area is also located onsite.

Vegetation is very limited and consists of a few bushes and street trees around the perimeter of the site. A private easement that serves as a driveway for vehicular access to Project Site 1, as well as to the surrounding parking areas and parking garage that serve other uses at the County Government Center campus is located parallel to the eastern boundary of Project Site 1. The 1.5 acre site is comprised of buildings and asphalt. Approximately 12 percent of the structures cover the site, while the rest of the site is paved asphalt.

Project Site 2

Project Site 2 is located in an established neighborhood with mixed existing land uses. It is surrounded by residential uses to the north and west; office and light industrial uses to the east; and State Route 84 (SR 84) immediately to south of the site (see **Figure 3**). Project Site 2 is designated Residential-High Density (40 dwelling units (du)/acre (ac) maximum) by the Redwood City General Plan and zoned IR-Industrial Restricted District by the Redwood City Zoning Ordinance. The General Plan designation for the areas north, east, and west of Project Site 2 are Residential-High Density (40 du/ac). The General Plan designation to the south of the site is Mixed Use-Live/Work (20 du/ac).

The 3.4-acre site is comprised of buildings and asphalt. Structures cover approximately 30 percent of the site, while the rest of the site is paved asphalt. Five buildings including a small storage shed; completely enclosed, four covered awning/carport type structures are scattered through the site. The County's Grant Corporation Yard (Corp Yard) currently operates at this site. Operations include equipment maintenance and repair of County-owned larger trucks;

vehicles and equipment; indoor and outdoor vehicles; material; and equipment storage areas; refuse dumping and refueling areas; and incidental offices use. Authorized County employees may obtain larger, commercial-sized vehicles (such as haul trucks or other construction-related vehicles) for their business use as needed. Hazardous material storage and handling areas are located onsite. There are no private or public easements spanning Project Site 2.

Project Description

Project Site 1

The project includes the redevelopment of the site to accommodate the new EMC building (see **Figure 4**). As part of this project component, the existing Motor Pool facility would be demolished onsite and relocated to the Corp Yard. Some of the existing Motor Pool building components, equipment, furniture, fixtures, and equipment would be salvaged.

The EMC will be defined as an Essential Services Facility (Essential Facility) per the California Building Code, and will be designed to maximize building operation after extreme environmental events such as earthquakes, flooding, wind, and storms. The EMC will contain a substantial infrastructure of telecommunication, information technology (IT), electrical power, and building conditioning systems. The EMC will be a facility that will co-locate various County government agencies for effective coordination of emergency response and recovery efforts. The EMC will contain:

- Emergency Operations Center (EOC) and related support spaces
- Office of Emergency Services (OES) – daily-use offices
- Public Safety Communications (PSC) Dispatch - daily-use offices, including their Dispatch Center (911/Dispatch)
- Information Services Department (ISD) IT/Data Center

The EOC, OES, PSC, and ISD services are currently being provided in other buildings within the County Government Center and would be relocated and centralized in the new EMC building. EOC services would only be conducted during times of emergency events. During these times when EOC services are activated, up to 102 County employees and volunteers may be onsite. OES services would operate at normal business hours, Monday through Friday from 7:00 a.m. to 6:00 p.m. PSC dispatch services operate 24 hours a day, 7 days a week. PSC services would accommodate a maximum of 33 employees onsite at any one time. No permanent ISD employees will be housed onsite; only ISD operational equipment and storage would be located within the EMC building.

The demolition of the existing Motor Pool facility and construction of the new EMC building would take approximately 14 months to complete. Demolition and construction activities are anticipated to occur within the hours of 8:00 a.m. to 5:00 p.m. Monday through Friday, although some construction activity may extend beyond this typical time frame. All buildings, structures, pavement, and ancillary structures on Project Site 1 would be demolished and removed from the site. The majority of perimeter street trees will remain, and some of the onsite grass and bushes will be removed. The demolished material is anticipated to consist of up to 237,000 cubic feet of material, with portions of the debris to be recycled in accordance with County Building Code regulations. The debris would be off-hauled and disposed of at Ox-Mountain Sanitary landfill in Half Moon Bay.

Site improvements include the construction of a new two- to four-story building, approximately 35 feet tall, including an underground basement/tunnel which would adjoin into the existing underground basement/tunnel system within the County Government Center. Two

subterranean, emergency diesel generators are proposed to serve as backup power sources during times of power failure. The new EMC building would total approximately 35,000 square feet and would include an at-grade, striped parking lot with for employee and user parking with the option of some new, perimeter landscaping. The building rooftop would accommodate mechanical equipment and an open patio area for employees. The new EMC building would be designed in accordance with the County's Community Design Manual.[1] Vehicular access to the new EMC building would continue to be located off Winslow Street through the existing private access easement. No new curb cuts are proposed.

Both aboveground and underground storage tanks would be added to Project Site 1. There would be three generator fuel tanks located aboveground. The primary fuel tank would serve both emergency diesel generators and have a capacity of 10,000 to 12,000 gallons of fuel. The primary tank would be made of double contained steel and concrete, and would be ballistic-rated.[2] Each generator would also have its own sub-base day tank installed as a part of the generator unit. Each sub-base day tank would have a capacity of approximately 1,000 gallons of fuel.

The underground tanks would be used for different types of water storage, including: potable water, rainwater, emergency sanitary system water detention, and fire protection water. **Table 1** summarizes the aboveground and underground storage tanks proposed onsite.

The potable water tank would be an open system, which would pump potable water to the EMC building on a daily basis. The rainwater tank would be used mostly for toilet flushing and grey water. The sanitary system tank would typically be empty and would only be used in emergency situations when the municipal sanitary system is not operating. The fire protection water tank be used for building fire protection, and would likely be used in a typical fire protection building sprinkler system. The fire protection water tank may be combined with the rainwater tank; however, it is considered a stand-alone tank herein for purposes of this Initial Study.

Grading volumes are conservatively estimated to be 8,778 cubic yards of material to be exported from the site. It is estimated that 2,593 cubic yards of import will be brought onsite. An estimated 11,371 truck trips would travel from Project Site 1 to Winslow Street, to Brewster Street, and to Veterans Boulevard. Trucks would either travel north on Veterans Boulevard to Whipple Avenue or south on Veterans Boulevard to SR 84/Woodside Road to ultimately reach US Highway 101 (US 101). The amount of grading planned is the minimum required to allow the construction of level building pads with positive drainage and to accommodate the underground basement/tunnel system. Trenching would be required for the underground utilities and sewer system, as well as for the seismic anchoring of the underground water tanks.

[1] San Mateo County Community Design Manual was adopted on July 20, 1976 to provide guidelines by which the County Design Review Administrator may evaluate individual building permits where the Design Review Zoning District is combined with existing zoning districts. The Manual is designed to be flexible in structure and organization so that additional guidelines and criteria may be added in the future.

[2] Ballistic-rated steel is some of the strongest steel available. It is a weapons-grade alloy that is often used in defense, aerospace, and civilian security.

Table 1. Storage Tanks on Project Site 1

Tank Use	Size (gallons)	Location	Material
Generator Fuel Tank (aboveground)	10,000 to 12,000	Located with the generators onsite	Double contained steel and concrete
Generator Fuel Sub-tanks (2 aboveground)	1,000	1 with each generator	Double contained steel and concrete
Potable Water (underground)	35,000 to 45,000	Underneath parking area or built within the EMC building	Fiberglass (underneath parking area) Concrete cistern (within building)
Rainwater (underground)	25,000 to 35,000	Underneath parking area or built within the EMC building	Fiberglass (underneath parking area) Concrete cistern (within building)
Sanitary System Detention (underground, for emergency use only)	55,000 to 65,000	Underneath parking area or built within the EMC building	Fiberglass (underneath parking area) Concrete cistern (within building)
Building Fire Water (underground)	30,000 to 35,000	Underneath parking area or built within the EMC building	Fiberglass (underneath parking area) Concrete cistern (within building)

Source: County of San Mateo, 2015.

Five or more trees may need to be removed with project implementation, depending on final building design. New drainage infrastructure is proposed with the intention of maintaining the existing flows and direction of stormwater runoff. The existing storm drainage, joint trench, water services, and sewer services onsite would remain; however, some modifications may be needed to accommodate the new design of the site. Off-site stormwater volume and/or flow characteristics would not be altered significantly. The project would include new outdoor light fixtures to accommodate the new EMC building at Project Site 1 which would comply with the County's Community Design Manual.

Project Site 2

The existing Motor Pool would be relocated to Project Site 2. All existing buildings and structures on the Corp Yard would remain, with the exception of the existing 5,000 square-foot survey shed located along the southern property boundary line. This building would be demolished and replaced with a new 10,900 square-foot Butler Building constructed of prefabricated steel that would encompass a similar building footprint as the existing structure, however with an increased width of up to 9 to 10 feet. The new building would require a relatively light, shallow foundation given the prefabricated steel construction proposed. It would provide space for County survey and sewer personnel, a supervisor's office, restrooms,

a small lobby, and also provide space for file storage. The existing 2,000 square-foot sewer shop and 3,600 square-foot storage shed, both located at the southeastern extent of the property limits, would be repurposed and utilized for the Motor Pool facility (see **Figure 5**). As described above under **Existing Conditions, Project Site 1,** operations of the relocated Motor Pool would include vehicle rental for County employees, auto repair and washing, police radio supply and repair; and auto fueling station. Project Site 2 also contains a supply room south of the auto repair shop that contains automobile supplies, such as new car batteries, motor oil, cleaners, and tires. Existing uses currently conducted onsite at the Corp Yard such as office; outdoor and indoor storage, vehicle and equipment storage; and maintenance and repair; would continue to operate at existing capacities under the project. Similar to existing conditions, access to the new Motor Pool facility at Project Site 2 would be from Chestnut and/or Spring Streets. No new curb cuts are proposed. Minor grading is anticipated for Project Site 2. Grading would be designed to conform to the natural ground as closely as possible. The amount of grading planned is the minimum required to allow for the construction of a level building pad to accommodate the new Butler Building proposed to be constructed that is conformance with current Building Codes. Trenching would be required for the underground utilities and sewer system. No significant import or export of natural material is expected.

No trees are proposed for removal. Some weedy ground cover would be removed to accommodate construction of the new Butler Building. New drainage infrastructure is proposed with the intention of maintaining the existing flows and direction of stormwater runoff. The existing storm drainage, joint trench, water services, and sewer services onsite would remain; however, some modifications may be needed to accommodate construction activity and new site design. The project may include new and/or revised outdoor light fixtures to accommodate the new Motor Pool facility and new Butler Building.

Construction and Phasing

Construction is anticipated to begin in July 2015, beginning with relocation of the Motor Pool facility. Construction of the new EMC building is expected to begin in April 2016, which is anticipated to be operational by September 2017. Construction of Project Site 2 may be completed in phases; particularly the new Butler Building may be constructed at a later date, depending on the availability of funding. Full buildout of the project is considered herein for purposes of this Initial Study.

Project Approvals

The County is the property owner for both properties although both properties are within Redwood City. However, as the County is a governmental entity serving as both property owner and project sponsor, the County itself is the jurisdictional agency to issue permits and approvals for the project improvements occurring onsite. The project is exempt from the permitting and development regulation requirements of Redwood City.

11. **Other Public Agencies Whose Approval is Required:** National Pollutant Discharge Exchange System General Construction Permit and Municipal Regional Stormwater Permit, Statewide Construction General Permit; Redwood City, Encroachment Permit.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

	Aesthetics		Climate Change		Population/Housing
	Agricultural and Forest Resources	X	Hazards and Hazardous Materials		Public Services
X	Air Quality	X	Hydrology/Water Quality		Recreation
X	Biological Resources		Land Use/Planning		Transportation/Traffic
X	Cultural Resources		Mineral Resources		Utilities/Service Systems
X	Geology/Soils	X	Noise		Mandatory Findings of Significance

EVALUATION OF ENVIRONMENTAL IMPACTS

Methodology/Approach

The project is located in Redwood City; however, as a government entity, San Mateo County would be exempt from Redwood City's regulatory thresholds and land use regulation and policies. However, for informational purposes, this initial study describes compatibility with applicable regulations as appropriate. Additionally, given that the project site is located within Redwood City, sources such as the Redwood City General Plan, New General Plan for Redwood City Draft EIR, and the Redwood City Downtown Precise Plan are used to help describe existing conditions and cumulative effects. These documents are hereby incorporated by reference.

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less-than-significant with mitigation, or less-than-significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less-than-significant level (mitigation measures from "Earlier Analyses," as described in 5. below, may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063(c)(3)(D)). In this case, a brief discussion should identify the following:

    a. Earlier Analysis Used. Identify and state where they are available for review.

    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c. Mitigation Measures. For effects that are "Less Than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources. Sources used or individuals contacted should be cited in the discussion.

1. AESTHETICS.

Environmental Setting:

Project Site 1 is entirely developed as the current Motor Pool site. The site contains a parking lot with an abundance of county vehicles, a one-story vehicle service building, and equipment associated with vehicle servicing. The site is mostly developed with two existing structures (totaling 7,500 square feet) and the remainder is pavement, comprised of a 46-space parking lot. Vegetation is limited and consists of a few bushes/small trees that surround the site. However, the existing vegetation slightly increases the visual quality of the overall site with additional textures and colors that blend with the adjacent areas.

The surrounding area is also fully developed with various land uses, including office buildings and a parking garage. As shown in **Figure 6**, office buildings are located immediately adjacent to the site and dominate the viewshed to the east and south. These office structures are approximately 4 to 5 stories tall (background image in photographs a and b). As shown in the figure, the office buildings are visible from the site and surrounding areas. Although not shown in the figure, a new residential development complex is currently under construction west of Winslow Street and is visible from Project Site 1. Additionally, commercial landscaping, including trees and shrubs, border Project Site 1 sidewalks and enhances the visual quality of the immediate area (see photograph c in **Figure 6**). Project Site 1 does not contain and is not located near any protected scenic resources as the majority of the site is paved asphalt. Distant views of surrounding mountain ranges are not present from Project Site 1 because views are blocked by existing developments and buildings.

Project Site 2 is also entirely developed as the San Mateo County Corporation Yard as shown in **Figure 7**. The site is immediately surrounded by residential and commercial developments, but is partially blocked by existing cinderblock walls, wood fences, and planned landscaping. The project site contains industrial equipment, tools, service vehicles, and several one-story buildings that store equipment or offices. Likewise, the manmade visual intrusions from industrial equipment reduce the visual quality of the site. The distant views of the Santa Cruz Mountain ridgelines are apparent to the south of Project Site 2, but do not represent the dominant vista of the site.

Would the project:

		Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
1.a.	Have a significant adverse effect on a scenic vista, views from existing residential areas, public lands, water bodies, or roads?				X

Discussion: According to the Redwood City General Plan Environmental Impact Report (General Plan EIR), scenic vistas of the Santa Cruz Mountain range are located in the southern and western portions of Redwood City, particularly visible from the elevated hillside neighborhoods. Public views of scenic resources, including the San Francisco Bay and its associated baylands, sloughs, and marshes, and the urbanized San Francisco Bay Peninsula, are primarily available within the elevated hillsides. Such vistas are not visible from Project Site 1 and Project Site 2 because the

surrounding developments and structures block long-range views of these vistas. While the Santa Cruz Mountain ridgeline is apparent from Project Site 2, the mountains are not a dominant view because of its far distance from the Project Site. Additionally, the project would not alter the existing site or introduce structures to an extent that would partially or fully obstruct views of the distant mountains.

Conclusion: No impact would occur with project implementation.

Source: Redwood City, 2010; Redwood City General Plan EIR Section 4.1, Aesthetics; Circlepoint, 2014

1.b.	Significantly damage or destroy scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	

Discussion: Redwood City does not contain any officially designated or eligible state scenic highways. Additionally, the project site not located within a historic district and does not contain a known historic property within its limits. No rock outcroppings or designated visual resources exist on either project site; therefore, implementation of the project would not damage such resources. Five or more trees may need to be removed with project implementation at Project Site 1, depending on final building design. However, none of the trees removed would be Significant Trees as designated by the County.

Conclusion: Implementation of the project would not damage any designated scenic resources; impacts would be less-than-significant and no mitigation is required.

Source: Redwood City, 2010; Redwood City General Plan EIR Section 4.1, Aesthetics; Circlepoint, 2014

1.c.	Significantly degrade the existing visual character or quality of the site and its surroundings, including significant change in topography or ground surface relief features, and/or development on a ridgeline?			X	

Discussion: The project site is currently developed for quasi-public, governmental uses and is located within an urban landscape. Implementation of the project would require demolition, earthmoving operations, grading activities, and some vegetation removal at the project site. As a result, construction equipment, construction vehicles, fencing, staging areas, and associated construction debris would be present and visible during construction. Likewise, construction would temporarily change the visual character of the existing area, depending on work and the type of equipment used at the site. The long-term visual character would be established once the project is completed, including landscaping and architectural design, as appropriate.

Implementation of the project at Project Site 1 would include demolition of the existing Motor Pool facilities and construction of a two- to four-story EMC building, totaling approximately 35,000 square feet within the County Government Center. While the visual character may change, the new EMC building would be compatible in mass and bulk with the surrounding commercial buildings. The new EMC building would not be constructed on a ridgeline or alter the topography of the natural landscape. Furthermore, the EMC building would be designed in accordance with the County's Design Guidelines.

Implementation of the project at Project Site 2 would include demolition of a 5,000 square-foot survey shed located along the southern property boundary line, the 10,900 square-foot Butler Building would be constructed in its place. . The new Butler Building would be constructed of prefabricated steel that would encompass a similar building footprint as the existing structure, however with an increased width of up to 9 to 10 feet. Once construction of the new survey shed is complete, the visual character of Project Site 2 would be similar to existing conditions. All existing buildings and structures would remain and just a portion of the corporation yard would be repurposed to accommodate the Motor Pool services. Such services would closely resemble the industrial activities that currently occur on the site.

Conclusion: There would be no significant change in topography or ground surface relief features, and/or development on a ridgeline as a result of the project. The existing visual character and quality of the project site and surroundings would not be significantly degraded as the project site is currently fully developed within an urban landscape. As such, the impact is less-than-significant and no mitigation is required.

Source: Circlepoint, 2014

1.d.	Create a new source of significant light or glare that would adversely affect day or nighttime views in the area?			X	

Discussion: As previously discussed under question **1.c**, the project site would include new and/or revised outdoor light fixtures to accommodate the new EMC building, and the new Motor Pool facility and Butler Building. Approximately 50 County vehicles would be stored and serviced at Project Site 2 as part of the project, which could potentially increase the amount of glare onsite. However, vehicles already exist within Project Site 2 and the adjacent neighborhoods. Therefore, additional vehicles on the site would not significantly increase the amount of glare. All lighting would be consistent with the California Energy Commission's 2013 Standards to improve the quality of outdoor lighting and help reduce the impacts of light pollution, light trespass, and glare to the surrounding area.

Conclusion: As a result, the impact is less-than-significant and no mitigation is required.

Source: Circlepoint, 2014

1.e.	Be adjacent to a designated Scenic Highway or within a State or County Scenic Corridor?				X

Discussion: See response to question **1.b** above. Redwood City contains several main "gateways" that provide visual gateways, which provides a visual entrance into Redwood City. Jefferson Avenue, Whipple Avenue, Woodside Road, El Camino Real, Broadway, Veterans Boulevard, and Middlefield Road are considered gateways into Redwood City. However, Redwood City does not contain any officially designated or eligible state scenic highways. Additionally, the project site is not located within a County designated scenic corridor.

Conclusion: No impact would occur with project implementation.

Source: San Mateo County Scenic Corridors Map Accessed December 2, 2014 from http://planning.smcgov.org/documents/san-mateo-county-scenic-corridors

1.f.	If within a Design Review District, conflict with applicable General Plan or Zoning Ordinance provisions?				X

Discussion: The project is not located within a Design Review (DR) zoning district, thus does not conflict with such policies or processes. Project Site 1 is located within Redwood City; however, the County owns and operates both Project Site 1 and Project Site 2. As discussed in the project description, the County has filed an exemption from Redwood City, and it is assumed for the purposes of this initial study that the project is exempt from land use regulations within Redwood City jurisdiction. However, although the project is not located within a DR district, the project would comply with the County's design guidelines as discussed in question **1.c** above. Implementation would not conflict with zoning ordinance provisions.

Conclusion: No impact would occur with project implementation.

Source: Circlepoint, 2014

1.g.	Visually intrude into an area having natural scenic qualities?				X

Discussion: The project site is entirely developed and is surrounded by developed areas. Likewise, the project site does not include natural scenic features that would be potentially altered as part of the project.

Conclusion: No impact would occur with project implementation.

Source: Circlepoint, 2014

2. 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 forestland, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Environmental Setting:

Project Site 1 and Project Site 2 are located within Redwood City and are already entirely developed. No areas of Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance are located within Redwood City.

Would the project:

		Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
2.a.	For lands outside the Coastal Zone, 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?				X
Discussion: Project Site 1 and Project Site 2 are located within Redwood City and are entirely developed. No areas of Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance are located within Redwood City and/or the project site. **Conclusion:** No impact would occur with project implementation. **Source:** Redwood City, 2010; Redwood City General Plan EIR; Page 4.2-7, California Department of Conservation, 2014; California Important Farmland Finder					
2.b.	Conflict with existing zoning for agricultural use, an existing Open Space Easement, or a Williamson Act contract?				X
Discussion: Project Site 1 and Project Site 2 are not located within a Williamson Act Contract Area or an existing zone that is set aside for agricultural use. **Conclusion:** No impact would occur with project implementation. **Source:** California Department of Conservation, 2007; San Mateo County Williamson Act Map					
2.c.	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 forestland to non-forest use?				X
Discussion: Project Site 1 and Project Site 2 are entirely developed with no farmland or agricultural resources. As a result, implementation of the project would not convert farmland forestland to non-agricultural uses. **Conclusion:** No impact would occur with project implementation. **Source:** Redwood City, 2010; Redwood City General Plan EIR					

2.d.	For lands within the Coastal Zone, convert or divide lands identified as Class I or Class II Agriculture Soils and Class III Soils rated good or very good for artichokes or Brussels sprouts?				X
Discussion: Project Site 1 and Project Site 2 are not located within a Coastal Zone. **Conclusion:** No impact would occur with project implementation. **Source:** Redwood City, 2010; Redwood City General Plan EIR					
2.e.	Result in damage to soil capability or loss of agricultural land?				X
Discussion: See response to question **2.c** above. **Conclusion:** No impact would occur with project implementation. **Source:** See response to question 2.c above.					
2.f.	Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? *Note to reader: This question seeks to address the economic impact of converting forestland to a non-timber harvesting use.*				X
Discussion: See response to question **2.b** above. **Conclusion:** No impact would occur with project implementation. **Source:** See response to question **2.b** above.					

3. AIR QUALITY. Environmental Setting:

The project is located in the central portion of San Mateo County, within the San Francisco Area Air Basin. Ambient air quality standards have been established at both the state and federal level. The San Francisco Area Air Basin meets all such ambient air quality standards requirements, with the exception of ground-level ozone, respirable particulate matter (PM_{10}) and fine particulate matter ($PM_{2.5}$).

High ozone levels are caused by the cumulative emissions of reactive organic gases (ROG) and nitrogen oxides (NOx). Thus, controlling emissions from these precursor pollutants is necessary to reduce ozone levels in the Bay Area to comply with ambient air quality standard requirements.

Particulate matter is assessed and measured in terms of particle size. Particles with a diameter of 10 micrometers or less (PM_{10}) and fine particulate matter with a diameter of 2.5 micrometers ($PM_{2.5}$) are the result of both region-wide (or cumulative) emissions and localized emissions. High particulate matter levels aggravate respiratory and cardiovascular diseases, reduce lung function, increase mortality, etc.

Toxic air contaminants (TAC) are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer) and include, but are not limited to, the criteria air pollutants listed above. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state, and federal level. Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs (based on the Bay Area average).

The Bay Area Air Quality Management District (BAAQMD) is the regional agency tasked with managing air quality in the region. At the State level, the California Air Resources Board (a part of the California Environmental Protection Agency) oversees regional air district activities and regulates air quality at the State level. The BAAQMD has recently published CEQA Air Quality Guidelines that are used in this assessment to evaluate air quality impacts of projects.

In June 2010, BAAQMD adopted thresholds of significance to assist in the review of projects under CEQA. These Thresholds were designed to establish the level at which BAAQMD believed air pollution emissions would cause significant environmental impacts under CEQA and were posted on BAAQMD's website and included in the Air District's updated CEQA Guidelines (updated May 2011). The significance thresholds identified by BAAQMD and used in this analysis are summarized in **Table 2**.

Table 2 Air Quality Significance Thresholds

Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs/day)	Average Daily Emissions (lbs/day)	Annual Average Emissions (tons/year)
Criteria Air Pollutants			
ROG	54	54	10
NO_x	54	54	10
PM_{10}	82	82	15
$PM_{2.5}$	54	54	10
CO	Not Applicable	9.0 ppm (8-hour average) or 20.0 ppm (1-hour average)	
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	
Health Risks and Hazards for New Sources			
Excess Cancer Risk	10 per 1 million		
Chronic or Acute Hazard Index	1.0		
Incremental annual average $PM_{2.5}$	0.3 µg/m^3		
Health Risks and Hazards for Sensitive Receptors (Cumulative from all sources within 1,000 foot zone of influence) and Cumulative Thresholds for New Sources			
Excess Cancer Risk	100 per 1 million		
Chronic Hazard Index	10.0		
Annual Average $PM_{2.5}$	0.8 µg/m^3		
Greenhouse Gas Emissions			
GHG Annual Emissions	Not Applicable	1,100 metric tons or 4.6 metric tons/ capita	
Note: ROG = reactive organic gases, NOx = nitrogen oxides, PM_{10} = course particulate matter or particulates with an aerodynamic diameter of 10 micrometers (µm) or less, $PM_{2.5}$ = fine particulate matter or particulates with an aerodynamic diameter of 2.5µm or less; GHG = greenhouse gas, and PPM = parts per million.			

Source: Illingworth & Rodkin, 2014; San Mateo County EMC and Motor Pool Relocation Draft Air Quality and GHG Emissions Assessment

Would the project:

		Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
3.a.	Conflict with or obstruct implementation of the applicable air quality plan?				X

Discussion: The most recent clean air plan is the *Bay Area 2010 Clean Air Plan*, adopted by BAAQMD in September 2010. The project would construct a 35,000 square-foot structure on Project Site 1 and replace an existing building with a 10, 900 square-foot structure (net increase of 5, 900 square feet over existing conditions) at Project Site 2. Owing to the slight scale of the project, implementation would not exceed any of the BAAQMD significance thresholds outlined in **Table 2.** As further described in response to question **3.c**, BAAQMD identified in their thresholds that a government structure that is over 277,000 square feet would result in construction exhaust impacts. The proposed structures as part of the project are all below this 277,000 square-foot threshold. However, construction would generate some construction emissions from dust, and operational emissions from the proposed generators (see **Table 3**).

Accordingly, the project would not conflict with the latest clean air planning efforts because potential emissions would be below BAAQMD significance thresholds. Additionally, the project developments are located near existing transit points and regional connections; therefore potential operational emissions associated with vehicles may be avoided. For these reasons, the project is not required to incorporate project-specific transportation control measures listed in the clean air plan. See **Appendix A** for more details.

Conclusions: No impact would occur with project implementation.

Source: Illingworth & Rodkin, 2014; San Mateo County EMC and Motor Pool Relocation Draft Air Quality and GHG Emissions Assessment

3.b.	Violate any air quality standard or contribute significantly to an existing or projected air quality violation?			X	

Discussion: As further described in the response to question **3.c**. below, the project would have emissions less than the BAAQMD screening size for evaluating impacts related to ozone and particulate matter. Therefore, the project would not contribute substantially to existing or projected violations of those standards.

Carbon monoxide emissions from traffic generated by the project would be the pollutant of greatest concern at the local level. Congested intersections with a large volume of traffic have the greatest potential to cause high-localized concentrations of carbon monoxide. Air pollutant monitoring data indicate that carbon monoxide levels have been at healthy levels (i.e., below State and federal standards) in the Bay Area since the early 1990s. As a result, the region has been designated as attainment for the standard. The highest measured level over any 8-hour averaging period during the last 3 years in the Bay Area is less than 3.0 parts per million (ppm), compared to the ambient air quality standard of 9.0 ppm. Intersections affected by the project would have traffic volumes less than the BAAQMD screening criteria and, thus, would not cause a violation of an ambient air quality standard or have a considerable contribution to cumulative violations of these standards.[3]

[3] For a land-use project type, the BAAQMD CEQA Air Quality Guidelines state that a proposed project would result in a less-than-significant impact to localized carbon monoxide concentrations if the project would not increase traffic at affected intersections to more than 44,000 vehicles per hour.

Conclusion: The impact is less-than-significant and no mitigation is required.

Source: Illingworth & Rodkin, 2014; San Mateo County EMC and Motor Pool Relocation Draft Air Quality and GHG Emissions Assessment

3.c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		X		

Discussion: As discussed, the Bay Area is considered a non-attainment area for ground-level ozone and $PM_{2.5}$ under both the Federal Clean Air Act and the California Clean Air Act. The area is also considered non-attainment for PM_{10} under the California Clean Air Act, but not the Federal Clean Air Act. The thresholds outlined in **Table 2** for ozone are precursor pollutants (ROG and NOx). Additionally, thresholds for PM_{10} and $PM_{2.5}$ and apply to both construction period and operational period impacts.

Construction

For construction exhaust impacts, BAAQMD identified in their thresholds that a government structure that is over 277,000 square feet would result in construction exhaust impacts. The proposed structure at Project Site 1 would be 35,000 square feet, and the proposed structure at Project Site 2 would be a 5,900 square-foot increase over current conditions. Therefore, potential construction emissions would be below the BAAQMD significance threshold. However, construction activities, particularly during site preparation and grading would temporarily generate fugitive dust in the form of PM_{10} and $PM_{2.5}$. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. Fugitive dust emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. Fugitive dust emissions would also depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site. The BAAQMD CEQA Air Quality Guidelines consider these impacts significant unless best management practices are employed to reduce these emissions. Implementation of the best management practices identified in **Mitigation Measure AQ-1** would reduce this impact to a less-than-significant level.

- **Mitigation Measure AQ-1:** Include measures to control dust emissions.

  The contractor shall implement the following Best Management Practices:

  1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
  2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
  3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
  4. All vehicle speeds on unpaved roads shall be limited to 15 mile per hour (mph).

5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Operation

Similarly to potential construction emissions, the slight scale of the proposed structures (in terms of square feet) are well below the BAAQMD significance thresholds for operational emissions. The EMC would be lightly staffed with occupants that mostly include County employees for training or emergency conditions. Furthermore, these jobs already exist within the county. Accordingly, the project would not increase traffic; therefore, the change in emissions would be negligible and well below the BAAQMD thresholds.

The only sources of air pollution identified with implementation of the project are two standby emergency power systems. Preliminary plans indicate that two standby power systems would be located on the site south of the proposed parking lot of Project Site 1. The generators would be located about 175 feet from the nearest future residences across from the site on Winslow Street. Two generators are necessary to provide redundant back-up power supply. As the project is in the preliminary planning stages, the power requirements have not yet been identified. The maximum back-up power needs envisioned for the project would be one megawatt, provided by a 1,500 horsepower (hp) engine. The generators will be driven by diesel-fueled engines.

The standby generators would be used for backup power in emergency conditions. The generators would be operated for testing and maintenance purposes, with a maximum of 50 hours per year of non-emergency operation under normal conditions allowed by BAAQMD. During testing periods the engine would typically run for less than one hour. The engine would be required to meet California Air Resources Board (CARB) and US Environmental Protection Agency (EPA) emission standards. The engine will consume commercially available California low sulfur diesel fuel. Such generators would require permits from the BAAQMD prior to construction and installation, since they are equipped with engines larger than 50 hp. Therefore, the applicant would have to demonstrate that the engines meet all BAAQMD permit requirements, which include emission standards. An assessment that shows less-than-significant air pollutant emissions be required to support the permit. Sources of air pollutant emissions complying with all applicable BAAQMD regulations would not be considered to have a significant air quality impact.

Results of generator modeling are shown in **Table 3** for annual and average daily emissions. As shown in **Table 3**, estimated emissions from the testing and maintenance of the two generators would be below BAAQMD significance thresholds.

Table 3. Standby Emergency Generator Testing Emissions

Scenario	Reactive Organic Gases (ROG)	Nitrogen Oxides (NOx)	Particulate Matter (PM_{10} or $PM_{2.5}$)
Daily testing of both systems for up to one hour	0.2 lbs/day	7.3 lbs/day	0.1 lbs/day
BAAQMD thresholds	54 lbs/day	54 lbs/day	82 lbs/day
Annual testing of both systems for up to fifty hours	<0.01 tons/year	0.2 tons/year	<0.01 tons/year
BAAQMD thresholds	10 tons/year	10 tons/year	15 tons/year

Source: Illingworth & Rodkin, 2014; San Mateo County EMC and Motor Pool Relocation Draft Air Quality and GHG Emissions Assessment

Conclusion: With adherence to **Mitigation Measure AQ-1** and permitting requirements for the emergency generator, the project would have a less-than-significant impact to air quality.

Source: Illingworth & Rodkin, 2014; San Mateo County EMC and Motor Pool Relocation Draft AQ and GHG Emissions

3.d.	Expose sensitive receptors to significant pollutant concentrations, as defined by BAAQMD?		X		

Discussion:

Construction

Construction activities during site preparation and grading would temporarily generate fugitive dust in the form of respirable PM_{10} and $PM_{2.5}$. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. BAAQMD CEQA guidelines consider such impacts less-than-significant with implementation of **Mitigation Measure AQ-1,** outlined in **3.c**.

Additionally, construction equipment and associated heavy-duty truck traffic generate diesel exhaust (Diesel Particulate Matter (DPM)), which is a Toxic Air Contaminant (TAC). Diesel exhaust poses potential health risk to nearby sensitive receptors.

Project Site 1:

Air quality specialists at Illingworth & Rodkin conducted air quality modeling to determine potential impacts from construction emissions. Construction at Project Site 1 would require approximately 2,593 cubic yards of fill import and approximately 8,778 cubic yards of fill export, along with demolition hauling of the existing 7,500 square-foot structure. Modeling assumed an additional 1,000 cubic yards of pavement demolition hauling. Construction would occur over a 12 to 18 month period. According to construction emissions modeling, total annual $PM_{2.5}$ exhaust emissions (assumed to be DPM) from equipment and vehicles is 0.205 tons (410 pounds). Fugitive $PM_{2.5}$ dust emissions were calculated as 0.0116 tons (23 pounds) for the overall construction period.

The closest off-site sensitive receptors are multifamily residences currently being constructed across from the site on Winslow Street and the Marin Day Schools childcare facility just north of the project site as shown in **Figure 2**. Additional residences exist within the nearby area, but are much farther distances from the site. Accordingly, Illingworth & Rodkin conducted cancer risk calculations based on applying BAAQMD recommended age sensitivity factors to the DPM exposures. Results of this assessment indicate that for project construction the incremental residential child cancer risk at the maximally exposed individual (MEI) receptor would be 13.1 in one million and the incremental residential adult cancer risk would be 0.7 in one million. The maximum school child increased cancer risk would be 9.7 in one million. While the increased cancer risks for a school child and residential adult would be below the BAAQMD significance threshold of a cancer risk of 10 in one million or greater, the increased cancer risk for a residential child would be above the cancer risk threshold and would be considered a significant impact.

The maximum modeled annual $PM_{2.5}$ concentration was 0.18 $\mu g/m^3$ occurring at the same location as the maximum residential cancer risk. The maximum $PM_{2.5}$ concentration at the Marin Day Schools daycare facility would be 0.14 $\mu g/m^3$. These $PM_{2.5}$ concentrations are lower than the BAAQMD significance threshold of 0.3 $\mu g/m^3$ used to judge the significance of health impacts from $PM_{2.5}$. This would be considered a less-than-significant impact.

Potential non-cancer health effects due to chronic exposure to DPM were also evaluated. Non-cancer health hazards from TAC exposure are expressed in terms of a hazard index (HI), which is the ratio of the TAC concentration to a reference exposure level (REL). California's Office of Environmental Health and Hazards (OEHHA) has defined acceptable concentration levels for contaminants that pose non-cancer health hazards. TAC concentrations below the REL are not expected to cause adverse health impacts, even for sensitive individuals. The chronic inhalation REL for DPM is 5 $\mu g/m^3$. The maximum modeled annual residential DPM concentration was 0.15 $\mu g/m^3$, which is much lower than the REL. The maximum computed hazard index based on this DPM concentration is 0.03 which is much lower than the BAAQMD significance criterion of a hazard index greater than 1.0. This would be considered a less-than-significant impact

Overall, construction activities at Project Site 1 would have a significant impact with respect to community risk caused by construction activities. However, implementation of **Mitigation Measures AQ-1** and **AQ-2** would reduce this impact to a less-than-significant level.

- **Mitigation Measure AQ-2:** This mitigation measure applies to construction of Project Site 1. Selection of equipment during construction to minimize emissions. Such equipment selection would include the following:

  1. All mobile diesel-powered off-road equipment larger than 50 horsepower and operating on the site for more than two days continuously shall meet US EPA particulate matter emissions standards for Tier 2 engines or equivalent;
  2. Minimize the number of hours that equipment will operate, including the use of idling restrictions.

Project Site 2:

Construction at Project Site 2 is expected to last approximately six months and would involve the demolition of an existing 5,000 square-foot survey shed and construction of a 10,900 square-foot Butler Building. **Figure 3** depicts existing site conditions. Based on the anticipated construction duration and relatively limited magnitude of construction, excess cancer risk and non-cancer hazard impacts to nearby residences are not expected to exceed BAAQMD significance thresholds. Implementation of **Mitigation Measure AQ-1** would reduce impacts from fugitive dust to a less-than-significant level.

Operation

Project Site 1:

As previously described, two-emergency backup generators driven by diesel-fueled engines would be necessary. The backup power systems have not yet been designed; however, the maximum project need would include redundant 1-megawatt generators powered by up to a 1,500-hp engine. The generators will be operated for testing and maintenance purposes, with a maximum of 50 hours per year of non-emergency operation under normal conditions. During testing periods the engine would typically be run for less than one hour under light engine loads. The engines would be required to meet US EPA emission standards and consume commercially available California low sulfur diesel fuel.

The generators would require permits from the BAAQMD, since they are equipped with engines larger than 50 hp. As part of the BAAQMD permit requirements, an assessment that shows less-than-significant health risks from diesel particulate matter exposure would be required. The risk assessment, prepared by BAAQMD, would have to show that cancer risks are less than 10 per million and that the project includes Best Available Toxics Control Technology, which would set limits for diesel particulate matter emissions. Sources of air pollutant emissions complying with all applicable BAAQMD regulations generally would not have a significant air quality community risk impact.

Project Site 2:

The existing corporate yard site contains two emergency back-up generators and one gas-dispensing facility. These stationary sources of TAC pollutants are accounted for in the BAAQMD Stationary Source Screening Analysis Tool and are below the significance thresholds for cancer and non-cancer hazard risks based on reported screening values. According to the applicant, no new or larger gas tanks are proposed onsite. Therefore, assuming that the future Motor Pool site will operate under the existing permits for the Corporate Yard, stationary sources of TACs would remain below the significance thresholds and this impact would be less-than-significant.

Conclusion: For construction, **Mitigation Measure AQ-1** is considered to reduce exhaust emissions by 5 percent and fugitive dust emissions by over 50 percent. Implementation of **Mitigation Measure AQ-2** would further reduce onsite diesel exhaust emissions by about 40 percent. With mitigation, the computed maximum increased residential child cancer risk from construction would be 7.9 in one million and the maximum increased child cancer risk at the daycare facility would be 5.8 in one million. These cancer risks would be below the BAAQMD thresholds of 10 per one million for cancer risk. Therefore, after implementation of these recommended measures, the project would have a less-than-significant impact with respect to community risk caused by construction activities.

For operation, stationary sources of pollutants would remain below the significance thresholds and this impact would be less-than-significant.

Source: Illingworth & Rodkin, 2014; San Mateo County EMC and Motor Pool Relocation Draft Air Quality and GHG Emissions Assessment

3.e.	Create objectionable odors affecting a significant number of people?			X	

Discussion: The project would generate localized emissions of diesel exhaust during construction equipment operation and truck activity. These emissions may be noticeable from time to time by adjacent receptors. However, they would be localized and are not likely to adversely affect people off site by resulting in confirmed odor complaints. The project would not include any sources of

significant odors that would cause complaints from surrounding uses.

Conclusion: The project would have a less-than-significant impact to air quality.

Source: Illingworth & Rodkin, 2014; San Mateo County EMC and Motor Pool Relocation Draft Air Quality and GHG Emissions Assessment

3.f.	Generate pollutants (hydrocarbon, thermal odor, dust or smoke particulates, radiation, etc.) that will violate existing standards of air quality onsite or in the surrounding area?		X		

Discussion: See responses to **3.c** and **3.d**

Conclusion: With adherence to **Mitigation Measures AQ-1** and **AQ-2,** the project would have a less-than-significant impact to air quality..

Source: See responses to **3.c** and **3.d**

4. BIOLOGICAL RESOURCES.

Environmental Setting:

A Biological Resources Technical Memorandum was completed by H.T. Harvey & Associates in November 2014 for the purpose of evaluating the potential biological constraints related to the project (see **Appendix B**). Biological constraints to proposed development typically take the form of sensitive and/or regulated habitats such as wetlands, special-status species (e.g., federally or state threatened or endangered species, California species of special concern, and state fully protected species); and particularly large trees. H.T. Harvey & Associates reviewed all relevant background information concerning biological resources on the project site, including aerial photos and topographic maps; US Fish and Wildlife Service (USFWS) National Wetland Inventory Maps (USFWS 2014), the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB 2014) data for the *Redwood Point, San Mateo, Palo Alto,* and *Woodside* US Geological Survey 7.5-minute quadrangles; and other relevant scientific literature, technical databases, and resource agency reports in order to assess the current distribution of special-status plants and wildlife in the project vicinity.

A reconnaissance-level field survey of the project area was conducted by H. T. Harvey & Associates on November 6, 2014. The area investigated for biotic resources included the project footprint at the project site, as well as adjacent habitats that could potentially be affected by project activities. The purpose of these surveys was to provide a project-specific impact assessment for development of the project as described above. Specifically, the surveys were conducted to: 1) assess existing biotic habitats at the project sites, 2) assess the project site for its potential to support special-status species and their habitats, and 3) identify potential jurisdictional habitats such as waters of the US /State and riparian habitat.

Both Project Site 1 and Project Site 2 are located entirely within a fully developed, human-altered landscape that contains large amounts of paved surfaces and associated ruderal or landscaped habitats. Neither site supports any sensitive habitat types tracked by the California Natural Diversity Database (CNDDB).

Would the project:

		Potentially Significant Impacts	*Significant Unless Mitigated*	*Less Than Significant Impact*	*No Impact*
4.a.	Have a significant adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	-	X		

Discussion:

Project Site 1

Existing vegetation at Project Site 1 consists of a few trees and shrubs located around the perimeter of the site, and includes primarily planted nonnative species, such as the Canary Island date palm (*Phoenix canariensis*) tree and eucalyptus (*Eucalyptus* sp.) tree, as well as a native coast redwood (*Sequoia sempervirens*) tree.

The federally listed salt marsh harvest mouse (*Reithrodontomys raviventris*) and Ridgway's rail (*Rallus obsoletus obsoletus*) have been recorded within 0.8 mile of Project Site 1. Also, the pallid bat (*Antrozous pallidus*), a California species of special concern, has been recorded within 5 miles of Project Site 1. However, focused reconnaissance surveys conducted by H.T. Harvey & Associates on November 6, 2014 found no salt marsh habitat present and no suitable roosting habitat for bats present on Project Site 1. Furthermore, because the site is located in a dense urban landscape, the potential for project-related impacts on special-status species is limited.

Nevertheless, proposed activities at Project Site 1 have some potential to impact non special-status nesting birds, which may nest in shrubs, trees, or on buildings. Although impacts to these common species would not be considered significant under CEQA, nesting birds are protected by the federal Migratory Bird Treaty Act (MBTA) and California Fish and Game Code. Five or more trees may need to be removed with project implementation, depending on final building design. None of the trees removed would be protected trees as designated by the County. Vegetation removal is limited to weedy ground cover. Avoidance and minimization measures (**Mitigation Measures BIO-1** to **BIO-3** below) would be implemented to be conservative during project construction, including breeding season avoidance, pre-construction surveys, and nest deterrence, to ensure compliance with these regulations. Implementation of these measures would reduce impacts to a less-than-significant level.

Project Site 2

Existing vegetation present at Project Site 2 includes primarily planted nonnative species such as the Canary Island date palm tree, acacia (*Acacia* sp.) tree, eucalyptus tree, firethorn (*Pyracantha* sp.), nightshade (*Solanum* sp.), rosemary (*Rosemarinus officialis*), and huckleberry (*Vaccinium* sp.), as well as two native tree species: coast redwood and California sycamore (*Platanus racemosa*). The vegetation present is located primarily around the perimeter of Project Site 2, particularly near the west entrance on Chestnut Street. Similar to Project Site 1, because the site is located in a dense urban landscape, the potential for project-related impacts on special-status species is limited. Further, the focused survey of the Project site found no suitable roosting habitat for bats on Project Site 2.

Proposed activities at Project Site 2 have some potential to impact non special-status nesting birds, which may nest in shrubs, trees, or on buildings. No trees are proposed for removal; some weedy ground cover would be removed to accommodate construction of the new Butler Building. Thus, **Mitigation Measures BIO-1** through **BIO-3** would be implemented to ensure compliance with the MBTA and California Fish and Game Code to be conservative during construction activities. Implementation of these measures would reduce impacts to a less-than-significant level.

- **Mitigation Measure BIO-1:** To the extent feasible, project activities should be scheduled to avoid the nesting season. If such activities are scheduled to take place outside the nesting season, all impacts on nesting birds protected under the MBTA and California Fish and Game Code would likely be avoided. The nesting season in San Mateo County extends from January 1st through August 31st for most raptors and February 1st through August 31st for most non-raptors.
- **Mitigation Measure BIO-2:** If it is not possible to schedule project activities between September 1st and January 1st, then pre-construction surveys for nesting birds should be conducted by a qualified ornithologist to ensure that no nests will be disturbed during project implementation. An initial pre-construction survey to determine the likelihood of constraints due to the presence of an active nest should be conducted 14 days prior to the onset of construction activities with a final pre-construction survey conducted no more than 48 hours prior to the initiation of project activities. During this survey, a qualified ornithologist shall inspect all potential nesting habitats (e.g., trees, shrubs, grasslands, and buildings) within 300 feet of the project site for raptor nests and within 100 feet of the project site for nests of non-raptors. If an active nest (i.e., a nest with eggs or young, or any completed raptor nest attended by adults) is found sufficiently close to work areas that would be disturbed by these activities, the ornithologist, in consultation with the California Department of Fish and Wildlife (CDFW), will determine the extent of a disturbance-free buffer zone to be established around the nest (typically 300 feet for raptors and 100 feet for other species) to ensure that no nests of species protected by the MBTA and California Fish and Game Code will be disturbed during project implementation
- **Mitigation Measure BIO-3:** If Project activities will not be initiated until after the start of the nesting season, potential nesting substrate (e.g., bushes, trees, grasses, and other vegetation) that is scheduled to be removed by the project may be removed prior to the start of the nesting season (e.g., prior to January 1st) to reduce the potential for initiation of nests.

Conclusion: With the implementation of the above mitigation measures, the project would have a less-than-significant impact on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service.

Source: H.T. Harvey & Associates, November, 2014; *Biological Resources Technical Memorandum*

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

Discussion: Both Project Site 1 and Project Site 2 are located entirely within a human-altered urban landscape that contains large amounts of paved surfaces and associated ruderal or landscaped habitats. There are no sensitive plant communities (i.e., native grasslands, riparian areas, wetlands) in the project site. Given the lack of riparian habitat and sensitive plant communities within the vicinity of the project site, there would be no impact to such biological resources.

Conclusion: No impact would occur with project implementation.

Source: H.T. Harvey & Associates, November, 2014; *Biological Resources Technical Memorandum*

4.c.	Have a significant adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X

Discussion: Both Project Site 1 and Project Site 2 are located entirely within a human-altered urban landscape that contains primarily paved surfaces. Neither project site contains any wetland habitat tracked by the National Wetlands Inventory (NWI). Additionally, the reconnaissance surveys conducted at the project site detected no habitats (wetlands or other waters) regulated by the US Army Corps of Engineers (USACE) or Regional Water Quality Control Board (RWQCB) within either site. Given the lack of wetlands within Project Site 1 and Project Site 2, there would be no impacts to such resources.

Conclusion: No impact would occur with project implementation.

Source: H.T. Harvey & Associates, November, 2014; *Biological Resources Technical Memorandum*

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

Discussion: Both Project Site 1 and Project Site 2 are located entirely within a human-altered urban landscape that contains large amounts of paved surfaces and associated ruderal or landscaped habitats. Due to the urban nature of the project site and lack of riparian and other suitable habitat for species, it is unlikely that either site is part of a regional wildlife movement corridor.

Conclusion: Due to the urban nature of the project site, the project would have less-than-significant impacts associated with the movement of native or migratory fish or wildlife species.

Source: H.T. Harvey & Associates, November, 2014; *Biological Resources Technical Memorandum*

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

Discussion: The project site is located entirely within a human-altered landscape that contains large amounts of paved surfaces and associated ruderal or landscaped habitats.

Project Site 1:

Existing vegetation consists of a few trees and shrubs located around the perimeter of the site, and include primarily planted non-native species, such as the Canary Island date palm (*Phoenix canariensis*) tree and eucalyptus (*Eucalyptus* sp.) tree, as well as a native coast redwood (*Sequoia*

sempervirens) tree. Proposed activities at Project Site 1 consist of the demolition and removal of all existing buildings and vegetation. Five or more trees may need to be removed with project implementation, depending on final building design. None of the trees removed would be protected trees as designated by the County. In the unlikely event a County-protected tree (Heritage Tree) would be removed, a Heritage Tree Removal/Trimming Permit provided by the Planning Department would be obtained..

Project Site 2:

Existing vegetation includes primarily planted nonnative species such as the Canary Island date palm tree, acacia (*Acacia* sp.) tree, eucalyptus tree, firethorn (*Pyracantha* sp.), nightshade (*Solanum* sp.), rosemary (*Rosemarinus officialis*), and huckleberry (*Vaccinium* sp.), as well as two native tree species, coast redwood and California sycamore (*Platanus racemosa*). Vegetation is located primarily around the perimeter of the site, particularly near the west entrance on Chestnut Street. Some weedy ground cover would be removed to accommodate construction of the new Butler Building at Project Site 2. However, No trees are proposed for removal at Project Site 2 as a part of the project.

Conclusion: Given that vegetation removal is limited to weedy ground cover, and no Heritage Trees would be removed,the project would be consist with local policies and ordinances and impacts would be less-than-significant.

Source: H.T. Harvey & Associates, November, 2014; *Biological Resources Technical Memorandum* and Project Plans, 2014

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

Discussion: The project site is located in Redwood City and is not currently covered by an adopted Habitat Conservation Plan (HCP) or any other equivalent plan. As the project area is not covered by an HCP or equivalent plan, the project would have no impact associated with an adopted HCP, Natural Conservation Community Plan, other approved local, regional, or State habitat conservation plan.

Conclusion: No impact would occur with project implementation.

Source: San Mateo County, 2013; *2012 Vegetation Management Activities Final Report*

4.g.	Be located inside or within 200 feet of a marine or wildlife reserve?				X

Discussion: The project site is located in urbanized Redwood City. There are no marine or wildlife reserves within 200 feet of either site. The closest preserve is the Don Edwards San Francisco Bay National Wildlife Refuge. Project Site 1 is located approximately 0.5 mile southwest of the refuge, and Project Site 2 is located over 1 mile southwest of the refuge.

Conclusion: No impact would occur with project implementation.

Source: US Fish & Wildlife Service, 2014; Don Edward San Francisco Bay Map Available at: http://www.fws.gov/refuge/Don_Edwards_San_Francisco_Bay/map.html Accessed: 11/21/14

4.h.	Result in loss of oak woodlands or other non-timber woodlands?				X

Discussion: Project Site 1 and Project Site 2 are located entirely within a human-altered landscape that contains large amounts of paved surfaces and associated ruderal or landscaped habitats. There are no woodlands present at either project site.

Conclusion: No impact would occur with project implementation.

Source: H.T. Harvey & Associates, November, 2014; *Biological Resources Technical Memorandum* and Project Plans, 2014

5. CULTURAL RESOURCES.

Environmental Setting:

Basin Research Associates prepared the *Cultural Resources Review* for both Project Site 1 and Project Site 2 (see **Appendix C**). As part of that report, a records search and literature review by the Northwest Information Center (NWIC) were completed to identify any cultural resources (including archaeological and/or historical buildings and/or structures) on both Project Site 1, Project 2, and within 0.25 mile of the project site.

Would the project:

		Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
5.a.	Cause a significant adverse change in the significance of a historical resource as defined in CEQA Section 15064.5?				X

Discussion: The National Historic Preservation Act (NHPA) and CEQA require government agencies to take into consideration the potential effects of proposed undertakings on cultural resources listed on or determined eligible for inclusion in the national and/or state historical resources databases. A historic property may be a row of stores having cast-iron fronts, a water tower, a city park, a railroad station, an ethnic neighborhood, or the archaeological remains of a prehistoric Indian village. It may be of value to the Nation as a whole, or important only to the community in which it is located. Even absent of a formal eligibility determination, a lead agency is required to consider a resource to be "historically significant" if the resource meets the following criteria:

1. Associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

The California Office of Historic Preservation (OHP) is committed to developing an increasingly comprehensive and integrated system for managing information about all types of historical resources in order to accommodate this holistic view of the historical landscape. The following broad threshold has been set for the kinds of resources that may be recorded for inclusion in the OHP's filing system: *Any physical evidence of human activities over 45 years old may be recorded*

for purposes of inclusion in the OHP's filing system. This threshold is designed to encompass resources that have been formally evaluated, as well as those whose importance has not yet been determined. Documentation of resources less than 45 years old also may be filed if those resources have been formally evaluated, regardless of the outcome of the evaluation.

The two San Mateo County buildings at Project Site 1 were originally developed in the mid-1950s. On the eastern boundary of Project Site 1 is a vehicle refueling/repair facility and the second building, west of the vehicle refueling/repair facility, includes additional vehicle repair facilities and a radio servicing center (for police radio repair). The two vehicle repair/radio servicing buildings appear to retain historic integrity from when they were constructed in the mid-1950s. The east building has one addition for tire storage and the restroom/office area has been remodeled. The history of these buildings (auto repair/service or radio servicing) does not appear to be associated with significant historical patterns or themes in Redwood City or San Mateo County. The buildings are not associated with persons of significance in local history and they are undistinguished utilitarian examples of buildings of this type from the 1950s. The buildings consequently do not appear to be eligible for the California Register because they are not significant under Criteria 1, 2 or 3.

The Corp Yard shed at Project Site 2 was originally a storage warehouse located at the southeast corner of a building contractor's storage yard. The 5,000 square-foot one-story steel shed was originally constructed as a warehouse between 1943 and 1948. The warehouse appears to retain historic integrity from when it was constructed in the mid-1940s, and the building has not been extensively altered. The building was originally a storage building for a contractor then later part of the Grant Yard owned by San Mateo County. Neither use of the building appears to be associated with significant historical patterns or themes in Redwood City or San Mateo County. The building is not associated with persons of significance in local history and it is a typical and undistinguished example of a warehouse from the 1940s. The building consequently does not appear to be eligible for the California Register because it is not significant under Criteria 1, 2 or 3.

Based on the literature search, site reconnaissance, and assessment of the existing buildings by an architectural historian, no historic properties listed, determined eligible, or potentially eligible for inclusion on the National Register of Historic Places and/or the California Register of Historical Resources have been identified in or adjacent to either project site. Based on an assessment of the buildings by an architectural historian, the buildings on Project Site 1 and Project Site 2 that are proposed for demolition are not eligible for the CRHR. Additionally, the NWIC base maps show no recorded buildings or structures within the project sites. Therefore, no impact would occur to a historic resource with implementation of the project.

Conclusion: No impact would occur with project implementation.

Source: NWIC of the California Historical Resources Information System Record Search, October 29, 2014, Basin Research Associates, 2014; Cultural Resources Review, and Project Plans, 2015

5.b.	Cause a significant adverse change in the significance of an archaeological resource pursuant to CEQA Section 15064.5?		X		

Discussion: No historic archaeological resources have been recorded in or immediately adjacent to Project Site 1 or Project Site 2. One prehistoric archaeological resource was mapped in the vicinity of Project Site 2. Archaeological reviews completed between 1982 and 2012 strongly suggest that the resource is not actually present within Project Site 2 and a 2012 soil survey conducted with the boundary of Project Site 2 was negative for that resource. As such, there is a low to moderate potential of identifying unrecorded historic-period archaeological resources at either site.

No known prehistoric, ethnographic or contemporary Native American resources, including villages, sacred places, traditional or contemporary use areas, have been identified in or adjacent to either project site.

No additional resource research or evaluation is recommended prior to project implementation. It is possible that subsurface deposits may exist or that evidence of such resources has been obscured by more recent natural or cultural factors, primarily the extensive rearranging of the landscape and installation of modern features.

The following mitigation measures would be applicable during project grading and construction:

- **Mitigation Measure CUL-1:** If archaeological and/or cultural resources are encountered during grading or construction activities, work shall be temporarily halted within 30 feet of the discovered materials and workers shall avoid altering the materials and their context until a qualified professional archaeologist has evaluated the situation and provided appropriate recommendations. The project applicant or archaeologist shall immediately notify the Current Planning Section of any discoveries made and shall provide the Current Planning Section with a copy of the archaeologist's report and recommendations prior to any further grading or construction activity in the vicinity.

Conclusion: Implementation of the above mitigation measure would reduce potential project impacts to archaeological resources to a less-than-significant level within the project area. Therefore, the project would have a less-than-significant impact with mitigations incorporated.

Source: NWIC of the California Historical Resources Information System Record Search, October 29, 2014, Basin Research Associates, 2014. Cultural Resources Review, and Project Plans, 2015

5.c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

Discussion: Due to levels of earthwork associated with project implementation, the project has the potential to directly or indirectly destroy a unique paleontological resource on either project site. The following general mitigation measures, as provided by the Tribal Energy and Environmental Information Clearinghouse, Office of Indian Energy and Economic Development, have been included to mitigate any potential impact to paleontological resources to a less-than-significant level.

- **Mitigation Measure CUL-2:** A discovery of a paleontological specimen during any phase of the project shall result in a work stoppage in the vicinity of the find until it can be evaluated by a professional paleontologist. Monitoring of all excavation and earthmoving in sensitive areas by a professional paleontologist may be required.
- **Mitigation Measure CUL-3:** Periodic monitoring of known significant paleontological resources in the vicinity of the development (including areas where new road access has been provided) may be required to reduce the potential for looting and vandalism. Should loss or damage be detected, additional protective measures or further action (e.g., resource removal), as determined by a professional paleontologist, shall be implemented to mitigate the impact.
- **Mitigation Measure CUL-4:** Use existing roads to the maximum extent feasible to avoid additional surface disturbance.
- **Mitigation Measure CUL-5:** During all phases of the project, keep equipment and vehicles within the limits of the previously disturbed areas of the project site.
- **Mitigation Measure CUL-6:** All workers shall be educated on the consequences of unauthorized collection or sale of fossils.

Conclusion: Implementation of the above mitigation measures would reduce potential project impacts to paleontological resources to a less-than-significant level.

Source: Tribal Energy and Environmental Information Clearinghouse, *Paleontological Resources Mitigation Measures* Available online: http://teeic.indianaffairs.gov/er/wind/mitigation/paleo/index.htm, last accessed November 10, 2014, Basin Research Associates, 2014; Cultural Resources Review, and Project Plans, 2015

5.d.	Disturb any human remains, including those interred outside of formal cemeteries?		X		

Discussion: The records search and literature review by the NWIC did not note the existence of any known burials in the project area. However, the possibility that previously unknown buried human remains may be uncovered by project construction activities exists. **Mitigation Measure CUL-7** below requires compliance with the requirements of California State law with regard to the discovery of human remains during construction, whether historic or prehistoric. The implementation of this mitigation measure would mitigate any potentially significant impact to interred human remains to a less-than-significant level.

- **Mitigation Measure CUL-7:** The project sponsor must be prepared to carry out the requirements of California State law with regard to the discovery of human remains during construction, whether historic or prehistoric. In the event that any human remains are encountered during site disturbance, all ground-disturbing work shall cease immediately and the County coroner shall be notified immediately. If the coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within 24 hours. A qualified archaeologist, in consultation with the Native American Heritage Commission, shall recommend subsequent measures for disposition of the remains.

Conclusion: Implementation of **Mitigation Measure CUL-7**, above, would reduce potentially significant project impacts to human remains to a less-than-significant level.

Source: California Native American Heritage Commission, *California Health and Safety Code.* Available online: http://www.nahc.ca.gov/has.html, last accessed November 10, 2014, Basin Research Associates, 2014; Cultural Resources Review, and Project Plans, 2015

6. GEOLOGY AND SOILS.

Environmental Setting:

Redwood City is located within California's Coast Ranges Geomorphic Province, which is a geologically young and seismically active region. According to the Redwood City General Plan EIR and the Redwood City Downtown Precise Plan, the project site is not located within an Alquist-Priolo Earthquake Fault Zone. The active or potentially active faults of most significance to the site are the San Andreas, San Gregorio, and Hayward faults. The Hayward fault lies approximately 14 miles northeast of the project site and runs in a northwesterly direction. The San Gregorio fault is located approximately 13 miles southwest of the project site, and the San Andreas fault is located approximately 4 miles southwest of the project site. It is predicted that these faults could produce an earthquake with a maximum moment magnitude of 6.7 to 7.9.[4] Earthquakes on these or other active faults (including unmapped faults) could cause strong ground shaking at the site.

Earthquake intensities vary throughout the Bay Area depending upon the magnitude of the earthquake, the distance of the site from the causative fault, the type of materials underlying the site, and other factors. The approximate distances of the site to the six closest mapped active faults are summarized in **Table 4** below.

Table 4. Regional Faults and Seismicity

Fault	Approximate Distance from Project Site	Direction from Project Site	Maximum Moment Magnitude
San Andreas	4	Southwest	7.9
Monte Vista	5	South	6.8
San Gregorio	13	Southwest	6.7
Hayward	14	Northeast	7.3
Calaveras	21	Northeast	6.9

Source: Fugro Consultants, Inc., 2014

Liquefaction is a phenomenon whereby soil deposits temporarily lose shear strength and collapse. This condition is caused by cyclic loading during earthquake shaking that generates high pore water pressures within the soil deposits. The soil type most susceptible to liquefaction is loose, cohesionless, granular soil below the water table and within about 50 feet of the ground surface. Liquefaction can result in a loss of foundation support and settlement of overlying structures, ground subsidence and translation due to lateral spreading, lurch cracking, and differential settlement of affected deposits. Lateral spreading occurs when a soil layer liquefies at depth and causes horizontal movement or displacement of the overlying mass on sloping ground or towards a free face such as a stream bank or excavation.

[4] The maximum moment magnitude is the maximum magnitude (or intensity) a given earthquake reaches during a seismic event.

Slope failure and landslides can occur as either rapid movement of large masses of soil (landslide) or slow, continuous movement (creep). The stability of the slope depends on the type of underlying soil or bedrock, the steepness of the slope, amount of rainfall, and presence of previous landslide deposits.

Expansion and contraction of volume can occur when expansive soils undergo cycles of wetting (swelling) and drying (shrinking). During these cycles, the volume can significantly change and may cause structural damage to building and infrastructure.

Would the project:

6.a.	Expose people or structures to potential significant adverse effects, including the risk of loss, injury, or death involving the following, or create a situation that results in:	***Potentially Significant Impacts***	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
	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 significant evidence of a known fault? *Note: Refer to Division of Mines and Geology Special Publication 42 and the County Geotechnical Hazards Synthesis Map.*			X	

Discussion: The San Andreas, Hayward, and San Gregorio faults are the major active faults near the project site. The San Andreas Fault is the closest active fault, and is located approximately 4 miles southwest of Redwood City. However, the project site is not within an Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act of 1972 and no known active or potentially active faults exist on either site. Therefore, the risk of fault rupture at either site is low.

Conclusion: Given that the project site is not within an Alquist-Priolo Earthquake Fault Zone, impacts related to the rupture of a known earthquake fault are less-than-significant.

Source: Redwood City General Plan EIR, 2010; Page 4.6-15; Redwood City Downtown Precise Plan, 2010; Page 16-2; Fugro Consultants, Inc., 2014; Geotechnical Investigation Redwood City Motor Pool

	ii. Strong seismic ground shaking?		X		

Discussion: During a major earthquake on a segment of one of the nearby faults, strong to very strong shaking is expected to occur at the project site. The intensity of the earthquake ground motion at the site will depend upon the characteristics of the generating fault, distance to the earthquake epicenter, magnitude and duration of the earthquake, and specific site geologic conditions.. The San Andreas Fault is capable of generating violent to very strong seismic shaking in Redwood City. The Hayward Fault has the potential to produce very strong to moderate seismic shaking in Redwood City. As a result, the project site would have the potential to experience strong ground shaking, which could result in dangerous conditions for employees and other visitors at the project site. This is considered a significant impact. Implementation of the mitigation measure listed below would reduce this impact to a less-than-significant level.

- **Mitigation Measure GEO-1:** The proposed structures shall be designed following the 2010 California Administrative Code Essential Services standards, per Title 24, Part 1, Chapter 4 of the California Code of Regulations. Such buildings exceed the 2013 California Building Code (CBC) and would resist the lateral forces generated by earthquake shaking.

Conclusion: With the incorporation of **Mitigation Measure GEO-1**, any impacts related to ground shaking would be less-than-significant.

Source: Redwood City General Plan EIR, 2010 Page 4.6-15; Redwood City Downtown Precise Plan, 2010 Page 16-2; Fugro Consultants, Inc., 2014; Geotechnical Investigation Redwood City Motor Pool

iii. Seismic-related ground failure, including liquefaction and differential settling?			X	

Discussion: Liquefaction is the temporary transformation of loose, saturated granular sediments for a solid state to a liquid state as a result of seismic ground shaking. Differential settlement or subsidence could occur if buildings or other improvements were built on low-strength foundation materials or if improvements cross the boundary between different types of subsurface materials.

According to the Redwood City General Plan EIR and the Downtown Precise Plan, lowland areas of Redwood City have a moderate to high potential for liquefaction. The Association of Bay Area governments (ABAG) liquefaction susceptibility interactive map designates the project site in an area where the subsurface materials are considered to have a moderate susceptibility for liquefaction.

Project Site 1 is located in a designated liquefaction hazard evaluation zone. According to the US Geological Survey (Open-file Report 00-444), the site is located in an area where the subsurface materials are considered to have a high susceptibility for liquefaction. Based on field investigation results, Project Site 1 is generally underlain by clayey sand to sandy lean clay below the design groundwater level at about 20 to 23 feet below ground surface (bgs). Overall, Project Site 1 has a moderate to high liquefaction potential and additional investigation to verify the liquefaction potential at Project Site 1 is recommended.

Project site 2 is generally underlain by cohesive materials below the ground water level, which is approximately 13 to 15 feet bgs. A layer of medium dense clayey sand with gravel at a depth of about 19 feet bgs exists below the ground. Because the clayey sand layer is relatively thin (approximately 1.5 feet), isolated, and overlain by 19 feet of non-liquefiable material, the potential for liquefaction at Project site 2 is considered low.

Implementation of the mitigation measure listed below would reduce potential impacts related to liquefaction to a less-than-significant level.

- **Mitigation Measure GEO-2:** Additional field investigations to obtain soil data and verify liquefaction potential should be conducted during the design phase. If it is determined that the potential for liquefaction is high at either site, specific performance measures and ground improvements techniques shall be incorporated to reduce this hazard. These techniques shall be chosen during the final design phase, and may include: Jet grouting, cement deep soil mixing, and/or compaction grouting.

Conclusion: With the incorporation of **Mitigation Measure GEO-2**, any impacts related to liquefaction would be less-than-significant.

Source: Redwood City General Plan EIR, 2010 Page 4.6-10; Redwood City Downtown Precise Plan, 2010 Page 16-2; Fugro Consultants, Inc., 2014; Geotechnical Investigation Redwood City Motor Pool; ABAG Earthquake and Hazards Program, Liquefaction Susceptibility Map Available at: http://gis.abag.ca.gov/website/Hazards/?hlyr=liqSusceptibility. Accessed 12/9/2014

iv. Landslides?				X
Discussion: Project Site 1 and Project Site 2 are located within areas that are relatively flat and do not have any steep slopes or hillsides that would be susceptible to landslides. According to the Redwood City General Plan EIR, the nearest location where earthquake-induces landslides have the potential to occur is approximately 2.5 miles southwest of the project site. Given the relatively flat topography surrounding the project site, there would be no impacts related to landslides. **Conclusion:** No impact would occur with project implementation. **Source:** Redwood City General Plan EIR, 2010 Page 4.6-10 and Figure 4.6-3; Redwood City Downtown Precise Plan, 2010 Page 16-2				
v. Coastal cliff/bluff instability or erosion? *Note to reader: This question is looking at instability under current conditions. Future, potential instability is looked at in Section 7 (Climate Change).*				X
Discussion: Project Site 1 and Project Site 2 are located within flat areas and are not near any coastal cliffs or bluffs. The nearest coastal cliffs and/or bluffs are located over 10 miles west of the project site. **Conclusion:** No impact would occur with project implementation. **Source:** Project Plans, 2014; Google Earth, 2014				
6.b. Result in significant soil erosion or the loss of topsoil?			X	
Discussion: Soil erosion is a natural process that can be caused by wind or water. Eroded soils can be entrained in storm water runoff and discharged to surface waters, thereby affecting the water quality from receiving waters. Project construction involves ground disturbing activities that would expose soils and increase the potential for soil erosion from wind or stormwater runoff. Erosion control requirements are stipulated in the National Pollutant Discharge Elimination System (NPDES) Permit issued by the RWQCB. These requirements include the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) that contains Best Management Practices (BMPs). The purpose of the SWPPP is to identify potential sediment sources and other pollutants and prescribe BMPs to ensure that potential adverse erosion, siltation, and contamination impacts would not occur during construction activities (see further discussion of NPDES Permit requirements in **Section 9, Hydrology and Water Quality**). **Conclusion:** Implementation of a SWPPP with BMPs would control soil erosion and loss of topsoil. Therefore, potential impacts related to soil erosion and the loss of topsoil would be reduced to less-than-significant levels and no mitigation is required. **Source:** Redwood City General Plan EIR, 2010 Page 4.6-9; Project Plans, 2014				
6.c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, severe erosion, liquefaction or collapse?		X		

Discussion: Proposed development at Project Site 1 includes the construction of a new two- to four-story EMC building, approximately 35 feet tall, including an underground basement/tunnel which would adjoin into the existing underground basement/tunnel system within the County Government Center. As previously discussed under item **6.a,** there is a moderate to high liquefaction potential at Project Site 1.

Proposed development at Project Site 2 includes a new, 10,900 square-foot Butler Building constructed of prefabricated steel that would encompass a similar building footprint as the existing structure onsite, however with an increased width of 9 to 10 feet. The load of this structure would be relatively light and would not result in soil instability within the project area. Additionally, the new buildings would be designed in accordance with the County's Design Guidelines, which requires approval of geotechnical techniques and methods prior to the issuance of a building permit.

Conclusion: As previously discussed under item **6.a** above, project implementation would not pose significant risks from fault rupture, soil erosion, or from landslides on or offsite. The project is required to comply with the County's Design Guidelines, which would reduce potential seismic-related impacts. With incorporation of **Mitigation Measures GEO-1** and **GEO-2**, there would be little risk related of soil instability as a result of the project; therefore, any impacts would be less-than-significant.

Source: Fugro Consultants, Inc., 2014; Geotechnical Investigation Redwood City Motor Pool; Project Plans, 2014

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

Discussion: Expansive and contraction of volume can occur when expansive soils undergo cycles of wetting (swelling) and drying (shrinking). During these cycles, the volume can significantly change and may cause structural damage to building and infrastructure. Most of Redwood City is underlain by silty clays that have high shrink-swell potential.

Based on the results of geotechnical exploration, the top 5 to 6 feet of surficial soil at both Project Site 1 and 2 is highly expansive. These surficial clays could be subject to volume changes during seasonal fluctuations in moisture content which can cause cracking of foundations and floor slabs. This is considered a potentially significant impact.

The following mitigation measure would reduce impacts related to expansive soils to a less-than-significant level.

- **Mitigation Measure GEO-3:** Foundations and slabs shall be designed and constructed to resist the effects of the expansive soil. These effects can be mitigated by:
    - moisture conditioning the expansive soil, providing a sufficient thickness of select, non-expansive fill below interior; or
    - lime treating the subgrade soil reduce expansion potential.

Conclusion: With the implementation of **Mitigation Measure GEO-3** above, impacts resulting from expansive soils would be less-than-significant.

Source: Fugro Consultants, Inc., 2014; Geotechnical Investigation Redwood City Motor Pool; Project Plans, 2014

6.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?		X		

Discussion: The project site is located within an urbanized area of the City where sanitary sewer lines are available to dispose wastewater from the project site. One underground sanitary system storage tank would be placed on Project Site 1, either under the parking area or built within the EMC building. The sanitary system tank would typically be empty and would only be used in emergency situations when the municipal sanitary system is not operating. **Mitigation Measure GEO-2** would ensure soils are adequately assessed onsite, and includes specific performance measures and ground improvements techniques to reduce hazards related to soil instability. Additionally, wastewater onsite would typically be disposed of through the municipal wastewater disposal system.

Conclusion: With the incorporation of **Mitigation Measure GEO-2**, the impact would be less-than-significant.

Source: Project Plans, 2014

7. CLIMATE CHANGE.

Environmental Setting:

Gases that trap heat in the atmosphere, greenhouse gases (GHGs), regulate the earth's temperature. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate. The most common GHGs are carbon dioxide (CO_2) and water vapor but there are also several others, most importantly methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). These are released into the earth's atmosphere through a variety of natural processes and human activities. Sources of GHGs are generally as follows:

- CO_2 and N_2O are byproducts of fossil fuel combustion
- N_2O is associated with agricultural operations such as fertilization of crops
- CH_4 is commonly created by off-gassing from agricultural practices (e.g., keeping livestock) and landfill operations
- Chlorofluorocarbons (CFCs) were widely used as refrigerants, propellants, and cleaning solvents but their production has been stopped by international treaty
- HFCs are now used as a substitute for CFCs in refrigeration and cooling
- PFCs and sulfur hexafluoride emissions are commonly created by industries such as aluminum production and semi-conductor manufacturing.

Each GHG has its own potency and effect upon the earth's energy balance. This is expressed in terms of a global warming potential (GWP), with CO_2 being assigned a value of 1 and sulfur hexafluoride being several orders of magnitude stronger with a GWP of 23,900. In GHG emission inventories, the weight of each gas is multiplied by its GWP and is measured in units of CO_2 equivalents (CO_2e).

An expanding body of scientific research supports the theory that global warming is currently affecting changes in weather patterns, average sea level, ocean acidification, chemical reaction rates, and precipitation rates, and that it will increasingly do so in the future. The climate and several naturally occurring resources within California could be adversely affected by the climate change trend. Increased precipitation and sea level rise could increase coastal flooding, saltwater intrusion, and degradation of wetlands. Mass migration and/or loss of plant and animal species could also occur. Potential effects of global climate change that could adversely affect human health include more extreme heat waves and heat-related stress; an increase in climate-sensitive diseases; more frequent and intense natural disasters such as flooding, hurricanes and drought; and increased levels of air pollution.

The BAAQMD May 2011 CEQA Guidelines included GHG emissions-based significance thresholds. These thresholds include a "bright-line" emissions level of 1,100 metric tons per year for land-use type projects and 10,000 metric tons per year for stationary sources. Land use projects with emissions above the 1,100 metric ton per year threshold would then be subject to a GHG efficiency threshold of 4.6 metric tons per year per capita. Projects with emissions above the thresholds would be considered to have an impact, which, cumulatively, would be significant.

Would the project:

		Potentially Significant Impacts	*Significant Unless Mitigated*	*Less Than Significant Impact*	*No Impact*
7.a.	Generate greenhouse gas (GHG) emissions (including methane), either directly or indirectly, that may have a significant impact on the environment?			X	

Discussion: The project exceeds the GHG screening size for government office buildings of 12,000 square feet. GHG emissions were quantified using CalEEMod software. The project land use types and size are inputs in the model, using San Mateo County default assumptions. Accordingly, as shown in **Table 4,** potential project-related GHG emissions for transportation, areas sources, electricity consumption, natural gas combustion, electricity usage associated with water usage/wastewater discharge, and solid waste land filling and transport. The Air Quality and GHG report for the project is **Appendix A.**

Construction

BAAQMD does not have an adopted Threshold of Significance for construction-related GHG emissions, though the BAAQMD recommends quantifying emissions and disclosing that GHG emissions would occur during construction. BAAQMD also encourages the incorporation of BMPs to reduce GHG emissions during construction where feasible and applicable. Best BMPs assumed to be incorporated into construction of the project include, but are not limited to: using local building materials of at least 10 percent and recycling or reusing at least 50 percent of construction waste or demolition materials.

Operation

As shown in **Table 5,** annual emissions resulting from operation of the project are predicted to be 150 metric tons (MT) of CO_2e. These emissions would not exceed the BAAQMD threshold of 1,100 MT of CO_2e/yr and, therefore, this would be a less-than-significant impact as shown in **Table 5.**

Table 5 Annual Project GHG Emissions (CO_2e) in Metric Tons

Source Category	**2017 Project Emissions**
Area	<1
Energy Consumption	117
Mobile	0
Solid Waste Generation	15
Water Usage	17
Project Total	150
BAAQMD Threshold	1,100 CO_2e/year

Note: The project size used in the model was under by 1,800 square feet. However, total project emissions would remain well below the BAAQMD threshold with incorporation of the additional 1,800 square feet.

Source: Illingworth & Rodkin, 2014; San Mateo County EMC and Motor Pool Relocation Draft AQy and GHG Emissions

As discussed above, the project would include two emergency diesel generators, expected to be one megawatt/1,500 hp each. The generators would be tested routinely, up to 50 hours per year. Emissions from the testing and maintenance of the generators was calculated using CARB's OFFROAD emissions model for large compression-ignited engines above 25 hp and included the CARB Low Carbon Fuel Standard (LCFS) rules, as shown in **Table 3**. Results of generator modeling indicate annual CO_2e emissions of 40 MT. These calculations are shown in Attachment 1 of **Appendix A.** The BAAQMD threshold for stationary sources requiring permits is 10,000 annual MT.

Conclusion: Emissions would not exceed BAAQMD threshold, thus the impact would be less-than-significant.

Source: Illingworth & Rodkin, 2014; San Mateo County EMC and Motor Pool Relocation Draft Air Quality and GHG Emissions Assessment

7.b.	Conflict with an applicable plan (including a local climate action plan), policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				X

Discussion: The project would be subject to new requirements under rule making developed at the State level regarding greenhouse gas emissions and be subject to San Mateo County policies that may affect emissions of greenhouse gases. The project would adhere to all State and County policies related to GHG emissions.

Conclusion: No impact would occur with project implementation.

Source: Illingworth & Rodkin, 2014; San Mateo County EMC and Motor Pool Relocation Draft Air Quality and GHG Emissions Assessment

7.c.	Result in the loss of forestland or conversion of forestland to non-forest use, such that it would release signifi-cant amounts of GHG emissions, or significantly reduce GHG sequestering?				X

Discussion: Project Site 1 and Project Site 2 are located within Redwood City and are already entirely developed. Neither site would convert forestland to non-forest use.

Conclusion: No impact would occur with project implementation.

Source: Circlepoint, 2014

7.d.	Expose new or existing structures and/or infrastructure (e.g., leach fields) to accelerated coastal cliff/bluff erosion due to rising sea levels?				X

Discussion: The project is not located in an area that would vulnerable to coastal cliff/bluff erosion. The project is located within an urban landscape and flat terrain, approximately 15 miles from any coastal cliffs. Therefore, the project would not expose new or existing structures and/or infrastructure to accelerated coastal erosion due to rising sea levels.

Conclusion: No impact would occur with project implementation.

Source: Redwood City, 2010; Redwood City General Plan EIR Page 4.2-7

7.e.	Expose people or structures to a significant risk of loss, injury or death involving sea level rise?			X	
Discussion: In addition to the response to **7.d**., with regard to the project, both site are already developed and used for San Mateo County purposes. As a result, redeveloping/repurposing each site could continue to expose people or structures to potential risks involving sea level rise. However, global sea level rise is a phenomenon that occurs over decades, thus flood protection measures can be put in place as the situation warrants. Therefore, no new risk would occur as part of the project. **Conclusion:** The project would have a less-than-significant impact. **Source:** Redwood City, 2010; Redwood City General Plan EIR Page 4.16-37					
7.f.	Place structures within an anticipated 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
Discussion: Project Site 1 and Project Site 2 are located within Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map Zone X. Zone X means that the area is outside the special flood hazard area (SFHA) and higher than the elevation of the 0.2 percent annual-chance flood. Therefore, the project would have no impact associated with the 100-year flood hazard. **Conclusion:** No impact would occur with project implementation. **Source:** FEMA. 2014. Flood Map Service Center Access November 25, 2014 from https://msc.fema.gov/portal/search?AddressQuery=501%20winslow					
7.g.	Place within an anticipated 100-year flood hazard area structures that would impede or redirect flood flows?				X
Discussion: See response to question **7.f**. **Conclusion:** No impact would occur with project implementation. **Source:** See response to question **7.f.**					

8. HAZARDS AND HAZARDOUS MATERIALS.

Environmental Setting:

TRC Solutions conducted a Phase I Environmental Site Assessment for Project Site 1 and Project Site 2 (**Appendix D**).

Project Site 1 is located approximately 0.75 mile from Smith Slough, a tributary to the San Francisco Bay. The site topographic elevation is 10 feet above mean sea level and local topography slopes to the north-northeast. The Phase I report revealed evidence of recognized environmental conditions (RECs), including a controlled recognized environmental conditions (CRECs). An REC is the presence of a hazardous substance due to a release into the environment. A CREC is past release of a hazardous substance that has been addressed, but can remain in place subject to implementation of agency required controls (land use restrictions and activity limitations).

- REC No 1: The active REC entails a 500 gallon waste oil underground storage tank (UST) that is potentially located in the southern portion of the site. According to closure reports issued by the San Mateo County Division of Environmental Health, the UST was assumed to be either removed or grouted in place prior to 1992. However, documentation confirming the removal of the tank and its status is unknown.
- CREC No 1: Additionally, the CREC entails residual soil and groundwater contamination in connection with the removal of two 7,500 gallon USTs in 1982. According to the leaking underground storage tank (LUST) case closure reports, petroleum hydrocarbons were detected in the groundwater during the excavation for two new 10,000 gallon USTs. Affected water was removed and disposed of off-site; however, reports indicated that residual amounts of contamination potentially remain in the soil and groundwater. The San Mateo County Division of Environmental Health closed the LUST case stating that although these hydrocarbons do not appear to pose a significant risk to public health or the environment under existing land uses, a change in land use or removal of soil and groundwater from these areas below approximately 5 feet below grade require notification to the San Mateo County Division of Environmental Health.

Project Site 2 is located approximately 0.35 mile from Redwood Creek, a tributary of the San Francisco Bay. The site topographic elevation is approximately 14 feet above mean sea level and local topography slopes to the north-northeast. The assumed direction of shallow groundwater flow is to the north-northeast. The Phase I report revealed evidence of a historical recognized environmental condition (HREC), which is a past release of a hazardous substance and has been addressed without subjecting the property to any required restrictions or regulatory controls.

- HREC No 1: Although residual contamination above screening levels remains onsite, the case was granted regulatory closure on May 19, 2014 and is considered a HREC. The former UST is located at the northernmost portion of the site, down-gradient from the remainder of the site. Therefore, this closed case is not anticipated to affect the site under existing conditions because the topography of the land would prevent the UST leak to seep into up-gradient areas. However, an installation of a utility structure, such as a pipeline, connecting the former UST to an up-gradient location, may constitute an REC.

Would the project:

		Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
8.a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (e.g., pesticides, herbicides, other toxic substances, or radioactive material)?			X	

Discussion: The use, storage, and disposal of hazardous materials[5,] including management of contaminated soils and groundwater, are regulated by numerous local, state, and federal laws and regulations.

The CAL FIRE-Office of the State Fire Marshal (OSFM) is responsible for ensuring the implementation of the Aboveground Petroleum Storage Act (APSA). APSA regulates facilities with aggregate aboveground petroleum storage capacities of 1,320 gallons or more, which include aboveground storage containers or tanks with petroleum storage capacities of 55 gallons or greater. These facilities typically include large petroleum tank facilities, aboveground fuel tank stations, and vehicle repair shops with aboveground petroleum storage tanks. Facilities with total petroleum storage quantities at or above 10,000 gallons are inspected at least once every 3 years by a Certified Unified Program Agency (CUPA) and have reporting and fee requirements. All regulated facilities must meet the federal Spill Prevention Control and Countermeasure (SPCC) rule requirements.

In Redwood City, San Mateo County Health Department, Environmental Health Division (SMCEHD) is a CUPA, responsible for coordination of the Hazardous Materials Business Plan Program, local hazardous waste generator program, underground storage tank (UST) management, and investigation of leaking USTs. Any facility operating aboveground storage tanks with an aggregate tank capacity of 1,320 gallons or more must: 1) complete a SPCC plan to provide a detailed engineering analysis of the potential for release from the tanks present at a facility and the measures, such as secondary containment and emergency response, that can be implemented to reduce the release potential and 2) Submit a California Business Plan to CUPA.

The California Business Plan program was established to prevent or minimize damage to public health and safety and to the environment, from a release or threatened release of hazardous materials. It also satisfies community right-to-know laws. This is accomplished by requiring businesses that handle hazardous materials in quantities equal to or greater than 55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of compressed gas, or extremely hazardous substances above the threshold planning quantity (40 CFR, Part 355, Appendix A) to:

- Inventory their hazardous materials
- Develop a site map
- Develop an emergency plan
- Implement a training program for employees

[5] The California Health and Safety Code defines a hazardous material as, "...any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety, or to the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, radioactive materials, and any material which a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment" (California Health and Safety Code Section 25501).

Two emergency diesel generators will be located aboveground on Project Site 1. One 10,000 to 12,000 gallon primary fuel storage tank would be located aboveground onsite, as well as two smaller 1,000 gallon sub-base day tanks, which would contain fuel to operate the generators. These aboveground storage tanks create a potentially significant impact to the public in the event of an accidental discharge; however, the County would comply with the APSA. Given that the total aboveground storage tank capacity would be above 1,320 gallons, the County would be required to complete a SPCC plan and submit a Business Plan to SMCEHD. The SPCC Plan must include:

- A list of the oil containers at the facility including the contents and location of each container;
- A brief description of the procedures that will used to prevent oil spills;
- A brief description of the measures installed to prevent oil from reaching water;
- A brief description of the measures used to contain and cleanup an oil spill; and
- A list of emergency contacts and first responders.

The following spill prevention measures are also required as part of the SPCC plan:

- Use containers suitable for the oil stored.
- Identify contractors or other local personnel who can help clean up an oil spill;
- Provide overfill prevention for the oil storage containers;
- Provide effective, sized secondary containment for bulk storage containers, such as a dike or a remote impoundment. The containment must be able to hold the full capacity of the container plus possible rainfall. The dike may be constructed of earth or concrete. A double-walled tank may also suffice;
- Provide effective, general secondary containment to address the most likely discharge where you transfer oil to and from containers and for mobile refuelers, such as fuel nurse tanks mounted on trucks or trailers; and
- Periodically inspect and test pipes and containers. Aboveground pipes and containers should be visually inspected following industry standards. Buried pipes must be leak tested when they are installed or repaired. A written record of inspections must be kept.

Additionally, because the total fuel storage onsite would be greater than 10,000 gallons, the County would comply with reporting and fee requirements and the tanks would be inspected at least once every 3 years by SMCEHD.

Four underground water storage tanks are also proposed on Project Site 1. Given that the underground tanks proposed would not store any hazardous substances, they do not create a significant hazard to the public or the environment.

Construction of the project would require the temporary use of potentially hazardous materials, such as fuels and solvents, to operate earth-moving equipment and grading activities. Once construction of the project is complete, Project Site 1 would serve as a commercial/office structure. Similar to surrounding buildings at the County Government Center, the presence and use of potentially hazardous materials such as paints, oils, absorbents, cleaners, and pesticides for landscaping is likely. Accordingly, all potentially hazardous materials used on the project site would be contained, stored, and used in accordance with manufacturer's instructions and handled in compliance with applicable standards and regulations.

According to a site reconnaissance conducted for this project, unidentified substance containers, likely containing hazardous constituents or petroleum products, were present at Project Site 2. The relocated Motor Pool at Project Site 2 would continue to operate existing activities, but would also serve as a refueling/repair station for County vehicles. The continued presence of petroleum and hazardous materials is likely, but would not generate a substantial amount to the extent that it would create a hazard to the public.

Conclusion: The County will comply with County, state, and federal policies related to use, storage, and transport of hazardous materials. The County will also adhere to the APSA to reduce risks related to the aboveground fuel storage tanks on Project Site 1. Therefore, the impact would be less-than-significant.

Source: San Mateo County, 2014; Phase I Environmental Site Assessment (752 Chestnut Street and 501 Winslow Street)

8.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?		X		

Discussion: Construction and grading activities would occur as part of the project. Accordingly, excavation of soils known or suspected to contain hazardous materials associated with the REC, CREC, and HRECs were found on the project site. Unless appropriate precautions are in place, excavation of such areas could pose a risk to construction workers and others in the vicinity. This is considered a potentially significant impact. **Mitigation Measures HAZ-1 and HAZ-2** would ensure safe handling and disposal of any contaminated soils encountered during construction and reduce the potential impacts to a less-than-significant level.

- **Mitigation Measure HAZ-1:** Prior to the issuance of a grading permit and before any substantial ground disturbances, a Phase II ESA shall be conducted by a licensed professional to determine the potential presence of metals, and organic compounds in soil and groundwater underlying the project site. If contaminants are identified in subsurface soils and/or groundwater, the Phase II ESA shall screen the identified contaminant concentrations relative to applicable environmental screening levels developed by the Regional Water Quality Control Board and Department of Toxic Substances Control. If the Phase II ESA recommends remedial action (which may include but not be limited to soil and/or groundwater removal or treatment, site-specific soil and groundwater management plan, site-specific health and safety plan, and a risk management plan shall be completed. The County shall consult with appropriate regulatory agencies to ensure sufficient minimization of risk to human health and the environment is completed.
- **Mitigation Measure HAZ-2:** If there is a change in land use or removal of soil and groundwater below approximately 5 feet below grade at the CREC at Project Site 1, notification to the San Mateo County Division of Environmental Health is required.

Additionally, three aboveground fuel storage tanks would be located at Project Site 1, which could create a hazard to the public and/or environment in the event of an accident spill. However, as discussed in **8.a,** the County would comply with the APSA and submit a Business Plan, a SPCC plan, and other fee and reporting requirements. Thus, no significant impacts would result.

Conclusion: Implementation of **Mitigation Measures HAZ-1 and HAZ-2,** and adherence to the APSA, would reduce any impacts to a less-than-significant level.

Source: San Mateo County, 2014; Phase I Environmental Site Assessment (752 Chestnut Street and 501 Winslow Street)

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

Discussion: The following three schools are within 0.25 mile of the project site: Marin Day Schools (preschool) is located immediately adjacent to Project Site 1; Orion Alternative Elementary School is located approximately 0.18 mile northwest of Project Site 1; and Hoover Charter School is located approximately 0.18 mile southeast of Project Site 2. Sequoia High School is located approximately 0.5 mile southwest from Project Site 1.

As described above, soils within the project site may include potential contaminants. However, such contaminants would mostly be confined to the project site itself and would not pose a threat to areas within 0.25 mile from the site. Additionally, **Mitigation Measure HAZ-1** includes measures to ensure the safe handling and disposal of such materials such that they would not pose any hazard to people in the vicinity.

Equipment used for construction purposes would entail usage of fuels, solvents, and other common but potentially hazardous substances. Numerous federal and state regulations govern the use and safe handling of such substances, such that their temporary usage as part of the project would not pose any significant risk to people in the project vicinity.

Conclusion: The impact would be less-than-significant and no mitigation is required.

Source: San Mateo County, 2014; Phase I Environmental Site Assessment (752 Chestnut Street and 501 Winslow Street)

8.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?				X

Discussion: According to the Phase 1, the project site is not on the 'Cortese' list pursuant to Government Code Section 65962.5.

Conclusion: No impact would occur with project implementation..

Source: San Mateo County, 2014; Phase I Environmental Site Assessment (752 Chestnut Street and 501 Winslow Street)

8.e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area?			X	

Discussion: The project site is located approximately 3 miles southeast of the San Carlos Airport and approximately 20 miles northwest of the San Jose International Airport. San Carlos Airport is located approximately 3 miles northwest of Project Site 1. Redwood City /Council of Governments (C/CAG) of San Mateo County, in its designated role as the Airport Land Use Commission for San Mateo County, has adopted the land use control provisions for airport vicinities identified in the Federal Aviation Regulations (FAR) Part 77, Objects Affecting Navigable Airspace for the San Carlos Airport. FAR Part 77 established height restrictions and federal notification requirements for

proposed development projects within airspace boundaries for San Carlos Airport. The Airport Land Use Plan height restriction for a structure in a Public Facility (PF) zone is approximately 2 to 3 stories or 25 to 25 feet. Although the project is within Area B of the Airport Land Use Commission for San Mateo County, the proposed EMC at Project Site 1 would not exceed 35 feet, thus would not conflict with the plan.

Conclusion: The impact is less-than-significant and no mitigation is required.

Source: San Mateo County, Comprehensive Airport Land Use Plan, 1996 Page IV-33; Redwood City Downtown Precise Plan, 2010 Page 14-16

8.f.	For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?			X	

Discussion: See response to **8.e**.

Conclusion: The project is consistent with required airport land use policies. Therefore, the impact is less-than-significant and no mitigation is required.

Source: See response to 8.e

8.g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X

Discussion: Redwood City has an adopted Emergency Operations Plan (EOP) intended to provide detailed emergency response procedures. The project would not reconfigure adjacent streets or routes as no construction activities would occur on adjacent streets. Additionally, the project site is already developed and accounted for in the emergency plans. The project site would be repurposed/modified for the project and would not affect emergency responses or interfere with emergency access.

Conclusion: No impact would occur with project implementation

Source: Project Plans, 2014

8.h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

Discussion: The project site is entirely developed in an urban setting. There are no adjacent wildlands. Accordingly, implementation of the project would not result in the exposure of people or structures to significant loss, injury, or death involving wildland fires.

Conclusion: No impact would occur with project implementation.

Source: Circlepoint, 2014

8.i.	Place housing within an existing 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X

Discussion: Project Site 1 and Project Site 2 are located within FEMA Flood Insurance Rate Map Zone X. Zone X means that the area is outside the SFHA and higher than the elevation of the 0.2 percent annual-chance flood. Therefore, the project is outside the 100-year flood hazard area as designated by FEMA and there is no impact.

Conclusion: No impact would occur with project implementation.

Source: FEMA. 2014. Flood Map Service Center Access November 25, 2014 from https://msc.fema.gov/portal/search?AddressQuery=501%20winslow

8.j.	Place within an existing 100-year flood hazard area structures that would impede or redirect flood flows?				X

Discussion: See response to **8.i**.

Conclusion: No impact would occur with project implementation.

Source: See response to **8.i**.

8.k.	Expose people or structures to a signifi-cant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X

Discussion: See response to **8.i**.

Conclusion: No impact would occur with project implementation.

Source: See response to **8.i**.

8.l.	Inundation by seiche, tsunami, or mudflow?			X	

Discussion: The project site is located approximately 15 miles from the Pacific Ocean. Tsunamis typically affect coastlines and areas up to 0.25 mile inland. Due to the project's distance from the coast, potential impacts related to tsunami are minimal. The project site is mostly flat, thus the possibility of inundation by landslides is remote. However, the project site's proximity to the Bay has potential risk of exposure to inundation by a seiche. A seiche is a tidal change in an enclosed or semi-enclosed body of water caused by sustained winds or an earthquake. The project site is developed and located approximately 1 mile from the Bay; however, Bair Island occupies the portion of the Bay closest to the project site. Therefore, the severity of a potential seiche would be decreased upon reaching developed portions of Redwood City.

Conclusion: The impact is less-than-significant and no mitigation is required.

Source: Circlepoint, 2014; Redwood City General Plan EIR, 2010 Page 4.8-25

9. HYDROLOGY AND WATER QUALITY.

Environmental Setting:

Currently Project Site 1 consists of two vehicle maintenance buildings structurally connected by an awning/carport type structure, totaling approximately 7,500 square feet. There are several ancillary structures onsite, including a storage container, shed, concrete diesel tank, and a utility enclosure. The remainder of the site is paved and includes a 46-space parking lot. Vegetation is very limited and consists of a few bushes and street trees around the perimeter edge of the site. According to the Geotechnical Investigation prepared for Project Site 1 (see **Appendix E),** groundwater was encountered approximately 20 to 23 feet bgs.

Five buildings are located on Project Site 2, including a small storage shed, completely enclosed, four covered awning/carport type structures; the rest of the site is paved area. According to the Geotechnical Investigation prepared for Project Site 2 (see **Appendix E),** groundwater was encountered approximately 13 to15 feet bgs.

The project site overlays the southern portion of the San Mateo Plain groundwater sub-basin of the Santa Clara Valley Groundwater Basin. Redwood City's Public Works Services Department maintains, operates, and repairs the stormwater system that serves the project site. The Bayfront Canal serves as a major stormwater runoff collection and discharge feature for Redwood City, and collected Stormwater eventually flows into the San Francisco Bay.

Based on FEMA's Flood Insurance Rate Maps (Map 06081C0301E), the project site is located in Flood Zone X. Areas in Flood Zone X are determined to be outside of the 500-year flood zone and have minimal risk of flooding. There are no floodplain requirements for Zone X.

Nonpoint Source Pollution Program

The Federal Clean Water Act and California's Porter-Cologne Water Quality Control Act are the primary laws related to water quality. Regulations set forth by the US Environmental Protection Agency (EPA) and the State Water Resources Control Board (SWRCB) have been developed to fulfill the requirements of this legislation. EPA's regulations include the NPDES permit program, which controls sources that discharge pollutants into the waters of the United States (e.g., streams, lakes, bays, etc.). These regulations are implemented at the regional level by the water quality control boards, which for the Redwood City area is the San Francisco Bay RWQCB.

<u>Statewide Construction General Permit</u>

The SWRCB has implemented a NPDES General Construction Permit for the State of California. For projects disturbing 1 acre or more of soil, a Notice of Intent (NOI) and SWPPP must be prepared prior to commencement of construction.

<u>Municipal Regional Stormwater NPDES Permit/C.3 Requirement</u>

The San Francisco Bay RWQCB also has issued a Municipal Regional Stormwater NPDES Permit (Permit Number CAS612008). In an effort to standardize stormwater management requirements throughout the region, this permit replaces the formerly separate countywide municipal stormwater permits with a regional permit. Under provisions of the Municipal Regional Stormwater NPDES Permit, redevelopment projects that disturb more than 10,000 square feet (sf) are required to design and construct stormwater treatment controls to treat post-construction stormwater runoff. Amendments to the Municipal Regional Stormwater NPDES Permit require all of the post-construction runoff to be treated by using Low Impact Development (LID) treatment controls, such as biotreatment facilities.

	Would the project:				
		Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
9.a.	Violate any water quality standards or waste discharge requirements (consider water quality parameters such as temperature, dissolved oxygen, turbidity and other typical stormwater pollutants (e.g., heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash))?		X		

Discussion: Construction of the project would include excavation, grading, trenching, and other activities that would result in ground disturbance to approximately 1 acre at both Project Site 1 and Project Site 2. The maximum depth of such activities at Project Site 1 would be approximately 20 feet at Project Site 1, where the depth to groundwater is approximately 20 to 23 feet bgs. The maximum depth of such activities at Project Site 2 would be approximately 8 to10 feet at Project Site 2, where the depth to groundwater is approximately 13 to15 feet bgs. Therefore, construction activities have the potential to encounter groundwater during deep excavation/trenching, which could introduce pollutants to the groundwater. This is considered a potentially significant impact. Dewatering during construction would be required in the event groundwater is encountered, as described in **Mitigation Measure HYD-1** below.

Construction activities have the potential to result in runoff that contains sediment and other pollutants that could degrade water quality if not properly controlled. Sources of pollution associated with construction include chemical substances from construction materials and hazardous or toxic materials, such as fuels. Because a total of approximately 2 acres of soil would be disturbed between the two project sites during construction, the project would be subject to a State NPDES General Construction Permit which would require submittal of a Notice of Intent (NOI) to the SWRCB.

Erosion control requirements are stipulated in the NPDES Permit issued by the RWQCB. These requirements include the preparation and implementation of a SWPPP that contains BMPs. The purpose of the SWPPP is to identify potential sediment sources and other pollutants and prescribe BMPs to ensure that potential adverse erosion, siltation, and contamination impacts would not occur during construction activities. Implementation of a SWPPP with BMPs would control erosion and protect water quality from potential contaminants in stormwater runoff emanating from the construction site. BMPs may include damp street sweeping, providing appropriate covers, drains, and storage precautions for outdoor material storage areas, temporary cover of disturbed surfaces, etc., which would help to protect water quality.

Once operational, the project site would function similar to existing conditions and would not contribute significant amounts of additional pollutants that would violate water quality standards or waste discharge requirements.

- **Mitigation Measure HYD-1**: In the event groundwater is encountered during construction activities, onsite dewatering would be required. The discharge of any dewatered groundwater would comply with BMPs as described in the SWPPP.

Conclusion: Given that the proposed redevelopment would not contribute significant amounts of additional pollutants, impacts related to water quality standards and waste requirements would be less-than-significant. With adherence to **Mitigation Measure HYD-1**, NPDES Permit requirements, and implementation of BMPs, potential impacts to water quality would be further reduced.

Source: Project Plans, 2014

9.b.	Significantly deplete groundwater supplies or interfere significantly with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X

Discussion: The project site does not presently contribute to the recharging of groundwater. Furthermore, as noted in the Redwood City General Plan EIR, groundwater is not currently used as a source of municipal water supply within Redwood City. Additionally the project would relocate the existing Motor Pool to Project Site 2 and redevelop Project Site 1 to accommodate the new EMC. Relocating the Motor Pool would not require additional water demand above what is currently required under existing conditions. The EMC will be a facility containing various County government agencies for effective coordination of emergency response and recovery efforts. As such, there would be an increased demand for water for office facilities; however, the new demand would be negligible as many of the employees would be temporary (only required during emergencies), and groundwater supplies would not be significantly depleted.

Additionally, dewatering would be required in the event groundwater is encountered during construction activities. However, since groundwater is not used as a source for municipal water, this activity would not have an impact to groundwater supplies in the area. Therefore, the project would not deplete groundwater and would not interfere with overall groundwater flow. Given that Redwood City does not use groundwater for municipal water, and the project would not interfere with groundwater recharge, no impact to groundwater supplies would occur.

Conclusion: No impact would occur with project implementation.

Source: Redwood City General Plan EIR, 2010 Page 4.8-5; Project Plans, 2014

9.c.	Significantly alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in significant erosion or siltation on- or off-site?			X	

Discussion: Project construction would involve some ground disturbing activities. As noted above under item **9.a**, project construction would be subject to a State NPDES General Construction Permit that imposes strict requirements and control on construction and post construction activities. Furthermore, the site is currently fully developed with impervious paving. Redevelopment would not significantly alter the amount of impervious surfaces the site, and the drainage patterns the site would not be significantly changed. As such, the project is not likely to contribute substantial amounts of sediment to storm drain systems.

Conclusion: Given that the drainage patterns at the site would not be significantly altered, impacts resulting from erosion or siltation would be less-than-significant. Adherence to the NPDES General Construction Permit would further reduce any impacts.

Source: Project Plans, 2014

9.d.	Significantly alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or significantly increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?			X	

Discussion: As noted above under **9.c**, the project site is fully developed and drainage would not be significantly altered by the proposed redevelopment. Furthermore, the project would be subject to a State NPDES General Construction Permit that imposes strict requirements and control on construction and post construction activities such that offsite drainage would not result in flooding on- or off-site.

Conclusion: Given that the drainage patterns at the site would not be significantly altered, the rate of surface runoff would not increase significantly, and any impacts related to flooding would be less-than-significant. Adherence to the NPDES General Construction Permit would further reduce any impacts resulting from surface runoff.

Source: Project Plans, 2014

9.e.	Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide significant additional sources of polluted runoff?			X	

Discussion: During project construction and operation, use of the project site by motor vehicles would typically result in the deposit of various materials on the roadway and adjacent areas that constitute urban pollution. Engine oil, antifreeze, heavy metals, transmission fluid, rubber, etc. can be transported in surface water runoff during storm events. As discussed in 9.a above, Standard Permit Conditions would require the project to implement a SWPPP with BMPs during construction activities to protect water quality from potential contaminants in stormwater runoff emanating from the construction site. The project would also be subject to the requirements of Provision C.3 of the Municipal Regional Stormwater NPDES Permit.

Once operational, the amount of surface runoff generated by the project is not expected to substantially increase compared to existing conditions. The project site is fully developed with substantial areas of impervious paving. The proposed redevelopment at the site would not significantly alter the quantity of impervious surfaces at either site nor alter the existing drainage patterns. No new water intensive activities are proposed that would contribute substantial additional runoff that could exceed the capacity of stormwater drainage systems in the area. Use of the project site by motor vehicles would typically result in the deposit of various materials on the roadway and adjacent areas that constitute urban pollution as previously discussed. However, such vehicle use would not be substantially greater than that under existing conditions, and no new significant sources of polluted runoff would be created.

Conclusion: Given that proposed activities at the project site is similar to existing conditions, and no new substantial runoff is expected, impacts related to runoff would be less-than-significant. Adherence to the NPDES permit requirements would further reduce any impacts.

Source: Project Plans, 2014

9.f.	Significantly degrade surface or ground-water water quality?			X	

Discussion: As discussed in **9.e** above, the project would accumulate small quantities of heavy metals, oil and grease, as well as an increase in other chemicals used by motor vehicles that may be released during first rains. The amount of runoff generated by the project is not expected to increase compared to existing conditions. The potential for impacts to groundwater quality during construction is unlikely due to the impervious nature of the project site and the limited depth at which trenching is expected to occur. Additionally, the project would comply with the provisions of the NPDES, SWPPP, and BMPs.

Conclusion: Given that proposed activities at the project site is similar to existing conditions, and no new substantial runoff is expected, impacts related to degraded water quality would be less-than-significant. Compliance with the provisions of the NPDES, SWPPP, and BMPs, would further reduce any impacts.

Source: Project Plans, 2014

9.g.	Result in increased impervious surfaces and associated increased runoff?			X	

Discussion: The project site is currently developed and covered with impervious surfaces. Redevelopment of the site would not result in a significant quantity of additional impervious surfaces. As such, there would be no significant increase in runoff.

Conclusion: Because the quantity of impervious surface at each project site would not change significantly, impacts to runoff would be less-than-significant.

Source: Project Plans, 2014

10. LAND USE AND PLANNING.

Environmental Setting

Project Site 1

Project Site 1 is located on the County Government Center Campus within Redwood City limits and is also within the Redwood City Downtown Precise Plan boundaries. Redwood City designates Project Site 1 for mixed-use downtown land uses in the Redwood City General Plan. Additionally, Project Site 1 is zoned as Public Facility (PF). The downtown area contains a variety of land uses including a mix of commercial, office, industrial, public, and quasi-public land uses. More specifically, Project Site 1 is designated in the Downtown Precise Plan for institutional land uses such as public, recreational, religious, child care, adult education uses. Additionally, a large portion of the site is a parking lot (PL). The County Government Center Campus includes the existing Motor Pool facility, the Hall of Justice, Law Library, historical museum, and a parking garage. Office and commercial land uses are located adjacent to Project Site 1, including a day care child center, as shown in **Figure 2 and Figure 6**. A proposed planned community is also under construction across the street from the County Government Center Campus at 439 Fuller Street. Once implemented, the development will entail a five-story building with 133 residential units.

According to the downtown precise plan EIR, the San Carlos Airport is located approximately 2 miles northwest. The County of San Mateo has adopted the land use control provisions for airport vicinities identified in the Federal Aviation Administration (FAA) Regulations (FAR) Part 77, Objects Affecting Navigable Airspace for the San Carlos Airport. Project Site 1 is located within airport influence area B, the height restriction area for San Carlos Airport. Therefore, any new development must be consistent with FAA regulations. A public facility is allowed a height up to 2 or 3 stories or 35 feet (Redwood City Downtown Precise Plan, 14-16).

Project Site 2

Project Site 2 is located within Redwood City limits at the County of San Mateo Corporation Yard. Redwood City designates Project Site 2 as Residential-High Density (40 dwelling units (du)/acre (ac) maximum). Additionally, Project Site 2 is zoned as Industrial Restricted District (IR). Surrounding areas include Mixed Use-Live/Work (20 du/ac) and commercial land uses. Residential neighborhoods border the western and southern portions of Project Site 2 along Chestnut Street, Buckeye Street, and Spruce Street, as shown in **Figure 3 and Figure 7**. The northern limits of Project Site 2 border the Woodside Technology Centre, which is an office park located on Spring Street. The eastern limits of Project Site 2 border a storage facility, Extra Storage-Redwood City.

Would the project:

		Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
10.a.	Physically divide an established community?				X

Discussion: The project site is developed and used by San Mateo County employees. The project would redevelop Project Site 1 as the new County EMC and relocate the exiting Motor Pool facility to Project Site 2. Project improvements would occur on the project site, and no off-site improvements are anticipated. Implementation of the project would not physically divide an established community.

Conclusion: No impact would occur with project implementation.

Source: Circlepoint, 2014

10.b.	Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X

Discussion: The project is located in Redwood City; however, as a government entity, the County would be exempt from Redwood City's regulatory thresholds. The project would be subject to noise-related regulations, plans, and policies established by San Mateo County and the Federal Transit Administration (FTA). Applicable planning documents include the San Mateo County General Plan and the San Mateo County Municipal Code. Regulations, plans, and policies presented within these documents form the basis of the significance criteria used to assess project impacts. However, for information purposed only, the project is consistent with the existing Redwood City land use designations and policies.

Conclusion: No impact would occur with project implementation.

Source: San Mateo County, 2014

10.c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

Discussion: Redwood City is not included in an adopted habitat conservation plan (HCP), Natural Community Conservation Plan (NCCP), or any other conservation plan. The San Bruno Mountain HCP is the closest HCP to Redwood City and is located approximately 12 miles north of the project site. The Santa Clara Valley NCCP is the closest NCCP to Redwood City and is located approximately 20 miles to the south in Coyote Valley. Given this, implementation of the project would not conflict with any applicable HCP or NCCP. Implementation of the project would not conflict with any applicable HCP or NCCP.

Conclusion: No impact would occur with project implementation.

Source: Redwood City New General Plan EIR, 2010 Page 4.9-24

10.d.	Result in the congregating of more than 50 people on a regular basis?				X

Discussion: Project Site 1 is located within the County Government Center campus. The County Government Center campus also includes the existing Motor Pool facility, the Hall of Justice, Law Library, historical museum, and a parking garage. Implementation of the project would redevelop the existing Motor Pool into the new EMC building. The new EMC building would be compatible with other existing structures within the County Government Center Campus. While the new structure would provide a new office location for County employees, employees would only gather at the EMC for work purposes as part of their job responsibilities. Implementation of the project would relocate the Motor Pool to Project Site 2. Existing land uses and activities would remain in place. Similarly to the new EMC at Project Site 1, people would only gather on the Project Site 2 for work purposes as part of their normal job responsibilities. Accordingly, implementation of the project would not lead to congregating of more than 50 people.

Conclusion: No impact would occur with project implementation.

Source: Circlepoint, 2014

10.e.	Result in the introduction of activities not currently found within the community?				X

Discussion: The San Mateo County vehicle fleet is parked and serviced at the existing Motor Pool at Project Site 1. As discussed, Project Site 1 is located on the San Mateo County Government Center Campus, thus adjacent areas include office buildings and a mixture of public, and quasi-public land uses. The corporation yard facility at Project Site 2 stores materials, construction equipment, and machinery onsite. Additionally, the corporation yard services county vehicles and provides offices for the San Mateo County Public Works Department.

Redeveloping Project Site 1 to accommodate the new EMC building would convert a Motor Pool site to a building that would contain daily-use offices including an emergency operations center, office of emergency services, and an information services department. Likewise, activities within this new building would be consistent with daily-use office activities on the County Government Center Campus. Therefore, the new EMC building would not result in the introduction of activities not currently found within the community.

Relocating the San Mateo County Motor Pool to the corporation yard would require some reorganization and site enhancements to accommodate the facility. However, all existing uses of the corporation yard would remain in place. Vehicle maintenance and vehicle storage associated with the Motor Pool site activities would be consistent with the activities that currently exist at the corporation yard as they both include vehicle servicing and equipment storage. While the County would need to alter the corporation yard slightly to add the for operation of the Motor Pool, Project Site 2 would be an appropriate location for the Motor Pool site and it would not result in the introduction of activities not currently found within the community. Implementation of the project would not propose new land uses not currently found within the community.

Conclusion: No impact would occur with project implementation.

Source: Circlepoint, 2014; Site visit on October 21, 2014

10.f.	Serve to encourage off-site development of presently undeveloped areas or increase development intensity of already developed areas (examples include the introduction of new or expanded public utilities, new industry, commercial facilities or recreation activities)?			X	

Discussion: Implementation of the project would redevelop Project Site 1 to accommodate a new EMC structure and relocate the existing Motor Pool to Project Site 2. The project site is already developed and used by San Mateo County employees. As discussed in the **Section 13, Population and Housing**, below, the project would not induce growth, requiring the need to expand public utilities or increase development intensity in surrounding areas. Accordingly, implementation of the project would not encourage further development.

Conclusion: The impact is less-than-significant and no mitigation is required.

Source: Circlepoint, 2014

10.g.	Create a significant new demand for housing?			X	

Discussion: The project does not propose or include plans for residential developments at Project Site 1 or Project Site 2. Additionally, the project site does not accommodate residential land use types. While the new EMC building would increase the amount of employees working at the San Mateo County Government Campus Center, the new EMC building would not create new jobs because the services already exist within the County. Therefore, implementation of the project would not create a significant new demand for housing and the impact is less-than-significant.

Conclusion: Implementation of the project would not create a new demand for housing. The impact is less-than-significant and no mitigation is required.

Source: Circlepoint, 2014

11. MINERAL RESOURCES.

Environmental Setting:

According to the Redwood City General Plan EIR, there are no known mineral resources within the city limits. The urbanization of the area over the past 40 years has resulted in extensive excavation of topsoil, and it is unlikely that any valuable mineral resources exist.

Would the project:

		Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
11.a.	Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?				X

Discussion: The project site is already fully developed. Therefore, implementation of the project would not result in any impacts to mineral resources that would be of value to the state or region. Additionally, implementation of the project would not result in a loss of availability to locally importation mineral resources delineated in local planning documents.

Conclusion: No impact would occur with project implementation.

Source: Redwood City General Plan EIR, 2010 Page 7-8

11.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?				X

Discussion: See **11.a**.

Conclusion: No impact would occur with project implementation.

Source: See **11.a**

12. NOISE.

As outlined in **Appendix F,** noise may be defined as unwanted sound. A *decibel (dB)* is a unit of measurement which indicates the relative amplitude of a sound. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 decibels represents a ten-fold increase in acoustic energy, while 20 decibels is 100 times more intense, 30 decibels is 1,000 times more intense, etc. There is a relationship between the subjective noisiness or loudness of a sound and its intensity. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness over a fairly wide range of intensities.

There are several methods of characterizing sound. The most common in California is the *A-weighted sound level* (*dB).* This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events. This *energy-equivalent sound/noise descriptor* is called L_{eq}. The most common averaging period is hourly, but L_{eq} can describe any series of noise events of arbitrary duration.

Since the sensitivity to noise increases during the evening and at night -- because excessive noise interferes with the ability to sleep -- 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The *Community Noise Equivalent Level* (*CNEL*) is a measure of the cumulative noise exposure in a community, with a 5 dB penalty added to evening (7:00 pm to 10:00 pm) and a 10 dB addition to nocturnal (10:00 pm to 7:00 am) noise levels. The *Day/Night Average Sound Level* (*DNL* or L_{dn}) is essentially the same as CNEL, with the exception that the evening time period is dropped and all occurrences during this three-hour period are grouped into the daytime period.

Construction is a temporary source of noise impacting residences and businesses located near the construction site. Construction noise can be significant for short periods of time at any particular location and generates the highest noise levels during grading and excavation, with lower noise levels occurring during building construction. Large pieces of earth-moving equipment, such as graders, scrapers, and bulldozers, generate maximum noise levels of 85 to 90 dBA at a distance of 50 feet. Typical hourly average construction-generated noise levels are approximately 80 to 85 dBA measured at a distance of 50 feet from the site during busy construction periods. Some construction techniques, such as impact pile driving, can generate very high levels of noise (105 dBA L_{max} at 50 feet) that are difficult to control. Construction activities can elevate noise levels at adjacent businesses and residences by 15 to 20 dBA or more during construction hours.

According to the Redwood City General Plan EIR (2010), the major source of noise in Redwood City is ground transportation, which includes vehicular traffic and railroad trains. Local traffic is the most significant source of community noise because it occurs everywhere and the sources are in close proximity to sensitive receptors (i.e., residences, schools, hospitals, and parks). Freeway noise can affect larger geographical areas because of the high volumes of traffic and high speeds. Trains are the source of the highest regularly occurring instantaneous maximum noise and vibration levels in the community. Aircraft operations in the vicinity of the San Carlos Airport are also a source of noise within Redwood City.

Noise levels at Project Site 1 are primarily influenced by vehicular noise on the surrounding roadways, particularly Brewster Avenue, Jefferson Avenue, and El Camino Real, and US 101, as well as railway noise. Noise at Project Site 2 primarily results from the railroad, Woodside Road, Middlefield Road, Veterans Boulevard, and US 101. Based on the General Plan EIR, the CNEL at Project Site 1 is 60 to 65 dBA, and at Project Site 2 the CNEL is up to 60 dBA CNEL. The project side is outside the noise contours of the San Carlos Airport.

Project Site 1 is surrounded by a new multifamily residential building currently under construction to the west, a childcare center to the north, and office uses to the south and east. Other office and residential uses are located in the immediately surrounding neighborhoods (see **Figure 2**). Project Site 2 is located in an established neighborhood that contains a mix of existing land uses. It is surrounded by residential uses to the south and west. Office and light industrial uses are located to the north and east, and SR 84 is immediately adjacent to the southeast (see **Figure 3**).

Would the project result in:

		Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
12.a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		

Discussion: The project is located in Redwood City; however, as a government entity, San Mateo County would be exempt from Redwood City's regulatory thresholds. The project would be subject to noise-related regulations, plans, and policies established by San Mateo County and the Federal Transit Administration (FTA). Applicable planning documents include the San Mateo County General Plan and the San Mateo County Municipal Code. Regulations, plans, and policies presented within these documents form the basis of the significance criteria used to assess project impacts.

The San Mateo County Municipal Code restricts construction activities to the hours of 7:00 am and 6:00 pm on Weekdays and 9:00 am and 5:00 pm on Saturdays, with no work occurring on Sundays or holidays, Thanksgiving, and Christmas. Government agencies can be exempted from these time limitation by stating the need to construct outside these hours in its contract, change order(s), or bid documents. Project construction is proposed to occur within these hours. The County's Municipal Code restricts operational noise to 55 dBA L_{50} between the hours of 7:00 am and 10:00 pm and 50 dBA L_{50} between the hours of 10:00 pm and 7:00 am at all residential property lines or to the level of the ambient noise environment.

The proposed EMC building at Project Site 1 would primarily house office type uses, which would not be anticipated to generate high noise levels. Noise impacts resulting from HVAC systems can vary considerably depending on the equipment selected, the system design, and the location of the equipment relative to the noise sensitive use. Noise levels from commercial HVAC systems are typically in the range of 60 to 70 dBA L_{eq} at a distance of 15 feet. The closest noise sensitive uses (the childcare facility and residences under construction across Winslow Street) are about 150 feet from the proposed EMC building. At this distance, rooftop HVAC noise would be inaudible, below ambient sounds due to traffic along local roadways.

Two emergency generators are proposed below grade in the southern portion of Project Site 1, about 270 feet from the childcare center and 200 feet from the residences under construction across Winslow Street. Emergency operations and generators would be exempt from the County's Code during emergency operations, but would not be exempt during testing operations. Based on experience with similar projects, generators are anticipated to be tested weekly for a period of 10 to 20 minutes during daytime hours and would generate noise levels in the range of 70 to 80 dBA at a distance of 23 feet. At a distance of 200 feet, and assuming an insertion loss of about 20 dB due to the underground location of the equipment, generator noise would be anticipated to be in the range of 51 to 61 dBA. Noise levels would be about 3 dBA lower at the childcare facility. These levels could exceed the 55 dBA L_{50} criteria during hours when testing occurs. This is a potentially significant impact. The following mitigation measure would reduce the impact to a less-than-significant level.

- **Mitigation Measure NOI-1:** Ensure that the emergency generators at Project Site 1 do not exceed the County's Municipal Code standards during weekly testing at any adjacent residential property line or at the nearby childcare facility. This can be achieved through the following measures:
    - All testing of the generators shall be conducted between the hours of 7:00 am and 10:00 pm on weekdays.
    - The generators shall be designed to meet a combined noise level of 74 dBA or less at a distance of 23 feet from the location of the underground structure housing the generators. A combination of selecting 'quiet' equipment, locating venting away from sensitive uses, and/or using sound attenuating walls or enclosures could be used to achieve this standard.
    - Based on the final design plans, specific controls necessary to reduce operational noise levels to meet the standard shall be prepared.

At Project Site 2, proposed Motor Pool activities are anticipated to be similar to activities currently occurring at the Motor Pool located at Project Site 1. At Project Site 1, existing Motor Pool operations were observed to be primarily located indoors and were not audible outside the bays during the noise monitoring survey. Outdoor activities observed during the noise monitoring survey included occasional, brief periods of truck backup alarm use and the hand washing of vehicles. Neither of these activities generated considerable noise. An outdoor compressor is proposed to be installed behind the new Butler Building, which is adjacent to residences to the south. The compressor is specified to have sound attenuating walls and/or be enclosed to mitigate noise impacts; however, the exact specifications of this piece of equipment are unavailable at this time. Without mitigation, it is possible that the compressor would exceed the Municipal Code standards. This is a potentially significant impact. Incorporation of the following mitigation measure would reduce the impact to a less-than-significant level.

- **Mitigation Measure NOI-2:** Ensure that noise generated by mechanical equipment at Project Site 2, including the proposed compressor, does not exceed the County's Municipal Code standards (55 dBA L_{50} between the hours of 7:00 am and 10:00 pm and 50 dBA L_{50} between the hours of 10:00 pm and 7:00 am) at any adjacent residential property line. This can be achieved through the selection of 'quiet' equipment, locating enclosure openings, venting, etc., away from residences, and/or the use of sound attenuating walls. Based on the final design plans, specific controls necessary to reduce operational noise levels to meet the standards shall be prepared.

Conclusion: With implementation of **Mitigation Measures NOI-1** and **NOI-2** above, potential noise impacts would be reduced to a less-than-significant level.

Source: Illingworth & Rodkin, 2014; Project Plans, 2014

12.b. Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?			X	

Discussion: For structural damage, the FTA uses a construction vibration limit of 0.5 in/sec PPV for reinforced concrete, steel, or timber buildings (no plaster), 0.3 in/sec PPV for engineered concrete and masonry buildings (no plaster), 0.2 in/sec PPV for non-engineered timber and masonry buildings, and a limit of 0.12 in/sec PPV for buildings that extremely susceptible to vibration damage. The conservative building damage limit of 0.2 in/sec PPV is used in this discussion.

Construction activities would result in varying levels of groundborne vibration, depending on the equipment used, construction activities, and the location of equipment. Typically, the primary source of major construction vibration impacts for this type of project would be impact pile driving, blasting, and possibly the movement of large tracked dozers and compactors. For the EMC Project, the use of blasting, impact pile driving, and tracked dozers and compactors is not anticipated. Typical vibration levels for construction equipment at a distance of 25 feet are indicated below in **Table 6.**

Table 6. Vibration Source Levels for Construction Equipment

Equipment		**PPV at 25 feet (in/sec)**
Pile Driver (Impact)	upper range	1.158
	typical	0.644
Pile Driver (Sonic)	upper range	0.734
	typical	0.170
Clam shovel drop		0.202
Hydromill (slurry wall)	in soil	0.008
	in rock	0.017
Vibratory Roller		0.210
Hoe Ram		0.089
Large bulldozer		0.089
Caisson drilling		0.089
Loaded trucks		0.076
Jackhammer		0.035
Small bulldozer		0.003

Source: Transit Noise and Vibration Impact Assessment, United States Department of Transportation, Federal Transit Agency, Office of Planning and Environment, May 2006

Based on an analysis of equipment likely to be used by contractors, vibration levels generated by project construction equipment would be below the 0.2 in/sec PPV criterion used to assess the potential for cosmetic or structural damage to nearby buildings within a distance of 25 feet. There are no existing structures located within 25 feet of proposed construction activities. As such, structural damage on the surrounding structures would not be expected

Conclusion: Given that equipment used during project construction is not expected to generate vibration levels above the thresholds established by FTA, impacts related to ground-borne vibration and noise would be less-than-significant.

Source: Illingworth & Rodkin, 2014; Project Plans, 2014

12.c.	A significant permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		X		

Discussion: The project would be considered to result in a significant impact if the project would permanently increase existing noise levels by 5 dBA or more but remain below the normally acceptable noise threshold (55 dBA L_{dn} for residential uses), or permanently increase existing noise levels by 3 dBA or more and exceed the normally acceptable noise threshold.

Based on noise monitoring conducted for the project, ambient noise levels at the childcare facility and adjacent residences under construction near Project Site 1 were calculated to be 61 to 66 dBA L_{dn}, based on their proximity to Winslow Street and Brewster Avenue. Ambient noise levels at residences nearest to Project Site 2 were calculated to be 50 to 64 dBA L_{dn}, depending on their proximity to local roadways.

Operational noise was described in item **12.a** with respect to the applicable local limits contained in the San Mateo County Municipal Code. As described in 12.a new operational activities at Project Site 1 would not be anticipated to be audible during daytime or nighttime hours at the adjacent childcare facility or residences under construction. At Project Site 2, proposed operational activities are not anticipated to increase noise levels by more than 1 dBA L_{dn} above existing levels, with the possible exception of the proposed compressor, as described in **12.a**.

Due to the proximity of the Project Site 1 and Project Site 2 to each other, the relocation of the Motor Pool from Project Site 1 to Project Site 2 is not anticipated to generate any substantial changes in traffic volumes or patterns. During emergency operations, up to 33 additional staff would utilize the EMC Building; however, emergency operations would typically be exempt from the County's standards and this small increase in vehicles would not be anticipated to substantially increase traffic noise levels on the roadway network.

Conclusion: With the implementation of **Mitigation Measure NOI-1** above any impacts related to permanent ambient noise levels would be reduced to a less-than-significant level.

Source: Illingworth & Rodkin, 2014; Project Plans, 2014

12.d.	A significant temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	

Discussion: Item **12.a** evaluated construction noise with regard to applicable local limits contained in the San Mateo County Municipal Code. The discussion below evaluates the noise impacts resulting from project construction activities when compared to ambient noise conditions. Typically, construction activities would be considered to result in a significant temporary noise increase if noise generating activities would occur for longer than 12-months and noise levels are anticipated to exceed 60 dBA L_{eq} and the ambient by 5 dBA L_{eq} or more at nearby noise sensitive receptors.

Construction noise levels would vary by phase and vary within phases based on the amount of equipment in operation and location where the equipment is operating. Typical construction noise levels at a distance of 50 feet are shown in **Tables 7 and 8**. **Table 7** shows the average noise level range by construction phase and **Table 8** shows the maximum noise level range for different construction equipment. **Table 7** levels are consistent with construction noise levels calculated for the project using the Federal Highway Administration's (FHWA) Roadway Construction Noise Model (RCNM), including the anticipated equipment that would be used for each phase of the project. Most demolition and construction noise is in the range of 80 to 90 dBA at a distance of 50 feet from the source.

Table 7. Typical Ranges of Construction Noise Levels at 50 Feet, dBA L_{eq}

	Domestic Housing		Office Building, Hotel, Hospital, School, Public Works		Industrial Parking Garage, Religious Amusement & Recreations, Store, Service Station		Public Works Roads & Highways, Sewers, and Trenches	
	I	II	I	II	I	II	I	II
Ground Clearing	83	83	84	84	84	83	84	84
Excavation	88	75	89	79	89	71	88	78
Foundations	81	81	78	78	77	77	88	88
Erection	81	65	87	75	84	72	79	78
Finishing	88	72	89	75	89	74	84	84

I - All pertinent equipment present at site, **II** - Minimum required equipment present at site.

Source: US EPA., Legal Compilation on Noise, Vol. 1, p. 2-104, 1973

Table 8. Construction Equipment 50-foot Noise Emission Limits

Equipment Category	L_{max} Level (dBA)[1,2]	Impact/Continuous
Arc Welder	73	Continuous
Auger Drill Rig	85	Continuous
Backhoe	80	Continuous
Bar Bender	80	Continuous
Boring Jack Power Unit	80	Continuous
Chain Saw	85	Continuous
Compressor[3]	70	Continuous
Compressor (other)	80	Continuous
Concrete Mixer	85	Continuous
Concrete Pump	82	Continuous
Concrete Saw	90	Continuous
Concrete Vibrator	80	Continuous
Crane	85	Continuous
Dozer	85	Continuous
Excavator	85	Continuous
Front End Loader	80	Continuous
Generator	82	Continuous
Generator (25 KVA or less)	70	Continuous
Gradall	85	Continuous
Grader	85	Continuous
Grinder Saw	85	Continuous
Horizontal Boring Hydro Jack	80	Continuous
Hydra Break Ram	90	Impact
Impact Pile Driver	105	Impact
Insitu Soil Sampling Rig	84	Continuous
Jackhammer	85	Impact
Mounted Impact Hammer (hoe ram)	90	Impact
Paver	85	Continuous
Pneumatic Tools	85	Continuous
Pumps	77	Continuous
Rock Drill	85	Continuous
Scraper	85	Continuous

Slurry Trenching Machine	82	Continuous
Soil Mix Drill Rig	80	Continuous
Street Sweeper	80	Continuous
Tractor	84	Continuous
Truck (dump, delivery)	84	Continuous
Vacuum Excavator Truck (vac-truck)	85	Continuous
Vibratory Compactor	80	Continuous
Vibratory Pile Driver	95	Continuous
All other equipment with engines larger than 5 HP	85	Continuous

Notes:

[1] Measured at 50 feet from the construction equipment, with a "slow" (1 sec.) time constant.

[2] Noise limits apply to total noise emitted from equipment and associated components operating at full power while engaged in its intended operation.

[3] Portable Air Compressor rated at 75 cfm or greater and that operates at greater than 50 psi.

The highest noise levels would be generated during demolition, site preparation, excavation, grading, and trenching. Noise generated during construction of structures is generally lower. Once construction moves indoors, minimal noise would be generated at off-site locations. During construction, maximum noise levels would vary depending on the equipment operating onsite. The typical range of maximum noise levels would be 80 to 90 dBA L_{max} at a distance of 50 feet. Hourly average noise levels generated by construction are about 81 dBA to 88 dBA L_{eq} measured at a distance of 50 feet from the center of a busy construction site. Hourly average construction noise levels associated with the erection of the project buildings would be anticipated to range from approximately 63 to 71 dBA at a distance of 50 feet. The noise levels associated with construction of the project buildings would be substantially less than the noise levels associated with demolition, grading, and pavement activities during project site preparation.

Noise sensitive properties closest to Project Site 1 include the childcare facility and residences under construction across Winslow Street, both located approximatley150 feet from the location of the proposed EMC Building. At Project Site 2, residences are located directly adjacent to the project site. Construction noise levels typically drop off at a rate of about 6 dBA per doubling of distance. Noise levels at a distance of 150 feet would be about 10 dBA lower than those specified above and in **Tables 7** and **8**. Shielding provided by barriers or structures can provide an additional 5 to 10 dBA noise reduction at distant receptors.

Construction would occur within the allowable hours under the County's Municipal Code. The duration of construction is anticipated to be about 14 months at Project Site 1 and about 6 months at Project Site 2. At Project Site 1, existing daytime noise levels range from about 55 to 65 dBA L_{eq} at nearby noise sensitive land uses (childcare facility and residences under construction across Winslow Street). Construction noise levels are anticipated to be 71 dBA to 78 dBA L_{eq} at the sensitive uses during periods of heavy construction. Although construction noise is anticipated to exceed 60 dBA L_{eq} and the ambient by 5 dBA L_{eq} or more at nearby noise sensitive receptors during periods of heavy construction such as demolition and site preparation, these higher noise levels are not anticipated to occur for a period greater than 12 months. Construction at Project Site 2 would exceed 60 dBA L_{eq} and the ambient by 5 dBA L_{eq} or more at nearby noise sensitive receptors; however, construction is anticipated to be completed within 6 months. The following list of 'best practices' would ensure that no significant impacts would occur:

- Per San Mateo County's Municipal Code, if construction is necessary outside of the established construction windows, the County shall state the need to construct outside these hours in its contract, change order(s), or bid documents.
- Prohibit unnecessary idling of internal combustion engines. Equip all equipment driven by internal combustion engines with mufflers which are in good mechanical condition, appropriate for the equipment, and no less effective that those originally installed by the

manufacturer.

- Utilize "quiet" air compressors and other stationary noise sources where technology exists.
- Locate stationary noise-generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors and place equipment so that emitted noise is directed away from nearby sensitive receptors.
- Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment when located within 200 feet of adjoining sensitive land uses. Temporary noise barrier fences would provide a 5 dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receiver and if the barrier is constructed in a manner that eliminates any cracks or gaps.
- Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.
- Notify all neighbors located adjacent to the construction site of the construction schedule in writing.
- Designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and instituting reasonable measures as warranted to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

Conclusion: With the incorporation of the best practices listed above, impacts related to temporary or periodic ambient noise levels would be less-than-significant.

Source: Illingworth & Rodkin, 2014; Project Plans, 2014

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

Discussion: The project site is located approximately 3 miles southeast of the San Carlos Airport and approximately 20 miles northwest of the San Jose International Airport. As discussed above in **Environmental Setting**, the project site is outside the noise contours of the San Carlos Airport. Additionally, as discussed in **Section 13, Population as Housing** the proposed EMC building could accommodate some potential future jobs; however this job growth is not likely to result in significant population growth in the area beyond what is forecasted.

Conclusion: Given that the project site is outside of the San Carlos Airport noise contours, the project would not expose people residing or working in the project areas to excessive noise levels and any impacts would be less-than-significant.

Source: Illingworth & Rodkin, 2014; Redwood City General Plan EIR, 2010 Figure 4.10-3; Project Plans, 2014

12.f.	For a project within the vicinity of a private airstrip, exposure to people residing or working in the project area to excessive noise levels?				X

Discussion: There are no private airstrips known to be located within or in the near vicinity of Redwood City. The closest airport to the project site is the San Carlos Airport, which is a public general aviation facility located along US 101 near Redwood Shores. As such, the project would not be exposed to excessive noise levels generated by a private airstrip.

Conclusion: Given that there are no known private airstrips within the vicinity of either project site, there would be no impact.

Source: Redwood City General Plan EIR, 2010 Page 4.10-16; Project Plans, 2014

13. POPULATION AND HOUSING.

Environmental Setting:

The Redwood City General Plan includes a growth capacity for the development of up to 28,030 new jobs and up to 9,103 new dwelling units through 2030. With its current development and this amount of growth capacity, Redwood City could grow to 86,010 jobs and 46,284 dwelling units in total, supporting a residential population of 116,731 people.

Would the project:

		Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
13.a.	Induce significant 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)?				X

Discussion: The project is an industrial/office use and does not include the construction of any residential units. The project predominantly includes the relocation of existing jobs located in other, existing County government spaces within close proximity to project area, all within Redwood City.

The proposed EMC building could accommodate some potential future jobs; however this job growth would not result in significant population growth in the area beyond what is forecasted in the Redwood City General Plan.

The project does not involve the extension of an existing road or infrastructure that would provide access to other portions of the City and County, and therefore, would not be considered growth inducing. Project construction could foster some limited short-term economic growth associated with construction employment opportunities.

Conclusion: No impact would occur with project implementation.

Source: Project Plans, 2014; Redwood City, 2010; *Redwood City General Plan*

13.b.	Displace existing housing **(including low- or moderate-income housing)**, in an area that is substantially deficient in housing, necessitating the construction of replacement housing elsewhere?				X

Discussion: There is no housing existing or proposed on either Project Site 1 or Project Site 2; therefore, the project would not displace existing housing, necessitating the construction of replacement housing elsewhere. No impact would occur.

Conclusion: No impact would occur with project implementation.

Source: Project Plans, 2014

13.c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

Discussion: Please see discussion for **13.b.** above. There is no housing on either project site; therefore, the project would not displace any residents, necessitating the construction of replacement housing elsewhere. No impact would occur and no mitigation is required.

Conclusion: No impact would occur with project implementation.

Source: Project Plans, 2014

14. PUBLIC SERVICES.

The Redwood City Fire Department (Fire Department) provides fire prevention, medical response, and property protection services within Redwood City and would provide protection services for the project site. According to the Fire Department, they have 69 staff members, including one fire chief, four battalion chiefs, 18 fire captains, 20 firefighters/engineers, 18 paramedic certified firefighters/engineers, one fire marshal, three fire prevention officers, as well as administrative personnel. There are five fire stations within Redwood City and the closest station is Station 9 located at 755 Marshall Street, approximately 0.3 mile away from Project Site 1 and 0.5 mile from Project Site 2. The Fire Department has a minimum daily staffing requirement of 20 on-duty staff per day, which allows them to reach their goal of responding to calls for service within five minutes at least 85 percent of the time.

The Redwood City Police Department provides police protection services for both Project Site 1 and Project Site 2. It is headquartered at 1301 Maple Street; approximately 0.75 mile from the project site. The Police Department consists of 135 full time employees with 96 sworn members and 39 non-sworn support staff. The office-to-population ratio is 1.23 officers per 1,000 residents. The average response time was 2.22 minutes for emergency calls, 66 minutes for urgent calls, and 88 minutes for routine calls during the 2007 to 2008 fiscal year. These response rates are within the established response time goal of five minutes or less for emergency calls.

Three public school districts serve Redwood City: The Redwood City School District (RCSD), the Belmont-Redwood Shores School District (BRSD), and the Sequoia Union High School District (SUHSD). The RCSD operates the majority of elementary schools, as well as two middle schools. The BRSD oversees two existing elementary schools within Redwood City. SUHSD operates Redwood City's two high schools (one of which is a continuation school), as well as two charter schools.

Redwood City contains approximately 36 parks, including mini parks, neighborhood parks, community parks, and special facilities parks. The nearest park to Project Site 1 is Little River Mini Park (0.1 acre); and the nearest park to Project Site 2 is Hoover Community Park (10.5 acres), which is approximately 1,100 feet southeast of the site.

There are four public library branches located within Redwood City. The Redwood City Public Library, located at 1044 Middlefield Road, is approximately 0.5 mile from the project site.

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

	Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
14.a. Fire protection?			X	

Discussion: The Redwood City Fire Department currently provides fire and emergency services within Redwood City. Fire Station 9, located at 755 Marshall Street, is approximately 0.3 mile away from Project Site 1 and 0.5 mile from Project Site 2 and serves as the headquarters for the Fire Department. Station 9 is equipped with one fire engine, one 100-foot aerial ladder truck, one reserve 100-foot ladder truck, one breathing support unit, and one battalion chief vehicle. Station 9 also houses Redwood City's Alternate Emergency Operations Center and the County's Alternate Fire Dispatch Center. The Redwood City Fire Department would continue to provide fire protection services once the project is implemented.

The project does not include plans for new residential development and would not substantially increase the population at the site or in the vicinity of the project. Implementation of the project would not generate a demand for increased fire protection services that would require additional staff, facilities, equipment, or construction of a new fire station.

Conclusion: The project would not result in the need for new or physically altered fire protection facilities. Therefore, no significant impacts to fire service would occur and no mitigation would be required.

Source: Redwood City General Plan EIR, 2010 Page 4.12-3, Project Plans 2014

14.b. Police protection?			X	

Discussion: The Redwood City Police Department currently provides emergency services to Project Site 1 and Project Site 2. The Redwood City Police Department would continue to provide such services once the project is implemented as well. The project does not include plans for residential development and is not anticipated to result in any growth-inducing effects requiring additional police services. Therefore, no impact to police service would occur and no mitigation is required.

Conclusion: The project would not result in the need for new or physically altered police protection facilities. Therefore, no significant impacts to fire service would occur and no mitigation would be required.

Source: Redwood City General Plan EIR, 2010 Page 4.12-5, Project Plans 2014

14.c. Schools?				X

Discussion: The project does not include plans for residential developments and is not anticipated to result in any growth-inducing effects that would require additional school services. The project would not result in the need for new of physically altered school facilities.

Conclusion: No impact would occur with project implementation.

Source: Project Plans, 2014

14.d. Parks?				X

Discussion: The project does not include plans for residential developments and is not anticipated to result in any growth-inducing effects that would require additional parks and recreation facilities. The project would not result in the need for new of physically altered parks and recreation facilities.

Conclusion: No impact would occur with project implementation.

Source: Project Plans, 2014

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

Discussion: There are three hospitals in Redwood City. The closest hospital to Project Site 1 is the Sequoia Hospital Health and Wellness Center, and the closest hospital to Project Site 2 is Kaiser Permanente Medical Center. As previously discussed, the project does not include plans for residential developments and is not anticipated to result in any growth-inducing effects that would require additional public facilities, including hospitals. The project would not result in the need for new of physically altered public facilities.

Conclusion: No impact would occur with project implementation.

Source: Project Plans, 2014

15. RECREATION.

Environmental Setting:

Redwood City has approximately 233 acres of active developed parkland within Redwood City's sphere of influence, and approximately 700 acres of designated open space. Almost 20 percent of Redwood City's active parkland is associated with school facilities (including athletic fields and playgrounds). Other public park and recreational facilities in Redwood City include community centers, trails, and swimming pools.

The nearest park to Project Site 1 is Little River Mini Park (0.1 acre); located approximately 1,600 feet southwest of the site. The nearest park to Project Site 2 is Hoover Community Park (10.5 acres), which is approximately 1,100 feet southeast of the site.

Would the project:

		Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
15.a.	Increase the use of existing neighborhood or regional parks or other recreational facilities such that significant physical deterioration of the facility would occur or be accelerated?				X

Discussion: As discussed in **Section 13, Population and Housing**, the project does not include the construction of any residential units nor would it result in significant job creation that would create significant population growth in the area. Additionally, the project includes redevelopment of previously developed sites, which would not result in any additional demand for parks or recreation.

Conclusion: No impact would occur with project implementation.

Source: Redwood City General Plan EIR, May 2010 Section 4.13, Recreation, Parks, and Open Space; Project Plans, 2014

15.b.	Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Discussion: The project does not include the construction or expansion of any recreational facilities. As noted under item **15.a**, the project would not generate demand for additional recreational facilities.

Conclusion: No impact would occur with project implementation.

Source: Redwood City General Plan EIR, May 2010 Section 4.13, Recreation, Parks, and Open Space; Project Plans, 2014

16. TRANSPORTATION/TRAFFIC.

Environmental Setting:

The project area is located in the southeastern portion of Redwood City; both Project Site 1 and Project Site 2 are located north of Whipple Avenue, east of State Route 82 (SR 82/El Camino Real), south of SR 84/Woodside Road, and west of Veterans Boulevard and US 101. SR 82/El Camino Real, SR 84/Woodside Road, and US 101 provide regional access to the project area.

US 101 is a major north-south regional freeway that extends in an east-west direction within the project area and generally provides four mixed-flow lanes in each direction. During the AM and PM commute times, one lane in each direction is reserved for use by high occupancy vehicles. Access to the freeway is provided via the Veterans Boulevard/SR 84/Woodside Road interchange and the Whipple Avenue interchange.

Local access to Project Site 1 is provided via Veteran's Boulevard, SR 82/El Camion Real, Brewster Avenue, and Winslow Street. Local access to Project Site 2 is provided via Veteran's Boulevard, Middlefield Road, Chestnut Street, and Spring Street. These roadways are described below.

Both SR 84/Woodside Road and SR 82/El Camino Real are both arterial roadways and designated state highways. SR 84/Woodside Road provides four-to six-lanes in a north-south direction, while SR 82/El Camino Real provides two to three lanes in an east-west direction. SR 84/Woodside Road intersects Veterans Boulevard in the direct vicinity of Project Site 2.

Veterans Boulevard is a two-to six lane east-west arterial located entirely within Redwood City that extends from its inception point north of Whipple Avenue to US 101, southeasterly to its termination point at SR 84/Woodside Road.

Brewster Avenue is a two lane bicycle boulevard that travels east-west and is located entirely within Redwood City. It provides routes for bicyclists, automobiles, and pedestrians. It contains an existing Class II Bicycle Lane.

Middlefield Road is a two lane north-south transit streets that begins in Redwood City and continues south to the City of Palo Alto. It accommodates a moderate to high volume of through-traffic within and beyond Redwood City.

Chestnut Street travels east-west and is both a local and industrial two-lane street in the vicinity of the project area. An active railway line spans within the middle of street, splitting east and west bound travelers. Chestnut Street is designated as a proposed Class II or Class III bicycle lane. Winslow and Spring Streets are both two lane pedestrian streets, with Winslow traveling east-west, and Spring Street traveling north-south. These streets serve pedestrians and lower volumes of vehicle traffic; which also make them appropriate for bicyclists as well. Chestnut, Winslow, and Spring Streets are all located entirely within Redwood City.

Commuter rail service (Caltrain) station is located a little over 0.25 mile from Project Site 1 and a little over 1 mile from Project Site 2. Within the vicinity of the project area, the San Mateo County Transit District (Samtrans) offers bus lines 270, 276, 397, and FLX San Carlos route.

The existing Motor Pool facility access is from 40-foot easement accessed off Winslow Street located at the eastern extent of Project Site 1. This easement provides access to other, surrounding County buildings and facilities. Access to Project Site 2 is from two existing driveways located off of Spring and Chestnut Streets.

Pedestrian facilities exist in the project area. There are existing sidewalks exist along both sides of Chestnut, and Spring Streets and the east side of Winslow Street. Construction along the west side of Winslow Street has temporarily removed the sidewalk.

Would the project:

		Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
16.a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	

Discussion: The project is exempt from Redwood City plans, ordinances, and policies. The project does not require any physical changes to the existing roadway system, thus does not affect the existing roadway network nor conflict with existing circulation patterns or alternative transportation modes. Project Site 1 proposes to redevelop the site with a compatible land use to the surrounding area. Project Site 2 proposes to introduce a land use which is compatible to uses currently being conducted on the existing site. The project would not introduce new transportation patterns into the project area given the compatibility and similarity in proposed use to existing conditions.

At Project Site 1, construction would involve demolition of the existing Motor Pool facility, site preparation including grading activities and the off-haul of up to 8,778 cubic yards of material, and EMC structure construction. At Project Site 2, construction involves the demolition of the existing survey shed, surrounding site improvements, and construction of a new Butler Building. During construction at Project Site 1, traffic patterns associated with other users in the County Government Center campus who also utilize the private driveway to access the surface parking lots and parking structure on the bridge will be limited. However, a secondary driveway currently also provides access to both of these parking areas and will continue to be accessible during temporary times of construction. Trucks hauling debris and material off-site will be routed from Winslow Street to Brewster Street to Veteran's Boulevard. Trucks will either travel north to Whipple Avenue or south to SR 84/Woodside Road to ultimately reach US 101. Construction activities at Project Site 2 will not impact existing traffic patterns, as all construction vehicles, materials, and equipment storage can be accommodated onsite.

Conclusion: Given that the project is exempt from local plans and policies, and that the project does not require any physical changes to the existing roadway, the project would have a less-than-significant impact related to applicable plans and policies.

Source: Project Plans, 2014; Redwood City, 2010; *Redwood City General Plan, Built Environment Circulation Figure BE-12: Bikeway Plan*

16.b.	Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways?			X	

Discussion: The City/County Association of Governments of San Mateo County 2011 Congestion Management Program (C/CAG 2011, CMP) requires new development projects that add 100 or more peak hour trips to the CMP roadway to implement Travel Demand Management (TDM) measures that would reduce potential impacts. The CMP excludes construction traffic from conformance with CMP traffic Level of Service (LOS) standards.

Project Site 1 currently has multiple vehicles traveling in and out of the site throughout the day. With implementation of the proposed EMC building, vehicle travel to and from the site would be reduced to the number of employees present each day (up to approximately 33). Vehicle ingress/egress at Project Site 2 would likely increase with the implementation of the Motor Pool; however, it is unlikely that it would result in 100 or more peak hour trips to the CMP, particularly since Motor Pool vehicles are typically used throughout work hours, and less so during peak commuting periods.

Construction activities would require additional vehicles for hauling material and equipment to and from the project site and could result in 100 or more trips per day. These potential project transportation- related impacts would be temporary in nature and limited to associated construction activities; as such, the project would not conflict with the applicable congestion management program.

Conclusion: The project would not conflict with an applicable congestion management program or other standards established by the County congestion management agency.

Source: C/CAG 2011 CMP; Project Plans, 2014

16.c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in significant safety risks?				X

Discussion: Project Site 1 and Project Site 2 are located over 3 and 4 miles south from the San Carlos Airport (respectively) and over 12 and 14 miles south from the San Francisco International Airport (respectively). Construction of the EMC building at Project Site 1 would not exceed three stories or a maximum height of 35 feet while construction of the new Butler Building at Project Site 2 would not exceed one-story or a maximum height of 15 feet. Both heights are compatible at maintaining airspace compatibility in the vicinity of the San Carlos Airport. The project would not result in an airport safety hazard that could affect air traffic patterns

Conclusion: No impact would occur with project implementation.

Source: San Mateo County Comprehensive Airport Land Use Plan, 1996; Project Plans, 2014; Google Maps, 2014

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

Discussion: The project does not include any changes to local streets or intersections, nor propose any new curb cuts to or from public roadways. Access to Project Site 1 would be provided off of a private easement owned by the County which currently serves as a driveway providing access to the existing site, as well as to other surrounding County-owned parking areas within the Government Center campus. A new loading zone for official County vehicle use only is proposed to be located onsite, parallel to the existing private access easement at the eastern side of EMC building. Access to this loading zone would also be provided by the existing private access easement which serves as a driveway.

Access to Project Site 2 will utilize two existing driveways which currently provide access to the site from Spring and Chestnut Streets. Existing conditions of Project Site 2 provide ample onsite circulation area to accommodate the additional Motor Pool use relative to the other existing uses being conducted given its proposed location at the far, western extent of the project site. The project would not introduce or significantly increase hazards due to design features or incompatible uses

Conclusion: No impact would occur with project implementation.

Source: Project Plans,2014

16.e.	Result in inadequate emergency access?				X

Discussion: As the project site proposes to be accessible from existing driveways; emergency vehicles would continue to be able to access the project site without any difficulty.

Conclusion: No impact would occur with project implementation.

Source: Project Plans, 2014

16.f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X	

Discussion: Transit options, bicycle, and pedestrian options in the vicinity of the project site (see **Environmental Setting** above for detail) would not be affected by implementation of the project as no external circulation improvements on nearby roadways, or public rights-of-way are proposed. Further, the project would not result in a permanent increase in population that would use public transit, bicycle or pedestrian facilities. Temporary impacts to bicycle and pedestrian users along Winslow Street may result during construction activities at Project Site 1. See detailed discussion in **16.a** above regarding temporary construction impacts. Construction staging of vehicles, equipment, and materials would occur entirely onsite at Project Site 2, thus not impair the performance of any surrounding alternative transportation facilities. The project would not conflict with any adopted policies, plans, or programs that support public transit, bicycle, or pedestrian facilities.

Conclusion: No impact would occur with project implementation.

Source: Project Plans, 2014

16.g.	Cause noticeable increase in pedestrian traffic or a change in pedestrian patterns?			X	

Discussion: Activities proposed to be conducted within the EMC building are currently being conducted at other buildings and spaces with the County Government Center campus, so noticeable changes in pedestrian patterns to the site would be less-than-significant. Any increase in pedestrian traffic at Project Site 2 associated with the Motor Pool facility is anticipated to be negligible and would occur entirely onsite and with pedestrians associated with the other existing, compatible activities currently being conducted.

Conclusion: The project would not result in a significant noticeable increase in pedestrian traffic or change in pedestrian patterns and the impact would be less-than-significant.

Source: Project Plans, 2014

16.h.	Result in inadequate parking capacity?			X	

Discussion: Daily operations at Project Site 1 would result in up to 33 employees onsite at any one time. Users for the emergency operations and information services department would only occur during times. The 29 onsite parking spaces provided onsite, combined with the ability to use the County employee/user parking garage located immediately adjacent to Project Site 1 is anticipated to meet both the daily demand of typical operation use, as well as times of emergency operation and other uses at the site.

Conclusion: The project would not result in inadequate parking capacity.

Source: Project Plans, 2014

17. UTILITIES AND SERVICE SYSTEMS.

Environmental Setting:

Water

Redwood City's potable municipal water supply is provided by the Hetch-Hetchy regional water system operated by the San Francisco Public Utilities Commission (SFPUC). Redwood City's recycled water system provides non-potable water supply. Redwood City does not use groundwater as a municipal potable water source.

Wastewater

South Bayside System Authority treatment plant provides wastewater services for Redwood City. According to the Redwood City General Plan, the South Bayside System Authority treatment plant has an operating capacity of 29 million of gallons per day (mgd) average dry weather flow (ADFW) and has plans to expand capacity allocation over a 10 to 15 year time frame.

Solid Waste

Redwood City generates 88,921 tons of solid waste per year, mostly from commercial and institutional users. Approximately 90 percent of the solid waste collected from Redwood City is sent to the Ox Mountain Sanitary Landfill. Ox Mountain Landfill is at 20 percent of its capacity.

Would the project:

		Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
17.a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	

Discussion: Project Site 1 would produce wastewater that is typical of commercial sites, similar to the structures surrounding the site on the County Government Campus. Project Site 2 already produces wastewater that is typical for industrial sites. The project site already operates under a RWQCB discharge permit. New underground utility and sewer lines that would be installed as part of the project would accommodate potential wastewater generated by the project. As a result, no specific changes to the wastewater treatment plant would be required to treat these flows. Therefore, no impacts related to the RWQCB wastewater treatment requirements for the regional wastewater treatment plant would be expected.

Conclusion: The impact is less-than-significant and no mitigation is required.

Source: Project Plans, 2014

17.b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	

Discussion: The project proposes to redevelop Project Site 1 into an EMC building. Additionally, the project would repurpose a portion of Project Site 2 into the relocated Motor Pool site. The project site is already developed and receives potable water and wastewater services from Redwood City. Given the types of uses proposed at both sites, it is likely that the demand for water and wastewater treatment services would only slightly increase. The new EMC office would require more potable water and wastewater services than under existing conditions, similar to surrounding commercial buildings. Relocating the Motor Pool site to Project Site 2 would slightly increase the amount of water and wastewater demand compared to existing conditions at the specific site for car washing, servicing, etc. However, because the Motor Pool is an existing facility within the water/wastewater service area, moving to a new location would not increase the project's water and wastewater demand as a whole. The project site is served by the same utility providers and would not cause a new impact Therefore, such services could accommodate the project and would not require construction of new facilities.

Conclusion: Municipal water and wastewater services within Redwood City both have available capacity; therefore, such services could accommodate the project. The impact is less-than-significant and no mitigation is required.

Source: Redwood City General Plan EIR, 2010 section 4.15

17.c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	

Discussion: As discussed in the project description, a new drainage infrastructure is proposed as part of the new EMC structure at Project Site 1. The existing storm drainage, joint trench, water services, and sewer services onsite would remain, but may undergo some modifications to accommodate new site design. Additionally, new drainage infrastructure is proposed at Project Site 2 with the intention of maintaining the existing flows and direction of stormwater runoff. The existing storm drainage, joint trench, water services, and sewer services onsite would also remain with some possible modifications due to new site design.

Conclusion: The project would result in a less-than-significant impact to drainage capacity.

Source: Project Plans, 2014

17.d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	

Discussion: See **17.b**

Conclusion: See **17.b**

Source: See **17.b**

17.e. 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?			X	

Discussion: See **17.b**

Conclusion: See **17.b**

Source: See **17.b**

17.f. Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	

Discussion: The project proposes to redevelop Project Site 1 into the EMC building. Additionally, the project would repurpose a portion of Project Site 2 into the relocated Motor Pool site. The project site is already developed and receives landfill and solid waste services from Redwood City. Construction of the project would demolish 237,000 cubic feet of material. Approximately 70,000 of the 237,000 cubic yards of material would remain onsite as fill material. Portions of the debris would be recycles in accordance with County Building Code regulations. The debris would be hauled and disposed at Ox-Mountain Sanitary Landfill.

It is likely that solid waste demand services would slightly increase from operation of the project. Similar to analysis in **17.b**, relocating the Motor Pool site to Project Site 2 would slightly increase the amount of solid waste compared to existing conditions at the specific site. However, shifting the Motor Pool to a new location would not increase the project's solid waste amount as a whole, because the Motor Pool site already exists and is currently serviced by Redwood City's landfill location. The new EMC structure at Project Site 1 would likely increase solid waste demand, consistent with surrounding commercial structures; however, Redwood City's landfill source is well under capacity and could accommodate the project.

Conclusion: The impact is less-than-significant and no mitigation is required.

Source: Redwood City General Plan EIR, 2010, section 4.15; Project Plans, 2014

17.g.	Comply with Federal, State, and local statutes and regulations related to solid waste?			X	

Discussion: The project consists of proposed residential and commercial land uses which would not result in the generation of unique types of solid waste that would conflict existing regulations applicable to solid waste disposal. The County would continue to comply with existing federal, state, and local regulations

Conclusion: The impact is less-than-significant and no mitigation is required.

Source: Project Plans, 2014

17.h.	Be sited, oriented, and/or designed to minimize energy consumption, including transportation energy; incorporate water conservation and solid waste reduction measures; and incorporate solar or other alternative energy sources?			X	

Discussion: The new EMC building would have a similar office uses as surrounding structures, but would have a larger footprint than the existing conditions owing to the increase size and scale of the structure. Additionally, IT services and data centers would be stored in the new EMC, which typically have high energy usage. The project would relocate the Motor Pool site to Project Site 2, which would slightly increase the consumption at the specific site. However, shifting the Motor Pool to a new location would not increase the project's consumption amount as a whole, because the Motor Pool site already exists and is currently serviced by Redwood City's electricity provider, Pacific Gas & Electric (PG&E). The County will comply with policies in the County's Energy Efficiency Climate Action Plan, including compliance with AB 32, Governor's Executive Order S-3-05, Goal 2 Commercial and Industrial Energy Efficiency, and Goal 3 Energy Efficiency in New Construction. With implementation of such measures, the project would reduce energy consumption and increase conservation initiatives.

Conclusion: The impact is less-than-significant and no mitigation is required.

Source: Project Plans, 2014; County of San Mateo, Energy Efficiency Climate Action Plan, 2014 Page 52

17.i.	Generate any demands that will cause a public facility or utility to reach or exceed its capacity?			X	

Discussion: See **17.b** and **17.f**

Conclusion: See **17.b** and **17.f**

Source: See **17.b** and **17.f**

18. MANDATORY FINDINGS OF SIGNIFICANCE.

		Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
18.a.	Does the project have the potential to degrade the quality of the environment, significantly 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, 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?		X		

Discussion: As described throughout this document, the project would not substantially degrade the quality of the environment. As described in **Section 4, Biological Resources**, the project as proposed does not have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife species population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. As described in **Section 5, Cultural Resources**, implementation of identified Mitigation Measures would reduce potential impacts to subsurface archeological resources and human remains to a less-than-significant level.

Conclusion: Implementation of the mitigation measures identified in **Section 5, Cultural Resources** would reduce potential impacts on unknown prehistoric Native American remains and important examples of major California history and prehistory to a less-than-significant level if they are uncovered as a result of construction activities.

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

Discussion: A cumulative impact refers to a project's incremental effect together with other closely related past, present, and reasonably foreseeable future projects whose impact may compound or increase the incremental effect of the project. The project would not have impacts to aesthetics, agricultural resources, greenhouse gas emissions, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, transportation and circulation, or utilities and service systems. The project would potentially result in site specific impacts to cultural resources, biology, geology and soils, hazards and hazardous materials, air quality, and noise, but would not combine with off-site impacts. However, incorporation of mitigation measures would reduce impacts to these resources to less-than-significant levels as identified in **Section 3, Air Quality, Section 4, Biological Resources, Section 5, Cultural Resources, Section 6 Geology and Soils, Section 8 Hazards and Hazardous Materials, Section 9, Hydrology and Water Quality,** and **Section 12, Noise.**

Future development of the areas in vicinity of the project site was considered and forecasted in both the Redwood City General Plan EIR and Redwood City Downtown Precise Plan EIR. The Redwood City General Plan EIR forecasted a build-out analysis to the year 2030, while the Downtown Precise Plan forecasted build-out to the year 2033 to capture the potential growth in the area. The General Plan EIR identified significant and unavoidable impacts to the future demand for water supply and tidal inundation in susceptible areas related to sea level rise. The Redwood City Downtown Precise Plan EIR identified significant and unavoidable impacts to intersections and freeway ramps outside the immediate vicinity of the project area, as well as flooding impacts related to sea level rise. The project would not result in individual impacts to traffic, hydrology/water quality and other areas that would result in broader regional impacts. The project's contribution to significant cumulative impacts to traffic and hydrology/water quality would not be considerable.

Conclusion: Given that there are no significant impacts associated with the revised project and all potential impacts are reduced to a less-than-significant level through mitigation, there would not be any cumulatively considerable impacts.

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

Discussion: As described throughout this environmental document, the project would not result in substantial environmental effects on human beings through incorporation of identified mitigation. Implementation of mitigation measures as identified in **Section 3, Air Quality, Section 4, Biological Resources, Section 5, Cultural Resources, Section 6 Geology and Soils, Section 8 Hazards and Hazardous Materials, Section 9, Hydrology and Water Quality,** and **Section 12, Noise.**

Conclusion: Implementation of the project would not result in any significant unavoidable impacts, impacts that are cumulatively considerable, or directly or indirectly cause substantial adverse effects on human beings. Identified impacts in this document can be mitigated to a less-than-significant level through incorporation of mitigation measures.

RESPONSIBLE AGENCIES. Check what agency has permit authority or other approval for the project.

AGENCY	YES	NO	TYPE OF APPROVAL
US Army Corps of Engineers (CE)		X	
State Water Resources Control Board		X	
Regional Water Quality Control Board	X		General Construction Permit and Municipal Regional Stormwater Permit.
State Department of Public Health		X	
San Francisco Bay Conservation and Development Commission (BCDC)		X	
US Environmental Protection Agency (EPA)		X	
County Airport Land Use Commission (ALUC)		X	
CalTrans		X	
Bay Area Air Quality Management District	X		Operation of the generators at Project Site 1 would require permits from the BAAQMD, since they are equipped with engines larger than 50 hp.
US Fish and Wildlife Service		X	
Coastal Commission		X	
City of Redwood City		X	
Sewer/Water District:		X	
Other:		X	

MITIGATION MEASURES		
	Yes	No
Mitigation measures have been proposed in project application.	X	
Other mitigation measures are needed.		X
The following measures are included in the project plans or proposals pursuant to Section 15070(b)(1) of the State CEQA Guidelines: See mitigation measures identified in **Section 3, Air Quality, Section 4, Biological Resources, Section 5, Cultural Resources, Section 6 Geology and Soils, Section 8 Hazards and Hazardous Materials, Section 9 Hydrology and Water Quality,** and **Section 12, Noise.**		

DETERMINATION (to be completed by the Lead Agency).

On the basis of this initial evaluation:

_____ I find the project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Planning Department.

X I find that although the project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because of the mitigation measures in the discussion have been included as part of the project. A NEGATIVE DECLARATION will be prepared.

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

Rebecca Dubois
(Signature)

3/4/15
Date

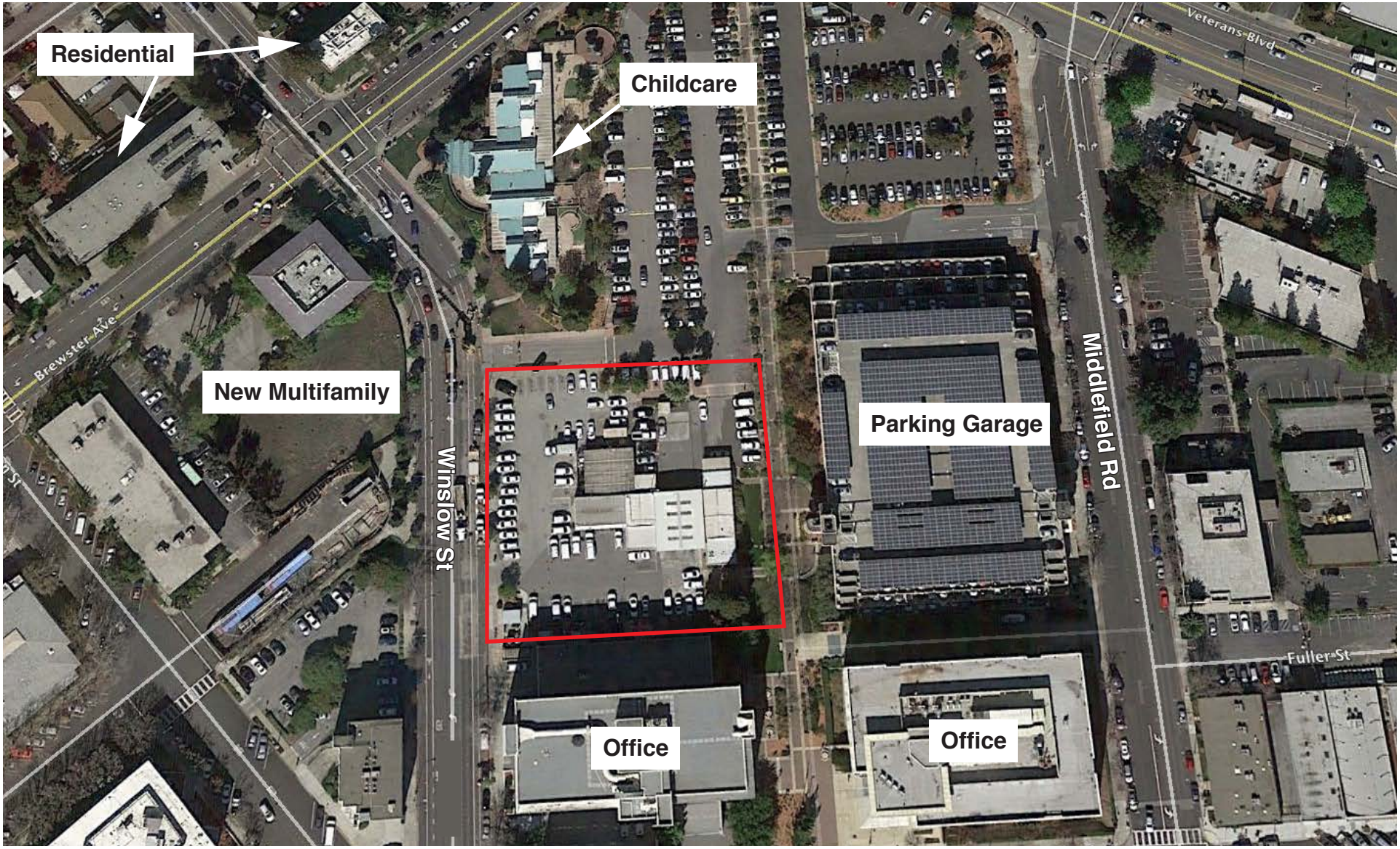
Capital Construction Manager
(Title)

Initial Study Checklist 10.17.2013.docx

Project Location

Figure 1

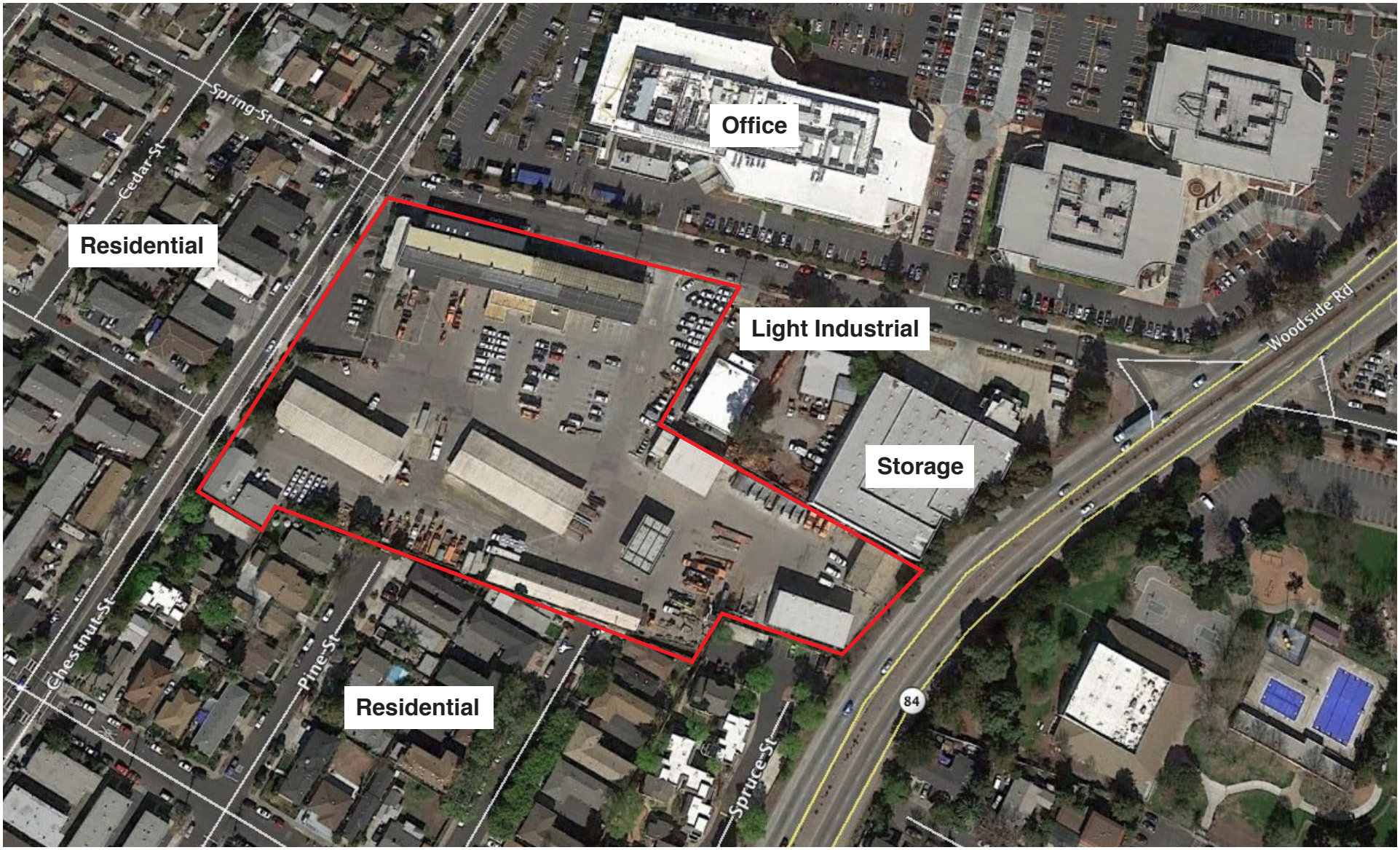
Source: Circlepoint, 2014



Project Site 1, Existing Conditions

Figure 2

Source: Circlepoint, 2014



N

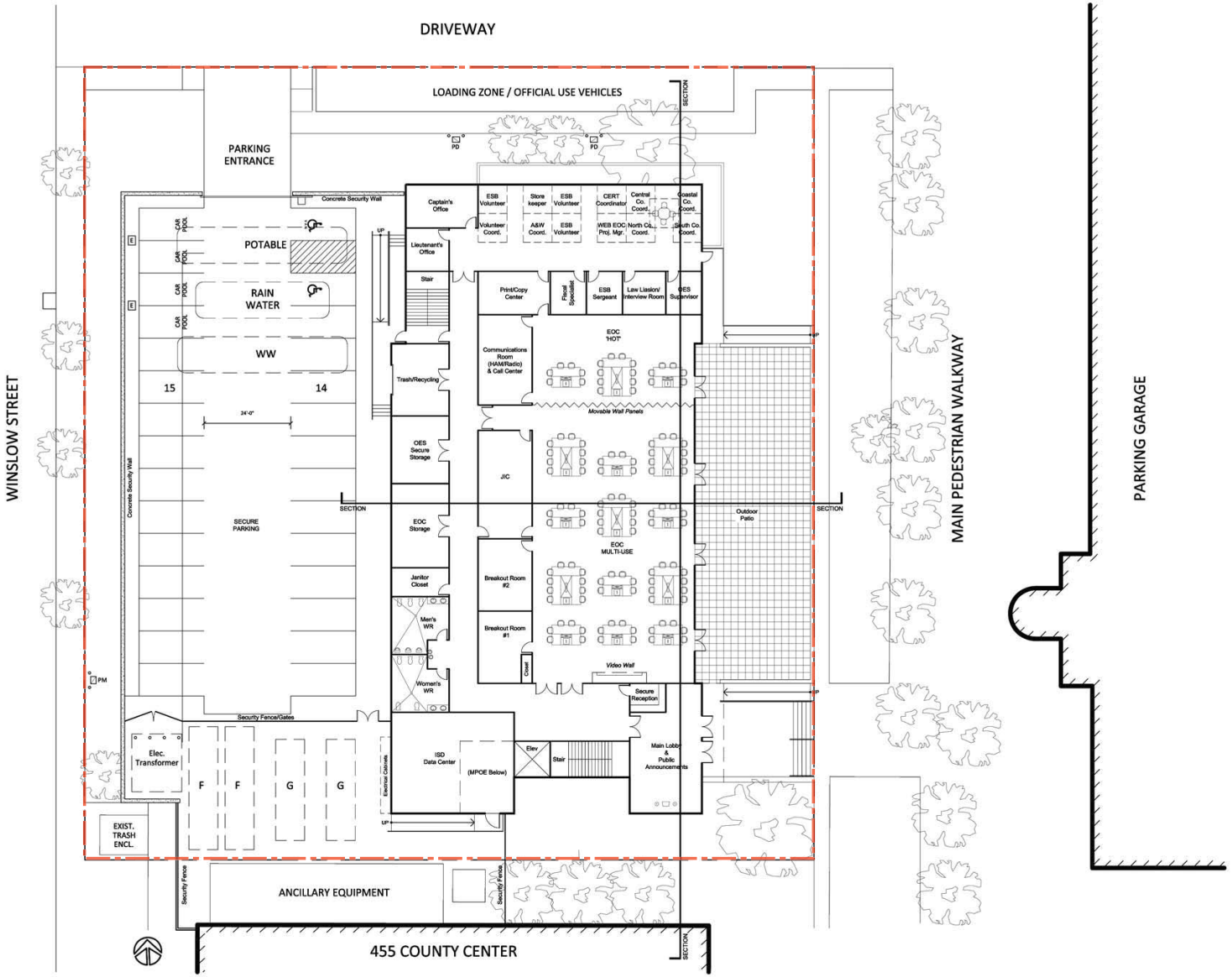
0 25 100

FEET

Project Site 2, Existing Conditions

Figure 3

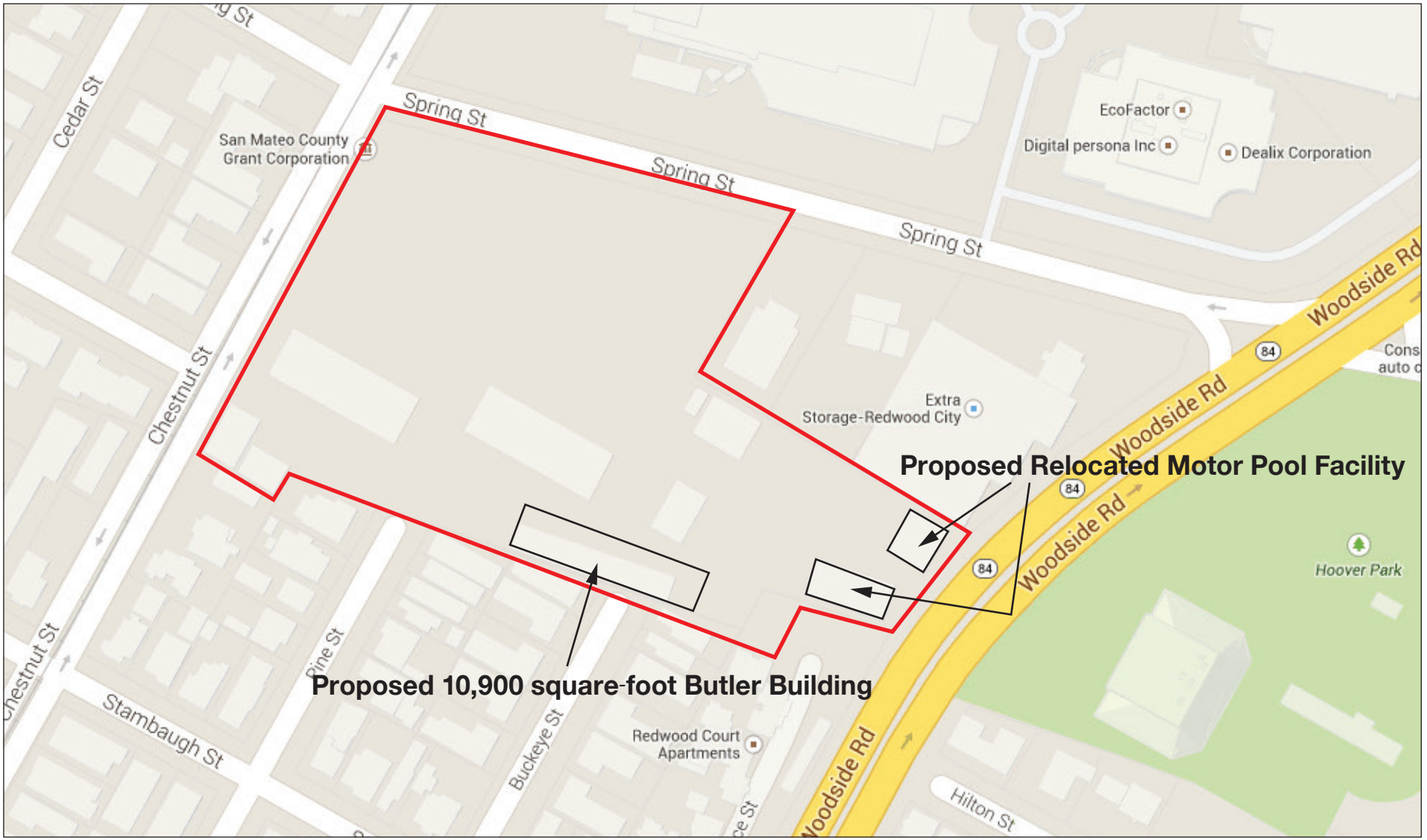
Source: Circlepoint, 2014



Project Site 1 - EMC Proposed Site Plan

Figure 4

Source: SMCO, 2014



Legend

Project Site

N

Not to Scale

Project Site 2 – Motor Pool Proposed Site Plan

Figure 5

Source: Circlepoint, 2014

a.

b.

c.

Project Site 1 – Site Photographs

Figure 6

Source: Circlepoint, 2014

a.

b.

c.

Project Site 2 – Site Photographs

Figure 7

Source: Circlepoint, 2014

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