

**COUNTY OF SAN MATEO
PLANNING AND BUILDING DEPARTMENT**

DATE: September 14, 2022

TO: Planning Commission

FROM: Planning Staff

SUBJECT: EXECUTIVE SUMMARY: Consideration of a Grading Permit for earthwork involving 23,000 cubic yards (c.y.) of cut and 3,000 c.y. of fill, associated with a new three-story, 136,706 sq. ft., Research and Development building ("2900 Bay Road") with an open plaza and 198 parking spaces, on a 109,706 sq. ft. property on Bay Road, between 2nd Avenue to the south and Barron Avenue to the north, in the unincorporated North Fair Oaks area of San Mateo County.

County File Numbers: PLN 2021-00249 (Bauen Fund 2018 2920 LLC)

PROPOSAL

The "2900 Bay Road" project includes a new three-story, 136,706 sq. ft., Research and Development (R&D) building with an open plaza and 198 parking spaces, on a 109,706 sq. ft. property. The subject property consists of 6 parcels to be merged, including 890 Barron Avenue and properties at 2910, 2920, 2930, and 2964 Bay Road (APNs 054-172-010, -020, -050, -160, -170, and a portion of -180). A portion of APN 054-172-180 is within the city limits of Redwood City ("City"), with the remainder within the unincorporated County. The subject parcel is currently developed with industrial buildings and parking lots which are proposed to be demolished. A total of ten (10) trees would be removed, none of which are significant (trees with diameters at breast height (dbh) of 12 inches or more).

In addition to the Grading Permit that is the subject of the Planning Commission's consideration, the project also requires a Site Development Permit (PLN 2021-00245) and Merger (PLN 2021-00248) which are being processed in a separate ministerial permit process by the County. Merger of the subject parcels within the County's jurisdiction is contingent upon the division of APN 054-172-180 at the City/County limit; the City is processing the requested division, which is anticipated to conclude after the Planning Commission's action on the Grading Permit, but successful completion of the division will be required prior to issuance of project building permits per Condition 3.

The applicant has a separate application to the City for the development of 14,464 sq. ft. of R&D space on three (3) parcels located to the east of the subject parcels within the City's jurisdiction, including APNs 054-172-060, 070, and a portion of -180. This portion of the development is referred to as "2950 Bay Road" and is not within the County's permitting jurisdiction, and therefore is not included in the subject proposal.

RECOMMENDATION

That the Planning Commission approve the Grading Permit, by making findings and adopting the conditions of approval in Attachment A of the staff report.

SUMMARY

Conformance with the General Plan and County Grading Regulations: The project requires the issuance of a Grading Permit for earthwork involving 23,000 c.y. of cut and 3,000 c.y. of fill that is needed to construct a 71,547 sq. ft., partially sub-grade, parking level and foundation for the building. As required by Conditions 11, 12, and 17, the project would comply with State requirements to obtain coverage under the State General Construction Activity NPDES Permit, implement stormwater pollution prevention measures, and implement dust control during grading and construction. For sewer service, the Fair Oaks Sewer Maintenance District reviewed and preliminarily approved the project. For water service, the City of Redwood City Municipal Water Department has reviewed and preliminarily approved the project. Project conditions of approval have been added.

Compliance with North Fair Oaks Community Plan: The project complies with several policies of Goal 2.2, which calls for the County to promote revitalization through redevelopment of underutilized and vacant land in North Fair Oaks to create jobs and housing and support community and economic development. The project also complies with Goal 2.5, which calls for the County to create distinct gateways at key locations in North Fair Oaks that reflect the area's unique identity. The project site is located approximately 1,000 feet west of the 5th Avenue and Bay Road primary gateway. The well-designed building, which incorporates large glass exterior walls within a modern cementitious form, and an open plaza and landscaping along Bay Road, will add an attractive large development within proximity of this important entry point.

Compliance with Zoning Regulations: The proposed use, research and development, is principally permitted in the Mixed-Use Industrial/North Fair Oaks District (M-1/NFO) Zoning District. The project complies with all applicable development standards as described below:

Development Standards	Required in M-1/NFO	Proposed
Maximum Building Site Coverage	80%	75.41%
Maximum Building Floor Area Ratio for Industrial Use	1.25 (137,133 sq. ft.)	1.25 (136,706 sq. ft.)
Minimum Front Setback for Industrial Use	10 feet minimum; 20 feet maximum along Bay Road Minimum 8-foot sidewalk along Bay Road	10 feet from Bay Road 16 feet+ along Bay Road with sidewalk easement
Minimum Rear Setback	None required	8.5 feet

Development Standards	Required in M-1/NFO	Proposed
Minimum Right Side Setback	None required; Minimum 5-foot-wide sidewalk along Barron Avenue	5.5 feet from Barron Avenue
Minimum Left Side Setback	None required; Minimum 8-foot sidewalk along 2nd Avenue	8.5 feet from 2nd Avenue
Maximum Building Height	40 feet	40 feet (Stair and elevator exempt from height, per ADA regulations)
Minimum Parking Spaces	183 stalls	198 stalls
Minimum Bicycle Parking Spaces	137 spaces (private) 30 spaces (public)	140 spaces (private) 30 spaces (public)

Environmental Review: Planning staff has reviewed the applicant’s environmental analysis and determined that the project is consistent with the scope of the North Fair Oaks Community Plan Environmental Impact Report (EIR), and that the project would not result in any new or more severe impacts. All applicable and feasible mitigation measures from the North Fair Oaks Community Plan EIR are incorporated into this project as proposed conditions of approval. Pursuant to CEQA Guidelines Sections 15168(c) and 15162, no further environmental review is required.

Based on trip generation rates recommended by the Institute of Transportation Engineers (ITE), the project is estimated to generate 1,477 net daily trips, with 45 net new trips during the AM peak hour and 39 net new trips during the PM peak hour. The proposed project would add trips to the southbound movement at the Second Avenue and Middlefield Road intersection which is operating at a substandard level of service under existing conditions without the project. The Second Avenue and Middlefield Road intersection meets the peak-hour signal warrant under background and cumulative conditions. Per Condition 55, prior to the issuance of a building permit, the Applicant shall contribute to the County an amount proportional to the project’s traffic impact.

Review by the North Fair Oaks Community Council: At its April 28, 2022 public meeting, the North Fair Oaks Community Council (NFOCC) provided a unanimous recommendation of approval of Grading Permit to the Planning Commission, with the request that the applicant use Bay Road for project construction vehicle access and parking and discourage construction parking and access along 2nd Avenue and Barron Avenue to minimize traffic conflicts with residents of the trailer park across the street. Planning staff worked with the applicant’s team on a Logistics Plan and the requirements of Condition 27 which address the NFOCC’s recommendations.

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**COUNTY OF SAN MATEO
PLANNING AND BUILDING DEPARTMENT**

DATE: September 14, 2022

TO: Planning Commission

FROM: Planning Staff

SUBJECT: Consideration of a Grading Permit, pursuant to Section 9283 of the County Ordinance Code, for earthwork involving 23,000 cubic yards (c.y.) of cut and 3,000 c.y. of fill, associated with a new three-story, 136,706 sq. ft., Research and Development building (“2900 Bay Road”) with an open plaza and 198 parking spaces, on a 109,706 sq. ft. property on Bay Road, between 2nd Avenue to the south and Barron Avenue to the north, in the unincorporated North Fair Oaks area of San Mateo County.

County File Numbers: PLN 2021-00249 (Bauen Fund 2018 2920 LLC)

PROPOSAL

The “2900 Bay Road” project includes a new three-story, 136,706 sq. ft., Research and Development (R&D) building with an open plaza and 198 parking spaces, on a 109,706 sq. ft. property. The subject property consists of 6 parcels to be merged, including 890 Barron Avenue and properties at 2910, 2920, 2930, and 2964 Bay Road (APNs 054-172-010, -020, -050, -160, -170, and a portion of -180). A portion of APN 054-172-180 is within the city limits of Redwood City (“City”), with the remainder within the unincorporated County, as shown in the map in Attachment B.

In addition to the Grading Permit that is the subject of the Planning Commission’s consideration, the project also requires a Site Development Permit (PLN 2021-00245) and Merger (PLN 2021-00248) which are being processed in a separate ministerial permit process by the County. Merger of the subject parcels within the County’s jurisdiction is contingent upon the division of APN 054-172-180 at the City/County limit; the City is processing the requested division, which is anticipated to conclude after the Planning Commission’s action on the Grading Permit, but successful completion of the division will be required prior to issuance of project building permits per Condition 3 in Attachment A.

The property is zoned Mixed-Use Industrial/North Fair Oaks District (M-1/NFO) with General Plan Land Use Designations of Medium High Density and Industrial Mixed Use. The subject parcel is currently developed with industrial buildings and parking lots. The existing buildings are proposed to be demolished. A total of ten (10) trees would be removed, none of which are significant (trees with diameters at breast height (dbh) of 12

inches or more). The immediate area consists of industrial uses and buildings along Bay Road and Barron Avenue, commercial and industrial buildings along 2nd Avenue, and single-family residences located to the northeast (City of Redwood City).

The applicant has a separate application to the City for the development of 14,464 sq. ft. of R&D space on three (3) parcels located to the east of the subject parcels within the City's jurisdiction, including APNs 054-172-060, 070, and a portion of -180. This portion of the development is referred to as "2950 Bay Road" and is not within the County's permitting jurisdiction, and therefore is not included in the subject Grading Permit Application.

RECOMMENDATION

That the Planning Commission approve the Grading Permit, by making findings and adopting the conditions of approval in Attachment A.

BACKGROUND:

Report Prepared By: Camille Leung, Senior Planner

Applicant: Tony Ponterio, Director of Development

Owner: Bauen Fund 2018 2920 LLC

Public Notification: Ten (10) day advanced notification for the hearing was mailed to property owners within 300 feet of the project parcel and a notice for the hearing posted in the San Mateo Times newspaper. Notice was also sent to interested parties who provided comment during the Major Development Pre-Application Meeting for this project.

Location: 890 Barron Avenue and properties at 2910, 2920, 2930, and 2964 Bay Road, in the North Fair Oaks area of unincorporated San Mateo County

Property Size: 109,706 sq. ft. (approx. 2.5 acres)

APN(s): 054-172-010, -020, -050, -160, -170, and -180

Existing Zoning: Mixed-Use Industrial/North Fair Oaks District (M-1/NFO)

General Plan Designation: Medium High Density, Industrial Mixed Use

Existing Land Use: The subject parcel is currently developed with industrial buildings and parking lots.

Water Supply: City of Redwood City Municipal Water Department

Sewage Disposal: Fair Oaks Sewer Maintenance District

Flood Zone: Zone X (Area of Minimal Flood Hazard); Panel: 06081C0302E; Effective Date: 10-16-2012.

Environmental Evaluation: A California Environmental Quality Act (CEQA) analysis was performed to determine whether the project was included in the analysis completed for the North Fair Oaks Community Plan Environmental Impact Report (EIR) and whether any circumstances requiring additional environmental review are present. Staff determined that no circumstances requiring additional environmental review were present.

Setting: The subject parcel is currently developed with industrial buildings and parking lots. The existing buildings are proposed to be demolished. The immediate area consists of industrial uses and buildings along Bay Road and Barron Avenue, commercial and industrial buildings along 2nd Avenue, and single-family residences located to the northeast (City of Redwood City).

Chronology:

<u>Date</u>	<u>Action</u>
July 12, 2021	- Applicant submits the subject Grading Permit application (discretionary permit process) for a Research and Development Facility spanning properties owned by the subject property owner over eight parcels within the unincorporated area of the County of San Mateo and City of Redwood City. Also, applications were submitted for the associated Site Development Permit and Merger which are ministerial permits (administrative processing with no public notice and not subject to appeal).
October 4, 2021	- In response to a project referral sent by the Project Planner, San Mateo Local Agency Formation Commission staff provides a letter stating that the project area is adjacent to City of Redwood City boundaries, is eligible for annexation, and a portion of the project site is already in the City of Redwood City (Attachment B). Specifically, the letter states that, in 1954, the City of Redwood City annexed an area at the corner of 2nd Street and Bay Road, referred to in the annexation documents as Lot 4 and a portion of Lot 3. LAFCo staff states that, in review of the project plans dated June 18, 2021, the City/County boundary line does go through a portion of APN 054-172-180 and appears to cut through part of the proposed building.

- LAFCo staff also identified potential Fair Oaks Sewer Maintenance District (FOSMD) sewage treatment capacity constraints, including that FOSMD may prioritize affordable housing projects on properties not eligible for annexation to the City over projects on properties which are eligible for annexation.
 - The County requests that the applicant provide sewer demand generation rates for review by FOSMD.
- November 4, 2021 - Applicant informs the County that they do not intend to pursue annexation to the City of Redwood City.
- November 30, 2021 - Applicant submits revised plans (2nd resubmittal) to address review agency comments.
- February 14, 2022 - Applicant submits a revised design (3rd resubmittal) for a building spanning the subject parcels located within the County unincorporated area. Project development on parcels located within the City of Redwood City (City) is being processed separately by the City.
- April 28, 2022 - North Fair Oaks Community Council (NFOCC) public meeting. The NFOCC made recommendations to limit project construction access and parking to Bay Road, additional landscaping along Barron Avenue, and community access to the proposed plaza along Bay Road.
- May 2, 2022 - Project Planner advises the applicant to seek a lot line adjustment for the 2 parcels within the City and APN 054-172-180 which is within both the City's and County's jurisdiction, to facilitate merger of the portion of the parcel within the County's jurisdiction with the other project parcels within the County's jurisdiction (Merger required prior to issuance of building permits per Condition 3).
- May 16, 2022 - Major development public workshop (remote meeting). No members of the public attend.
- June 3, 2022 - Applicant submits revised traffic report to address DPW and Planning comments.
- August 11, 2022 - Redwood City Fire Department provides preliminary project approval. Application is deemed complete.

- September 14, 2022 - Planning Commission public hearing for Grading Permit.
- Sept/October 2022 - County to review Site Development Permit (PLN 2021-00245) and Merger (PLN 2021-00248).

DISCUSSION

A. KEY ISSUES

1. Conformance with the General Plan

a. Soil Resources

Policy 2.23 (*Regulate Excavation, Grading, Filling, and Land Clearing Activities Against Accelerated Soil Erosion*) calls for the County to regulate excavation, grading, filling, and land clearing activities to protect against accelerated soil erosion and sedimentation. The project requires the issuance of a Grading Permit for earthwork involving 23,000 cy of cut and 3,000 cy of fill that is needed to construct a 71,547 sq. ft., partially sub-grade, parking level and foundation for the building. As required by Conditions 11, 12, and 16, the project would comply with State requirements to obtain coverage under the State General Construction Activity NPDES Permit, implement stormwater pollution prevention measures, and implement dust control during grading and construction.

b. Water Supply and Wastewater

For sewer service, on behalf of the Fair Oaks Sewer Maintenance District (Sewer District), the Department of Public Works' Utilities-Flood Control-Watershed Protection Section reviewed and preliminarily approved the project subject to its letter dated January 10, 2022 (Attachment F). Conditions of approval have been added to Attachment A. The Sewer District has performed a capacity analysis of the additional sewage anticipated to be generated by the new development and delivered into the Sewer District facilities and has determined that the Sewer District facilities have sufficient capacity to accommodate the increased flow. As provided in that analysis, no upgrades or improvements are required.

For water service, the City of Redwood City Municipal Water Department has reviewed and preliminarily approved the project subject to conditions of approval, which have been added to Attachment A.

c. Compliance with North Fair Oaks Community Plan

The project complies with several policies of Goal 2.2, which calls for the County to promote revitalization through redevelopment of underutilized and vacant land in North Fair Oaks to create jobs and housing and support community and economic development. The project also complies with Goal 2.5, which calls for the County to create distinct gateways at key locations in North Fair Oaks that reflect the area's unique identity. The following summarizes the applicable policies of the Community Plan and how each is addressed by the project:

- (1) Policy 2A: Identify areas that should be preserved for current and future industrial and job-generating uses, particularly in existing industrial areas identified as appropriate for additional development. Designate and preserve these areas for activities that are consistent with industrial and job-generating uses, such as warehousing, office, research and development, and light manufacturing and assembly. The subject project consists of a three-story, 136,706 sq. ft., Research & Development building on 6 parcels that are currently developed with small, one-story industrial buildings and parking lots. The existing buildings are proposed to be demolished. The project, which incorporates an open plaza and landscaping along Bay Road, will blend in well with the Stanford property to the north and with industrial buildings and uses on 2nd Avenue and Barron Avenue.

- (2) Policy 5A: Designate the following six locations as primary gateways: El Camino Real and 5th Avenue; Middlefield Road at the Southern Pacific Railroad crossing (at the potential site of the multi-modal transit hub); Middlefield Road and 8th Avenue; 5th Avenue and Bay Road; Spring Street and Charter Street; and Marsh Road at the Southern Pacific Railroad crossing. Apply distinctive design treatments and streetscape elements to distinguish gateways as key entry and exit points to and from North Fair Oaks. The project site is located approximately 1,000 feet west of the 5th Avenue and Bay Road intersection. The well-designed building, which incorporates large glass exterior walls within a modern cementitious form, an open plaza and landscaping along Bay Road, will add an attractive large development within proximity of this important entry point to the industrial area of North Fair Oaks.

2. COMPLIANCE WITH COUNTY ZONING REGULATIONS

The property is located within the Mixed-Use Industrial/North Fair Oaks District (M-1/NFO) Zoning District. The proposed use, research and development, is principally permitted in the M-1/NFO Zoning District. The project complies with applicable development standards as listed below:

Development Standards	Required in M-1/NFO	Proposed
Building Site Area	10,000 sq. ft.	13,225 sq. ft. (existing)
Minimum Average Parcel Width	100 feet	> 240 feet
Maximum Building Site Coverage	80%	75.41%
Maximum Building Floor Area Ratio for Industrial Use	1.25 (137,133 sq. ft.)	1.25 (136,706 sq. ft.)
Minimum Front Setback for Industrial Use	10 feet minimum; 20 feet maximum along Bay Road Minimum 8-foot sidewalk along Bay Road	10 feet from Bay Road 16 feet+ along Bay Road with sidewalk easement
Minimum Rear Setback	None required	8.5 feet
Minimum Right Side Setback	None required; Minimum 5-foot-wide sidewalk along Barron Avenue	5.5 feet from Barron Avenue
Minimum Left Side Setback	None required; Minimum 8-foot sidewalk along Second Avenue	8.5 feet from 2nd Avenue
Maximum Building Height	40 feet	4 feet (Stair and elevator exempt from height, per ADA regulations)
Minimum Parking Spaces	183 stalls (1 space: 750 sq. ft.)	198 stalls (Includes 7 Accessible; 2 Van Accessible; and 47 Compact)
Minimum Bicycle Parking Spaces	137 spaces (private) 30 spaces (public)	140 spaces (private) 30 spaces (public)

3. COMPLIANCE WITH COUNTY GRADING REGULATIONS

The proposed project requires approximately 23,000 c.y. of cut and 3,000 c.y. of fill to accommodate the proposed building. Planning and Geotechnical staff have reviewed the proposal and submitted documents and determined that the project conforms to the criteria for review contained in the Regulations for Excavating, Grading, Filling and Clearing on Lands in

Unincorporated San Mateo County (referred to in this report as “Grading Regulations”). The findings and supporting evidence are outlined below:

- a. **That the granting of the permit will not have a significant adverse effect on the environment.**

The project will have a less-than-significant impact on the environment with the implementation of standard conditions of approval which will require excavated earth to be off-hauled and deposited to an approved disposal location, require application of erosion control measures prior to and during project grading and construction, place limitations on grading during the wet season, and require the Project Engineer to submit written certification that all grading has been completed in conformance with the approved plans, conditions of approval, and the Grading Regulations.

- b. **That the project conforms to the criteria of the San Mateo County Grading Ordinance.**

The project, as it will be conditioned, conforms to the criteria for review contained in the Grading Regulations, including an erosion and sediment control plan, dust control measures, and required replacement of removed vegetation.

- c. **That the project is consistent with the General Plan.**

As outlined earlier in Section A of this report, the project conforms to the North Fair Oaks Community Plan, the applicable component of the County’s General Plan.

B. ENVIRONMENTAL REVIEW

The applicant submitted an environmental checklist titled “2900 Bay Road Project: Environmental Checklist” (Attachment G). County Planning has reviewed the document and determined that the project is consistent with the scope of the North Fair Oaks Community Plan Environmental Impact Report (EIR), and that the project would not result in any new or more severe impacts. All applicable and feasible mitigation measures from the North Fair Oaks Community Plan EIR are incorporated into this project as proposed conditions of approval. Pursuant to CEQA Guidelines Sections 15168(c) and 15162, no further environmental review is required.

C. REVIEW OF PROJECT TRAFFIC BY THE DEPARTMENT OF PUBLIC WORKS

Department of Public Works (DPW) staff have reviewed the submitted traffic reports prepared by Hexagon Transportation Consultants, Inc. (Project Traffic Engineer). The following is a summary of the findings of the traffic report. Recommendations of the report have been incorporated as conditions of approval.

1. Project Trip Generation: Based on trip generation rates recommended by the Institute of Transportation Engineers (ITE), the project is estimated to generate 1,477 net daily trips, with 45 net new trips (41 inbound and 4 outbound) during the AM peak hour and 39 net new trips (12 fewer inbound and 51 outbound) during the PM peak hour.
2. Level of Service Analysis: With the signalization expected at the intersection of Fifth Avenue and Bay Road before the proposed project is built, the intersection would operate at an acceptable level of service under background and cumulative conditions. Operations at the intersection of Second Avenue and Middlefield Road would decline due to the project. The southbound movement at the intersection is operating at a substandard level of service under existing conditions without the project. The proposed project would add trips to the southbound left turn movement from Second Avenue to Middlefield Road. The Second Avenue and Middlefield Road intersection meets the peak-hour signal warrant under background and cumulative conditions. Per Condition 55, prior to the issuance of a building permit, the Applicant shall contribute to the County an amount proportional to the project's traffic impact.
3. Consistency with NFO Community Plan: Based on the revised Transportation Impact Analysis dated June 3, 2022, the report states that there has been one other R&D development proposed within the North Fair Oaks Community Plan Area since the Plan's approval. A Mixed-Use development at 2875 El Camino Real proposes 17,962 sq. ft. of R&D space, which represents 8.55% of the total net new industrial buildout. Therefore, the two proposed projects would represent 73.79% of the total net new industrial buildout and would be consistent with the analysis performed for the NFO Community Plan EIR.

D. REVIEW BY THE NORTH FAIR OAKS COMMUNITY COUNCIL (NFOCC)

At its April 28, 2022 public meeting, the North Fair Oaks Community Council (NFOCC) provided a unanimous recommendation of approval of Grading Permit to the Planning Commission, subject to further consideration of the following:

1. Limit construction vehicle access and parking to Bay Road: Based on feedback collected from the community and council members, the NFOCC requested the applicant use Bay Road for project construction vehicle

access and parking. Specifically, the NFOCC discouraged construction parking and access along 2nd Avenue. Planning staff recommends limiting project construction traffic along Barron Avenue to minimize traffic conflicts with residents of the trailer park across the street. To respond to these concerns, Planning staff worked with the applicant's team on a Logistics Plan (Attachment H) and the requirements of Condition 27 which address the NFOCC's recommendations:

- a. All trucks to enter the site from Bay Road for all phases of construction, except as allowed below.
 - b. Construction parking will be at an offsite location.
 - c. During grading and mass excavation phases, trucks shall enter the site from Bay Road and exit onto Second Avenue and proceed back to Bay Road.
 - d. Barron Avenue is not to be used during grading and mass excavation activities.
 - e. No construction traffic north of Bay Road on Second Avenue (residential area).
 - f. To maximize pedestrian and local traffic safety, construction vehicle access along Barron Avenue shall be limited to large equipment and deliveries necessary for construction of the West elevation and concrete pump trucks only, where flagmen are required for these functions. Project traffic that would add to same-direction residential traffic during commute hours should be minimized.
 - g. Coordinate with mobile home park residents as much as possible, including bulletin board for noise complaints and announcements located on the Barron Avenue side.
 - h. Minimize constraint of traffic lanes during construction. Minimize lane closures.
2. Allow community access to plaza: There is no existing or proposed public access easement over the proposed plaza area along Bay Road. The plaza would remain private property where the public would not have legal right of access. In other words, public access will be at the will of the owner, where the owner's expressed intent is to allow the public into this area. However, should the will of the owner change, private property rights can be enforced as needed. The NFOCC stated that the public ability to access the plaza is important and legal right of public access may not be needed.

3. Additional landscaping along Barron Avenue: The NFOCC recommended that the applicant incorporate more landscaping along Barron Avenue, to provide more screening of the building as viewed from the trailer park across the street. This recommendation has been added as Condition 29.c.

E. REVIEWING AGENCIES

Local Agency Formation Commission (LAFCo)
Building Inspection's Drainage Section
Building Inspection Geotechnical Section
County Fair Oaks Sewer District
County Department of Public Works
County Arborist
Redwood City Fire Department
City of Redwood City Municipal Water Department
North Fair Oaks Community Council

ATTACHMENTS

- A. Recommended Findings and Conditions of Approval
- B. Jurisdiction Map
- C. Vicinity Map
- D. Project Plans
- E. Photos of Project Site
- F. Letter from DPW's Utilities-Flood Control-Watershed Protection Section, dated January 10, 2022.
- G. 2900 Bay Road Project: Environmental Checklist, dated May 17, 2022.
- H. Logistics Plan
- I. Major Development Workshop Summary Letter, dated August 29, 2022

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County of San Mateo
Planning and Building Department

RECOMMENDED FINDINGS AND CONDITIONS OF APPROVAL

Project File Number: PLN 2021-00249

Hearing Date: September 14, 2022

Prepared By: Camille Leung, Project Planner For Adoption By: Planning Commission

RECOMMENDED FINDINGS

Regarding Environmental Review, Find:

1. That the project, as proposed and conditioned, is within the scope of the North Fair Oaks Community Plan Environmental Impact Report (EIR), and would not result in any new or more severe environmental impacts, as described in the "2900 Bay Road Project: Environmental Checklist" (Attachment G of the staff report). All applicable and feasible mitigation measures from the North Fair Oaks Community Plan EIR have been incorporated into the project as conditions of approval.

Regarding the Grading Permit, Find:

2. That the granting of the permit will not have a significant adverse effect on the environment. The project, as proposed and conditioned, has been reviewed and preliminarily approved by the Planning and Building Department's Geotechnical Section and the Department of Public Works, with conditions incorporated into Attachment A of the staff report. As analyzed in the staff report, with imposition of the conditions of approval, the project would not have a significant adverse effect on the environment.
3. That this project, as conditioned, conforms to the criteria of the San Mateo County Grading Regulations and is consistent with the General Plan. The project, as it will be conditioned, conforms to the criteria for review contained in the Grading Regulations, including an erosion and sediment control plan, dust control measures, and required replacement of removed vegetation. The project conforms to the North Fair Oaks Community Plan, the applicable component of the County's General Plan.

RECOMMENDED CONDITIONS OF APPROVAL

Current Planning Section

1. This approval applies only to the proposal, documents, and plans as described in this report and approved by the Planning Commission on September 14, 2022. Minor modifications to the project may be approved by the Community Development Director if they are consistent with the intent of, and in substantial conformance with, this approval.
2. The Grading Permit shall be valid for one (1) year from the date of final approval, in which time a valid building permit shall be issued and a completed inspection (to the satisfaction of the Building Inspector) shall have occurred within 180 days of issuance of such building permit. Any extension of these permits shall require submittal of an application for permit extension and payment of applicable extension fees sixty (60) days prior to the expiration date.
3. The following permits are required prior to building permit (i.e., grading and foundation) issuance:
 - a. Approval of Site Development Permit (PLN 2021-00245); and
 - b. A Merger of the subject parcels within the County's jurisdiction shall be recorded.
4. Noise sources associated with demolition, construction, repair, remodeling, or grading of any real property shall be limited to the hours from 7:00 a.m. to 6:00 p.m. weekdays and 9:00 a.m. to 5:00 p.m. Saturdays. Said activities are prohibited on Sundays, Thanksgiving and Christmas (San Mateo County Ordinance Code Section 4.88.360).
5. The site is considered a Construction Stormwater Regulated Site. Any grading and/or ground disturbance activities conducted during the wet weather season (October 1 to April 30) will require monthly erosion and sediment control inspections by the Building Inspection Section.
6. Any new utility lines shall be installed underground from the nearest existing utility pole.

7. The applicant shall provide “finished floor elevation verification” to certify that the structure is actually constructed at the height shown on the approved plans. The applicant shall have a licensed land surveyor or engineer establish a baseline elevation datum point in the vicinity of the construction site.
 - a. The applicant shall maintain the datum point so that it will not be disturbed by the proposed construction activities until final approval of the building permit.
 - b. This datum point and its elevation shall be shown on the submitted site plan. This datum point shall be used during construction to verify the elevation of the finished floors relative to the existing natural or to the grade of the site (finished grade).
 - c. Prior to Planning approval of the building permit application (i.e., grading and foundation), the applicant shall also have the licensed land surveyor or engineer indicate on the construction plans: (1) the natural grade elevations at the significant corners (at least four) of the footprint of the proposed structure on the submitted site plan, and (2) the elevations of proposed finished grades.
 - d. In addition, (1) the natural grade elevations at the significant corners of the proposed structure, (2) the finished floor elevations, (3) the topmost elevation of the roof, and (4) the garage slab elevation must be shown on the plan, elevations, and cross-section (if one is provided).
 - e. Once the building is under construction, prior to the below floor framing inspection or the pouring of the concrete slab (as the case may be) for the lowest floor(s), the applicant shall provide to the Building Inspection Section a letter from the licensed land surveyor or engineer certifying that the lowest floor height, as constructed, is equal to the elevation specified for that floor in the approved plans. Similarly, certifications on the garage slab and the topmost elevation of the roof are required.
 - f. If the actual floor height, garage slab, or roof height, as constructed, is different than the elevation specified in the plans, then the applicant shall cease all construction and no additional inspections shall be approved until a revised set of plans is submitted to and subsequently approved by both the Building Official and the Community Development Director.
8. Only improvements necessary for compliance with the Americans with Disabilities Act, such as the elevator shaft for access to rooftop recreation facilities, and landscaping are allowed to exceed the height limit of 40 feet. Chimneys, pipes, mechanical equipment, antennae, and other similar structures may extend beyond 40 feet to a maximum of 46 feet as required for safety or efficient operation (SECTION 6276.4.5 of the Zoning Regulations).

9. There are three (3) trees identified as meeting significant criteria, including a large Coast live oak (Tree 490) and two (2) small sweetgum (Trees 499 and 500), which are located off-site but within close proximity of the project. The applicant shall submit a report by the Project Arborist which shall consider project-related impacts to root systems and canopies of these trees and recommend mitigations. The arborist shall provide specific recommendations for minimizing impact to the canopy of Tree 490, which overhangs the property. The Arborist shall provide pruning recommendations for Tree 490 (or correct misidentification of the tree in their Tree Protection assessment). The Project Arborist shall provide more detailed pruning plan for these trees including images detailing anticipated pruning cuts for trees 490, 499 and 500.

Grading Permit

10. No grading shall be allowed during the winter season (October 1 to April 30) to avoid potential soil erosion, unless the applicant applies for an Exception to the Winter Grading Moratorium and the Community Development Director grants the exception. Exceptions will only be granted if dry weather is forecasted during scheduled grading operations, and the erosion control plan includes adequate winterization measures (amongst other determining factors).
11. Upon the start of excavation activities and through to the completion of the project, the applicant shall be responsible for ensuring that the following dust control guidelines are implemented:
 - a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
 - b. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
 - c. 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.
 - d. All vehicle speeds on unpaved roads shall be limited to 15 mph.
 - e. 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.
 - f. 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.

- g. 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.
 - h. 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.
 - i. Construction-related activities shall not involve simultaneous occurrence of more than two construction phases (e.g., paving and building construction would occur simultaneously).
12. The applicant shall include an erosion and sediment control plan to comply with the County's Erosion Control Guidelines on the plans submitted for the grading and foundation permit. This plan shall identify the type and location of erosion control measures to be installed upon the commencement of construction in order to maintain the stability of the site and prevent erosion and sedimentation off-site.
13. The applicant shall adhere to the San Mateo County-wide Stormwater Pollution Prevention Program "General Construction and Site Supervision Guidelines," including, but not limited to, the following:
- a. Delineation with field markers clearing limits, easements, setbacks, sensitive or critical areas, buffer zones, trees, and drainage courses within the vicinity of areas to be disturbed by construction and/or grading.
 - b. Protection of adjacent properties and undisturbed areas from construction impacts using vegetative buffer strips, sediment barriers or filters, dikes, mulching, or other measures as appropriate.
 - c. Performing clearing and earth moving activities only during dry weather.
 - d. Stabilization of all denuded areas and maintenance of erosion control measures continuously between October 1 and April 30. Stabilization shall include both proactive measures, such as the placement of hay bales or coir netting, and passive measures, such as re-vegetating disturbed areas with plants propagated from seed collected in the immediate area.
 - e. Storage, handling, and disposal of construction materials and wastes properly, so as to prevent their contact with stormwater.

- f. Control and prevention of the discharge of all potential pollutants, including pavement cutting wastes, paints, concrete, petroleum products, chemicals, wash water or sediments, and non-stormwater discharges to storm drains and watercourses.
 - g. Use of sediment controls or filtration to remove sediment when dewatering site and obtain all necessary permits.
 - h. Avoiding cleaning, fueling, or maintaining vehicles on-site, except in a designated area where wash water is contained and treated.
 - i. Limiting and timing applications of pesticides and fertilizers to prevent polluted runoff.
 - j. Limiting construction access routes and stabilization of designated access points.
 - k. Avoiding tracking dirt or other materials off-site; cleaning off-site paved areas and sidewalks using dry sweeping methods.
 - l. Training and providing instruction to all employees and subcontractors regarding the Watershed Protection Maintenance Standards and construction Best Management Practices.
 - m. Additional Best Management Practices in addition to those shown on the plans may be required by the Building Inspector to maintain effective stormwater management during construction activities. Any water leaving site shall be clear and running slowly at all times.
14. At the time of building permit application (i.e., grading and foundation), the applicant shall demonstrate compliance with all applicable source control measures listed in Worksheet B of the C.3/C.6 Checklist.
15. No site disturbance shall occur, including any tree/vegetation removal, grading, or landscaping, until a grading and building permit have been issued, and then only disturbance associated with the issued permit may occur. The property owner shall complete a grading permit "hard card" with all necessary information filled out and submit the form to the Current Planning Section.

The property owner shall complete a grading permit "hard card" with all necessary information filled out and submit the form to the Current Planning Section.

16. The grading permit “hard card” shall not be issued until a grading permit for the project has been issued and the requirements as listed below are met:
 - a. Prior to issuance of the grading permit “hard card,” the property owner shall submit a schedule of all grading operations to the Current Planning Section, subject to review and approval by the Current Planning Section. The schedule of all grading operations shall include the anticipated start and end date of rough grading operations, including dates of revegetation and estimated date of establishment of newly planted vegetation.
 - b. The submitted schedule shall include a schedule for winterizing the site. If the schedule of grading operations calls for the grading to be completed in one grading season, then the winterizing plan shall be considered a contingent plan to be implemented if work falls behind schedule. All submitted schedules shall represent the work in detail and shall project the grading operations through to completion.
 - c. Prior to issuance of the grading permit “hard card”, the off-haul truck route is subject to review and approval by the Department of Public Works.
 - d. The applicant shall submit a WDID Number as demonstration of coverage under the State General Construction Permit. Reports from the Applicant’s Qualified Stormwater Practitioner shall be sent to the Project Planner via email on a weekly basis.
17. It shall be the responsibility of the engineer of record to regularly inspect the erosion control measures for the duration of all grading remediation activities, especially after major storm events, and determine that they are functioning as designed and that proper maintenance is being performed. Deficiencies shall be immediately corrected, as determined by and implemented under the observation of the engineer of record.
18. For the final approval of the grading permit, the property owner shall ensure the performance of the following activities within thirty (30) days of the completion of grading at the project site: (a) the engineer shall submit written certification, that all grading has been completed in conformance with the approved plans, conditions of approval/mitigation measures, and the Grading Regulations, to the Department of Public Works and the Planning and Building Department’s Geotechnical Engineer, and (b) the geotechnical consultant shall observe and approve all applicable work during construction and sign Section II of the Geotechnical Consultant Approval form, for submittal to the Planning and Building Department’s Geotechnical Engineer and the Current Planning Section.

19. An Erosion Control and/or Tree Protection Inspection is required prior to the issuance of a building permit for construction and demolition purposes, as the project requires tree protection of significant trees. Once all review agencies have approved the building permit, the applicant will be notified that an approved job copy of the Erosion Control and/or Tree Protection Plan is ready for pick-up at the Planning counter of the Planning and Building Department. Once the Erosion Control and/or Tree Protection measures have been installed per the approved plans, please contact the Building Inspection Section at 650/599-7311 to schedule an Inspection. A \$144 inspection fee will be assessed to the building permit for the inspection. If the initial pre-site inspection is not approved, an additional inspection fee will be assessed for each required re-inspection until the job site passes the Pre-Site Inspection.
20. Archaeological and historical resources and human remains are protected from unauthorized disturbance by State law, and supervisory and construction personnel therefore must notify the County and proper authorities if any possible archaeological or historic resources or human remains are encountered during construction activities and halt construction to allow qualified Archaeologists to identify, record, and evaluate such resources and recommend an appropriate course of action.
21. In the event that cultural, paleontological, or archeological resources are encountered during site grading or other site work, such work shall immediately be halted in the area of discovery and the project sponsor shall immediately notify the Community Development Director of the discovery. The applicant shall be required to retain the services of a qualified archeologist for the purpose of recording, protecting, or curating the discovery as appropriate. The cost of the qualified archeologist and any recording, protecting, or curating shall be borne solely by the project sponsor. The archeologist shall be required to submit to the Community Development Director for review and approval a report of the findings and methods of curation or protection of the resources. No further grading or site work within the area of discovery shall be allowed until the preceding has occurred. Disposition of Native American remains shall comply with CEQA Guidelines Section 15064.5(e).
22. The applicant and contractors must carry out the requirements of State law with regard to the discovery of human remains, whether historic or prehistoric, during grading and construction. 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.

Mitigation Measures of the North Fair Oaks Community Plan EIR

23. The applicant shall demonstrate compliance with all applicable mitigation measures of the North Fair Oaks Community Plan EIR at the time of building permit application.

M-1/NFO Zoning District Requirements

24. The applicant shall provide a lighting photometric plan which demonstrates that all exterior lighting, including sign lighting, shall be located and directed so that direct rays and glare are confined to the premises, as required in the M-1/NFO Zoning District.
25. Signage shall require a building permit and comply with the M-1/NFO Zoning District sign regulations.
26. At the time of building permit application, the applicant shall demonstrate compliance with the M-1/NFO Zoning District screening requirements, including the following:
 - a. Refuse, waste removal, and outdoor service/storage areas, where allowed, shall be screened with a six (6) foot solid wall or opaque fence/gate when visible from a public way or residentially zoned parcel.
 - b. A minimum six (6), not to exceed eight (8), foot masonry wall shall be erected along the entire common property line where an industrial use abuts a residentially zoned parcel. Other fencing along property lines shall be of opaque materials when visible from a public way or residentially zoned parcel and shall not include barbed wire.
 - c. Mechanical equipment (e.g., air conditioning, heating, compressor, generator, venting units) or other utility hardware on roof, ground, or buildings shall be screened with opaque materials compatible with the building, when visible from a public way or residentially zoned parcel.
 - d. All outdoor operations not otherwise subject to the above screening requirements shall be screened with a six (6) foot solid wall or opaque fence/gate, or other material approved by the Community Development Director.
27. Throughout the term of project grading and construction, project construction vehicle access and parking shall comply with the Logistics Plans as approved by County staff, including the following:
 - a. All trucks to enter the site from Bay Road for all phases of construction, except as allowed below.

- b. Construction parking will be at an offsite location.
- c. During grading and mass excavation phases, trucks shall enter the site from Bay Road and exit onto Second Avenue and proceed back to Bay Road.
- d. Barron Avenue is not to be used during grading and mass excavation activities.
- e. No construction traffic north of Bay Road on Second Avenue (residential area).
- f. To maximize pedestrian and local traffic safety, construction vehicle access along Barron Avenue shall be limited to large equipment and deliveries necessary for construction of the West elevation and concrete pump trucks only, where flagmen are required for these functions. Project traffic that would add to same-direction residential traffic during commute hours should be minimized.
- g. Coordinate with mobile home park residents as much as possible, including bulletin board for noise complaints and announcements located on the Barron Avenue side.
- h. Minimize constraint of traffic lanes during construction. Minimize lane closures.

Water Efficiency Landscape Ordinance (WELO)/ Landscaping

The following requirements shall apply to the building permit application. For questions, please contact Gene Ferrero (eferrero@4LEAFINC.com) of 4LEAF, Inc. at 925/ 462-5959 or direct at 559/ 730-6203.

28. At the building permit stage, please address the following plan review comments:
- a. All new plans shall have a wet signature of the designer or the registration number, expiration date and wet signature of the responsible professional (architect, engineer, etc.) on all sheets. (Electronic signatures are not allowed.)
 - b. Provide an itemized list which clearly indicates how each review comment(s) is addressed and the specific location on the plans, specifications or calculations where the correction(s) is provided. Include on the itemized list any changes to the plans or previously submitted documents that are not the result of the plan check correction process.
 - c. Changes made to the plans not a result of responses to the plan review comments may result in additional comments on future rounds. Upon

resubmittal, if any changes have been made to the plan documents unrelated to those items identified in the comment lists, please list the changes on a separate sheet and include in your submittal documentation.

- d. Irrigation Plans (492.7):
 - Provide the location and size of the water sub-meters for landscape.
 - Please amend the plans to include a complete irrigation system design layout and all related components.
 - Please provide the static water pressure at the point of connection.
 - Provide manual shut-off valves as required.
 - Please provide flow rate application rate and design operation pressure for each station.
 - Please indicate the location of the Weather Sensor.
 - e. Irrigation Scheduling (492.10): Please provide the irrigation schedule. Include this schedule in the plan set.
 - f. Irrigation Audit, Survey, and Water Use Analysis (492.12): Please provide upon completion of job and prior to final inspection.
 - g. Soils Analysis-Soil Management Report (Section 492.5):
 - Please provide the Soils Analysis-Soils Management Report as identified in the checklist. Include the report in the plan set and in packet form.
 - Please include copies of delivery receipts for soil amendments.
 - h. Certificate of Completion Documents (492.9) must be provided at time of final inspection.
29. At the time of building permit application, the applicant shall submit landscaping plans that demonstrate compliance with the following requirements:
- a. Applicant shall move trees in pots proposed at Bay Road in the public right-of-way to in-ground tree planting within the property boundaries.
 - b. New trees shall be planted in a manner to accommodate deep root growth and growth to a mature size, subject to review and approval by the County Arborist.

- c. The applicant shall incorporate continuous landscaping along Barron Avenue, and a planted green screen at the Level 1 parking garage to provide screening of the building and parking as viewed from the trailer park across the street.

Building Inspection Section

30. Building permits will be required for the removal and replacement of all structures. Payment of building permit fees, including the Affordable Housing Impact Fee, is due at the time of building permit approval. More information regarding the Affordable Housing Impact Fee may be found at:
<https://planning.smcgov.org/building-permit-fees>

Building Inspection's Drainage Section

31. The project is a Provision C.3 Regulated Project. Project shall comply with County drainage policy to prevent stormwater from development from flowing across property lines. Prior to the issuance of the building permit, the applicant shall have prepared, by a registered civil engineer, a drainage analysis of the proposed project and submit it to the Building Inspection Section for review and approval. The drainage analysis shall consist of a written narrative and a plan. The flow of the stormwater onto, over, and off of the property shall be detailed on the plan and shall include adjacent lands as appropriate to clearly depict the pattern of flow. The analysis shall detail the measures necessary to certify adequate drainage. Post-development flows and velocities shall not exceed those that existed in the pre-developed state. Recommended measures shall be designed and included in the improvement plans and submitted to the Building Inspection Section for review and approval.
32. A final C.3 and C.6 Development Review Checklist drainage analysis/drainage report, and drainage plan prepared by a registered Civil Engineer will be provided at the time of building permit submittal.
33. Project shall comply with all requirements of the Municipal Regional Stormwater NPDES Permit Provision C.3. Please refer to the San Mateo Countywide Water Pollution Prevention Program's (SMCWPPP) C.3 Regulated Projects Guide for assistance in implementing LID measures at the site.
34. Design of biotreatment measures shall be consistent with technical guidance for the applicable type of biotreatment measure provided in Chapter 6 of the C.3 Regulated Projects Guide.
35. Plant species used within the biotreatment measure area shall be consistent with Appendix A of the C.3 Technical Guidance.

36. Prior to the final of the building permit for the project, the property owner shall coordinate with the Drainage Section to enter into an Operation and Maintenance Agreement (O&M Agreement) with the County (executed by the Community Development Director) to ensure long-term maintenance and servicing by the property owner of stormwater site design and treatment control measures according to the approved Maintenance Plan(s), for the life of the project. The O&M Agreement shall provide County access to the property for inspection. The Maintenance Agreement(s) shall be recorded for the property and/or made part of the CC&Rs.
37. Property owner shall be responsible for conducting all servicing and maintenance as described and required by the treatment measure(s) Maintenance Plan(s). Maintenance of all site design and treatment control measures shall be the owner's responsibility.
38. The property owner is responsible for submitting an Annual Report accompanied by a review fee to the County by December 31 of each year, as required by the O&M Agreement.
39. Approved Maintenance Plan(s) shall be kept on-site and made readily available to maintenance crews. Maintenance Plan(s) shall be strictly adhered to.
40. Site access shall be granted to representatives of the County, the San Mateo County Mosquito and Vector Control District, and the State/Regional Water Board, at any time with reasonable advance notice, for the sole purpose of performing operation and maintenance inspections of the installed stormwater treatment systems. A statement to that effect shall be made a part of the O&M Agreement and/or CC&Rs recorded for the property.
41. Property owner shall be required to pay for all County inspections of installed stormwater treatment systems as required by the Regional Water Quality Control Board or the County.
42. Per Provision 12.f of the Municipal Regional Permit, the Applicant shall complete required forms and follow County protocols pertaining to controlling PCBs during building demolition so that PCBs are not transmitted to storm drains via vehicle trackout, airborne releases, soil erosion or stormwater runoff during or after demolition.

Geotechnical Section

43. The submitted Geotechnical Report (Rockridge Geotechnical, Aug 18, 2021) indicated highly expansive soils and liquefaction potential. The report also provided grading and foundation design measures to mitigate the potential hazards. The liquefaction analysis sheets shall be provided in the report at building permit submittal.

44. A geotechnical report shall be submitted at time of building permit application. Significant grading profiles, grading proposals, foundation design recommendations, retaining wall design recommendations, and basement design recommendations, if any, shall be provided in the geotechnical report at time of building permit application. For a vacant site, the Geotechnical Report shall provide sufficient soil investigation data to evaluate the potential hazards, for example, expansive soils, soil corrosivity, weak soil strength, and liquefaction. If any hazards are found, mitigation shall be provided in foundation design and grading proposal.

Fair Oaks Sewer Maintenance District (Sewer District)

45. It is the Sewer District's understanding that multiple parcels will be merged into one parcel. Please note that the Sewer District only allows one sewer lateral connection at its sewer main, and that other existing lateral connections must be removed, and the sewer mains repaired to the satisfaction of the Sewer District.
46. The applicant shall submit building plans to the Sewer District for review when the building permit application is submitted to County of San Mateo Building Inspection Section. The plans shall indicate the location of the existing and proposed sewer laterals to the Sewer District main. The County Sanitary Sewer and Streetlight Requirements Checklist can be found on our website at <http://publicworks.smcgov.org/sewer-services> . All appropriate information and notes shall be included on the plans.
47. A Sewer Inspection Permit (SIP) must be obtained to cap the existing sewer lateral prior to demolition of the existing building. SIP may be obtained from the Sewer District office at 555 County Center, 5th Floor, Redwood City.
48. The applicant shall comply with the requirements of the Sewer District's letter dated January 10, 2022.

Redwood City Water Department

The property is within Redwood City Water Service Area.

49. The buildings shall be equipped with dual plumbing to allow use of recycled water in the future. Fire Marshal shall comment on the sufficiency of the fire flows in the local water system and the need of improvements, if any.
50. Prior to issuance of building permits, obtain an Encroachment Permit from City of Redwood City Engineering and Transportation Division for public street, water and stormwater infrastructure improvements required of the project within Redwood City's jurisdiction, such as water mains, water services, water meters, fire hydrants, sewer manholes, drain inlets, sidewalks and driveway approaches.

51. The applicant shall underground all existing overhead utility services to the building from Second Avenue, which shall be shown on the building permit plans.
52. All public improvements within Redwood City's right of way (i.e., Second Avenue) shall be designed and constructed in accordance with Redwood City's Engineering Standards.
53. Initial conditions of service:
 - a. The buildings shall be equipped with dual plumbing to allow use of recycled water in the future;
 - b. After approval of the construction drawings by the San Mateo County Building Department and upon application for new water service, property owner's payment of all applicable City fees, including connection fees associated with providing proposed water service;
 - c. Property owner's installation, of new water service lines;
 - d. Property owner is responsible for the design, construction, and connection of any water main modifications or extensions necessary to provide adequate flow for domestic use and fire suppression, in accordance to City Code Section 38.26 and as determined by the City and the Fire Marshal within the local jurisdiction;
 - e. Property owner shall pay the fees for any construction permit in connection with improvements for new water service, and shall pay associated costs for plan review and inspections;
 - f. Property owner shall adhere to all the review comments and conditions of service stated by the City; and
 - g. Property owner shall submit a signed Declaration of Restriction to the City, and record it with the County of San Mateo.

Department of Public Works

54. The County of San Mateo is subject to the City/County Association of Governments of San Mateo County (C/CAG) Land Use Impact Analysis Program Policy, also known as the "Transportation Demand Management (TDM) Policy". Any new development project that would generate at least 100 Average Daily Trips (ADT) must comply with the TDM Policy. Projects subject to the TDM Policy must prepare a TDM Checklist that meets C/CAG's required trip reduction targets through required and recommended TDM measures. Requirements are detailed on C/CAG's website at <https://ccagtdm.org/>.

The proposed project is projected to generate at least 100 ADT and therefore must comply with the TDM Policy. The applicant has submitted a preliminary TDM Checklist in accordance with the C/CAG policy, which has been reviewed by staff.

Prior to the issuance of any building permit, the property owner(s) shall submit a Final TDM Plan with TDM Checklist to the Current Planning Section that demonstrates compliance with the C/CAG TDM Policy, subject to review and approval by the Community Development Director. The Final TDM Plan shall:

- Describe how the project will achieve the minimum percentage trip reduction requirements as defined by C/CAG through a combination of C/CAG's required and recommended TDM measures, as outlined in the C/CAG TDM Checklist;
- Detail how the project will achieve each identified TDM measure; and
- Commit to monitoring and reporting requirements, including providing an ongoing point of contact for TDM measure implementation and coordination, completion of TDM Self-Certification Forms and project occupant surveys every two years for the initial six years after project occupancy, and completion of TDM Self-Certification Forms and project occupant surveys every three years after the initial six years, until post-occupancy year 20.

The approved Final TDM Plan must be implemented to the satisfaction of the Community Development Director prior to the occupancy of any project structures. Facilities, programs, monitoring, and reporting requirements of the approved Final TDM Plan, or comparable measures approved by C/CAG and/or the Community Development Director, shall be maintained and implemented for the life of the project. The County reserves the right to assess and monitor compliance with the Final TDM Plan. In the event there are concerns regarding compliance with implementation of the Final TDM Plan, the County and property owner(s) shall confer to discuss appropriate corrective actions.

55. The Project's Transportation Impact Analysis has determined that the project will result in traffic impacts to an existing intersection at Middlefield Road and Second Avenue. The County has determined that signalization of the intersection is warranted. The Applicant is required to contribute funds proportional to the project's impact to offset the costs of installing a signal at this intersection.

Prior to the issuance of a building permit, the Applicant shall pay the County an amount proportional to the project's traffic impact on the Middlefield Road/Second Avenue intersection. The cost of the traffic signal shall include the total cost of installing the signal, including but not limited to design, permitting, construction, and construction administration. The Department of Public Works will provide the estimated total cost of the signal to the Applicant. The calculation of the project's

proportional contribution to the intersection improvement is detailed in the revised Transportation Analysis Report, dated August 24, 2022.

The County, by accepting this contribution to the traffic signal at Middlefield Road and Second Avenue is not required to construct this signal until sufficient studies have been completed and funds have been collected to complete the signalization. The Applicant's payment may alternatively be used to address project-related traffic impacts in neighboring areas.

56. Prior to the issuance of the building permit, the applicant shall submit a driveway "Plan and Profile," to the Department of Public Works, showing the driveway access to the parcel (garage slab) complying with County Standards for driveway slopes (not to exceed 20%) and to County Standards for driveways (at the property line) being the same elevation as the center of the access roadway. When appropriate, as determined by the Department of Public Works, this plan and profile shall be prepared from elevations and alignment shown on the roadway improvement plans. The driveway plan shall also include and show specific provisions and details for both the existing and the proposed drainage patterns and drainage facilities.
57. No proposed construction work within the County right-of-way shall begin until County requirements for the issuance of an encroachment permit, including review of the plans, have been met and an encroachment permit issued. Applicant shall contact a Department of Public Works Inspector 48 hours prior to commencing work in the right-of-way.
58. Prior to the issuance of the building permit, the applicant will be required to provide payment of "roadway mitigation fees" based on the square footage (assessable space) of the proposed building per Ordinance No.3277.
59. Prior to an issuance of a building permit (or occupancy), the project shall provide and install two rectangular rapid flashing beacons (RRFB) at the southerly crosswalk across Bay Road at Barron Avenue, as identified in the Project's Transportation Analysis dated August 24, 2022 (Section 8, page 54), and subject to the approval of the Department of Public Works.

Redwood City Fire Department

60. The Applicant's request for Alternate Materials or Methods of Construction or Alternate Design, as allowed under Section 104.9 of the 2019 Edition of the California Fire Code, has been approved by the Redwood City Fire Department, contingent on design approval of Wet Manual Standpipe System.

CML:cmc – CMLGG0287_WCU.DOCX



COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT

ATTACHMENT B

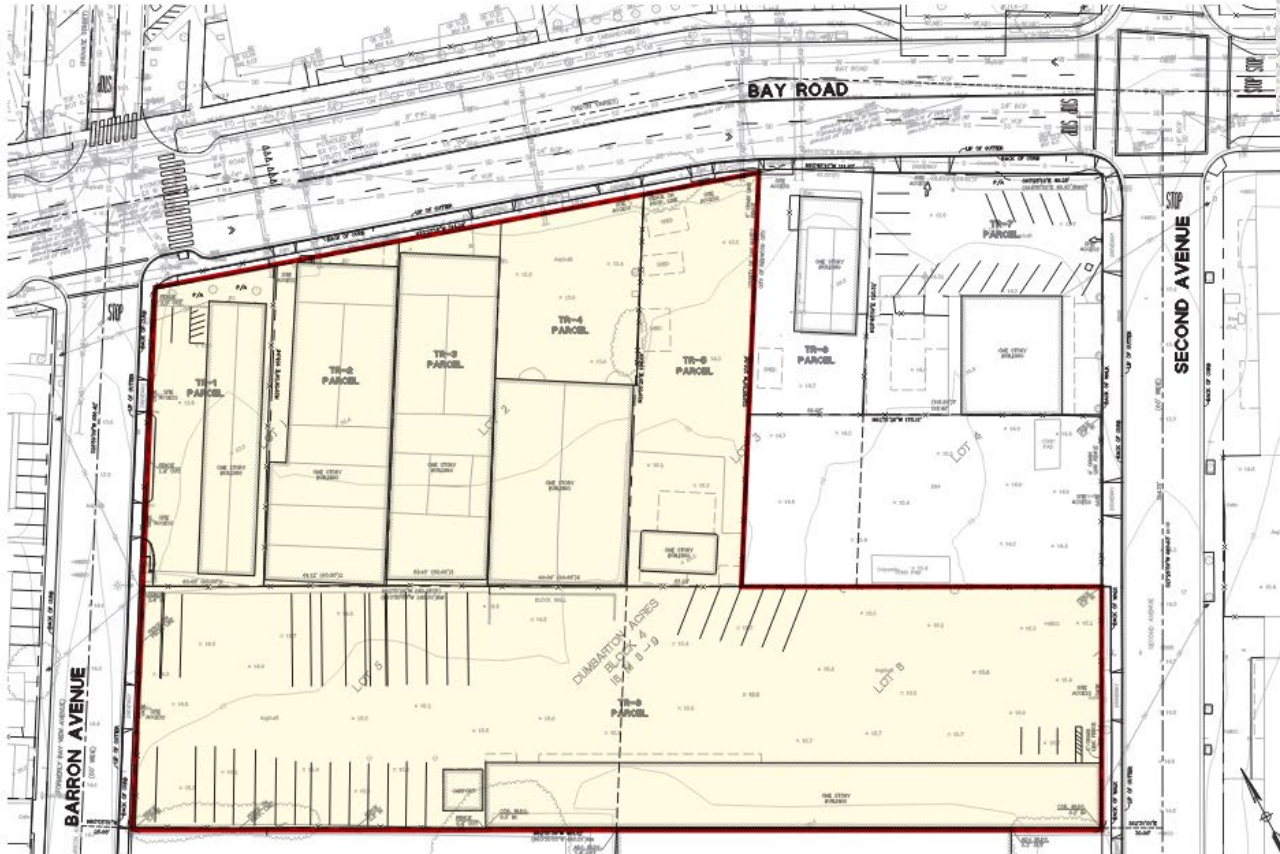


COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT

ATTACHMENT C

ATTACHMENT C - Vicinity Map for 2900 Bay Road (PLN2021-00249)

The subject property consists of 6 parcels to be merged, including 890 Barron Avenue and 2910, 2920, 2930, and 2964 Bay Road (APNs 054-172-010, -020, -050, -160, -170, and -180), in the North Fair Oaks area of unincorporated San Mateo County.



EXISTING SITE PLAN

ADDRESS:
2900 BAY ROAD, REDWOOD CITY, CA 94063
PARCEL APN: 054-172-160



VICINITY MAP



COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT

ATTACHMENT D

2900

BAY ROAD

2022.02.14 (RESUBMITTAL CYCLE 3)



THE PROJECT

A new three-story 136,706 sf R&D/office project with ground level parking.

GOALS & OBJECTIVES

To create an enduring and sustainable workplace that balances the needs of commercial tenants while providing an asset for the local community. This umbrella goal guides the program, the urban design and landscape narratives, and the architectural design.

	COVER
	GENERAL
G /	PROJECT SUMMARY, GOALS & INDEX
G1.01	PROLOGUE / DESIGN GOALS
G1.02	PROLOGUE / DESIGN GOALS
G1.03	PROLOGUE / DESIGN GOALS
G1.04	VISUALIZATION
G2.00	PROJECT DATA
G2.01	LOT COVERAGE AREA BREAK DOWN DIAGRAM
G2.02	PROPOSED OVERALL SITE PLAN
G2.03	VICINITY MAP & EXISTING SITE PLAN
G2.04	NEIGHBORHOOD CONTEXT / EXISTING CONDITIONS
G2.05	NEIGHBORHOOD CONTEXT / EXISTING CONDITIONS
G2.06	NEIGHBORHOOD CONTEXT / SITE SECTION
G2.07	FIRE ACCESS DIAGRAM
G2.08	FIRE ACCESS DIAGRAM
G2.09	EGRESS & FLS PLANS - LEVEL 1 (PARKING GARAGE)
G2.10	EGRESS & FLS PLANS - LEVEL 2
G2.11	EGRESS & FLS PLANS - LEVEL 3
G2.12	EGRESS & FLS PLANS - LEVEL ROOF
	ARCHITECTURAL
A /	VISUALIZATION
A1.00	ARCHITECTURAL SITE PLAN
A1.01	ARCHITECTURAL PLAN - LEVEL 1
A1.02	ARCHITECTURAL PLAN - LEVEL 2
A1.03	ARCHITECTURAL PLAN - LEVEL 3
A1.04	ARCHITECTURAL PLAN - MECH. LEVEL
A1.05	ARCHITECTURAL PLAN - ROOF
A1.06	BUILDING ELEVATIONS
A1.07	BUILDING ELEVATIONS
A1.08	BUILDING SECTIONS
A1.09	MATERIALS & COLORS
A2.00	MATERIALS & COLORS
A2.01	MATERIALS & COLORS
	CIVIL
C /	TITLE SHEET
C0.1	TITLE SHEET
C1.0	SITE EXISTING CONDITIONS
C2.0	SITE DEMOLITION PLAN
C3.0	PARCELIZATION PLAN
C4.0	SITE PLAN
C4.1	STREET SECTIONS
C5.0	GRADING PLAN
C5.1	GRADING SECTIONS
C6.0	UTILITY PLAN
C6.1	UTILITY PROFILES
C7.0	STORM WATER CONTROL PLAN
C7.1	STORM WATER CALCULATIONS
C8.0	CONSTRUCTION DETAILS
C8.1	CONSTRUCTION DETAILS
C8.2	CONSTRUCTION DETAILS
C9.0	EROSION CONTROL PLAN
C9.1	EROSION CONTROL NOTES & DETAILS
C9.2	BMP SHEET
	LANDSCAPE
L /	OVERALL COLOR LANDSCAPE PLAN
L1.0	OVERALL COLOR LANDSCAPE PLAN
L1.1	LANDSCAPE PLAN - GROUND FLOOR
L1.2	LANDSCAPE PLAN - PODIUM LEVEL
L1.3	LANDSCAPE PLAN - ROOF LEVEL
L2.1	PLANTING PLAN - ALL LEVELS
L2.2	PLANTING NOTES, LEGENDS, AND DETAILS
L3.1	IRRIGATION HYDROZONE PLAN - ALL LEVELS
L3.2	IRRIGATION CALCULATIONS AND MWEL CHECKLIST
L4.1	SITE LIGHTING PLAN - ALL LEVELS
L4.2	SITE LIGHTING CUT SHEETS
L5.1	LANDSCAPE IMAGERY
L5.2	COLOR AND FINISH SCHEDULE
L6.1	CONSTRUCTION DETAILS
	JOINT TRENCH
JT /	JOINT TRENCH TITLE SHEET
JT-1	JOINT TRENCH TITLE SHEET
JT-2	JOINT TRENCH INTENT



1

ARCHITECTURAL DESIGN

The overall massing, materiality, and architectural detailing is guided by the urban design narrative and the project's sustainability goals. The cladding palette is simple with light gray cementitious finishes trimmed with white aluminum overhangs and trellis structures. Glazing is selected to reduce heat gain and dark aluminum mullions tailor the visual expression.

Full height brise soleils to control solar heat gain. Exterior stair towers contrast the rhythm of the bays, anchor the project boundaries, identify parking entrances, and balance the overall composition. The landscaping at the base of the building obscures the parking use beyond.

The south elevation sculpts the wide massing with a large cut-out at the middle third to create a 2-story exterior open space for a variety of employee uses, including private meetings, breaks, and added greenery.

The Bay Road frontage has appropriately scaled building elements to identify the uses and entry lobbies. This includes a grand agora, the monumental stair, the vertical expression of the building lobbies, and a landscape scheme that promotes community and is accessible to both building inhabitants, guests, and neighbors.

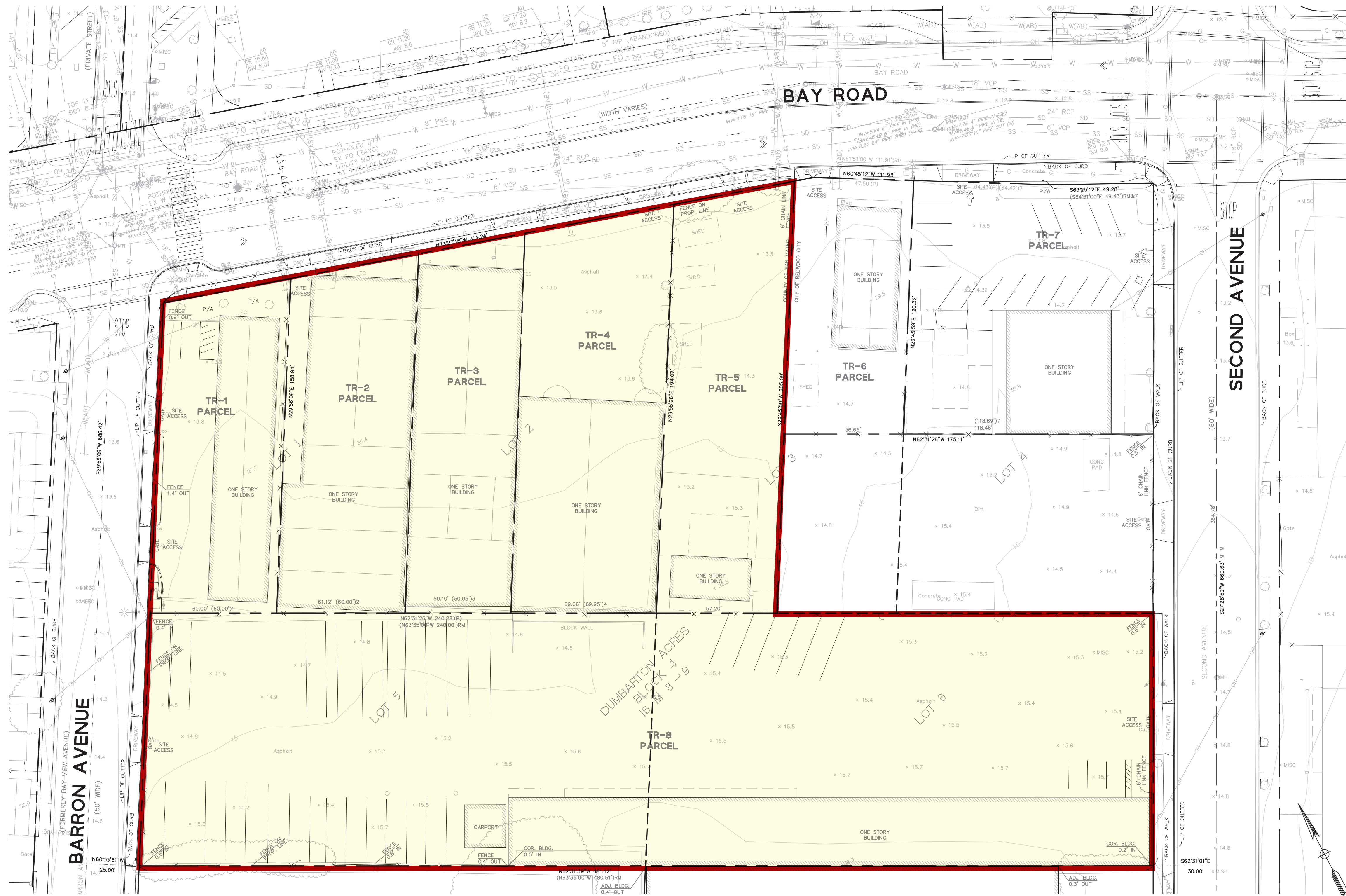
1. AERIAL VIEW OF BUILDING FROM THE NORTH EAST



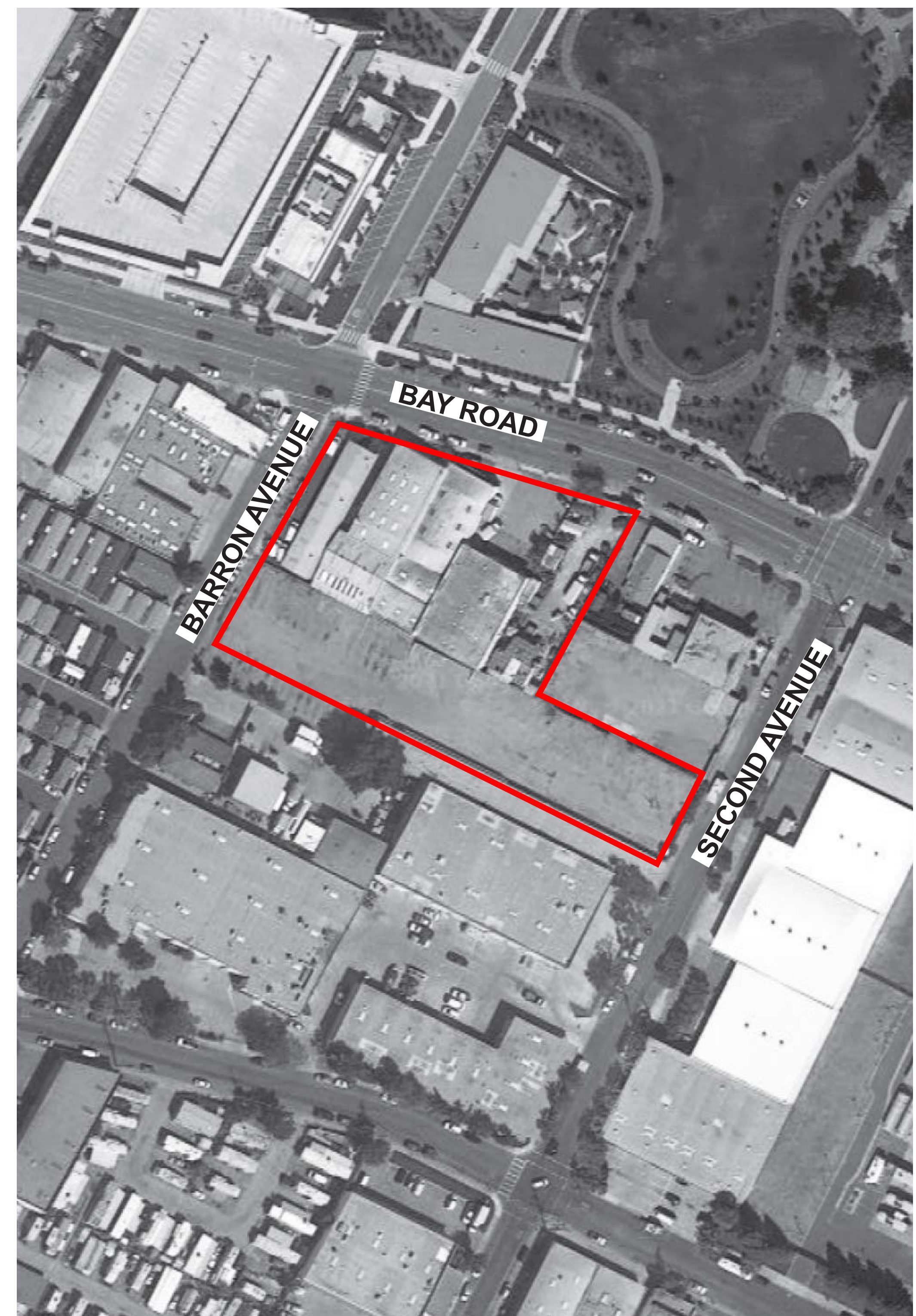
VIEW OF PROJECT ALONG BAY ROAD FROM SECOND AVENUE

PROJECT DATA		
San Mateo County General Plan Land Use Designation: Existing Industrial / Commercial District - General Industrial North Fair Oaks Plan Land Use Designation: Industrial Mixed-Use Zoning: M-1/NFO Construction Type: Type II-A Sprinklered Number of Stories: Three Levels Occupancy Group: B (R&D)		
Development Standards	Standard (Required)	Proposed Project (Provided)
Lot Size	NA	109,706 sf
Minimum Building Setbacks		
N, (Bay Road side)	10'	10'-0"
S, (Adjacent Property Line side)	N/A	Varies. See site plan
N, (Barron Avenue side)	10'	10'-0"
S, (Second Avenue side)	10'	10'-0"
Maximum Site Coverage	80% X 109,706 sf LOT SIZE = 87,765 sf allowed	75.41% (= 82,733 sf)
Total Gross Area towards FAR FAR (Floor Area Ratio)	1.25 X 109,706 sf = (Max allowed area: 137,133 sf)	136,706 sf 1.246 (= 136,706 / 109,706)
Area Breakdown: Parking Podium Level L1 (R&D) Parking (Not accounted for FAR) Level 2 (R&D) Level 3 (R&D) Roof Stair and Elevator Lobbies Accessory (Trash, MPOE, Water, Fire Ctrl)		2,362 sf (- 76,103 sf) 64,689 sf 64,139 sf 472 sf 5,044 sf
Total Area		136,706 sf
Total R&D Area		131,662 sf
Maximum Height (Architectural)	San Mateo County Zoning Regulations (Chapter 17.1 M-1/NFO Section 62.76.4): 40'	40' Stair and elevator penthouse structures at roof are exempt from maximum height requirements and can exceed the height limit as they are required to meet fire and ADA code requirements
Maximum Height (T.O Chimneys, Mechanical and similar)	46'	46' Code required exit stair and elevator penthouses exceed 46' height limits
Daylight Plane	N/A	
Parking Required	San Mateo County Zoning (Section 6276.7 Table 1): 137,012 sf R&D @1/750 sf = 183 stalls required	198 stalls
Accessible Parking (Regular)	CBC TABLE 11B-208.2: For 151-200 stalls, 6 stalls required	7 stalls
Accessible Parking (Van Accessible)	CBC 11B-208.2.4: For every six or fraction of six parking spaces required by Section 11B-208.2 to comply with Section 11B-502, at least one shall be a van parking space complying with Section 11B-502: 1 stalls required.	2 stalls
Compact Parking Stalls	San Mateo County Zoning Regulation (Section 6276.7.2): In the M-1/NFO District, a maximum of 25% of the parking spaces may be compact stalls 200 stalls x 0.25 = 50 allowable compact stalls	47 stalls

Clean Air Vehicles	California Green Building Code 2019 5.106.5.2 Mandatory: for 151-200 stalls: 21 required EV & EVCS stalls count towards Clean Air Vehicles	As per below EV and EVCS stalls which qualify towards clean air vehicles
EV Capable Stalls	California Green Building Code 2019 (Section 5.106.5.3.3 Mandatory): For 151-200 stalls: 18 required (*) Note that the new CA Reach code has more stringent requirements which this project will comply with. San Mateo County Zoning Regulations (Section 6276.7 Table 1/F.8): For 10 stalls and over: 10% of total (200 stalls x 0.1 = 20 stalls) San Mateo County Ordinance No. 4824 Reach Codes (*) - Install Level 2 EV charging stations at 10% of parking spaces = 20 stalls - Install Level 1 Circuit at 10% of parking spaces = 20 stalls - 30% of spaces to be at least EV Capable (EVC) = 60 stalls Standard Accessible California Building Code 2019 11B.228.3.2.1: for 26-50 stalls (20 Level 2 EV + 20 Level 1 EV Circuit = 40 EV Stalls) 1 EVCS Van Accessible 2 EVCS Standard Accessible 2 EVCS Ambulatory Accessible (Min. Stall 10' x 18')	20 stalls 20 stalls 60 stalls 1 EV Van Accessible 2 EVCS Standard Accessible 2 EV Ambulatory Accessible
Bicycle Parking	Private Bicycle Parking San Mateo County Zoning Regulations (Section 6276.7 Table 1, Section F): 1 space per 1,000 sf R&D (consistent with design guidelines). For 137,012 sf total R&D area: 137 spaces required Public Bicycle Parking San Mateo County Zoning Regulations (Section 62.76.7 Table 1, Section F): 2 spaces (consistent with design guidelines) per 35 feet street frontage. For total street frontage of approx. 524 linear feet: 30 spaces required	140 spaces 30 spaces (Racks in exterior public areas)
Loading	San Mateo County Zoning Regulation Section 6102.5.2 Loading Space: None specifically required	1
Showers	California Green Building Code 2019 A5.106.4.3:	4 (2 Female, 2 Male)



EXISTING SITE PLAN



VICINITY MAP

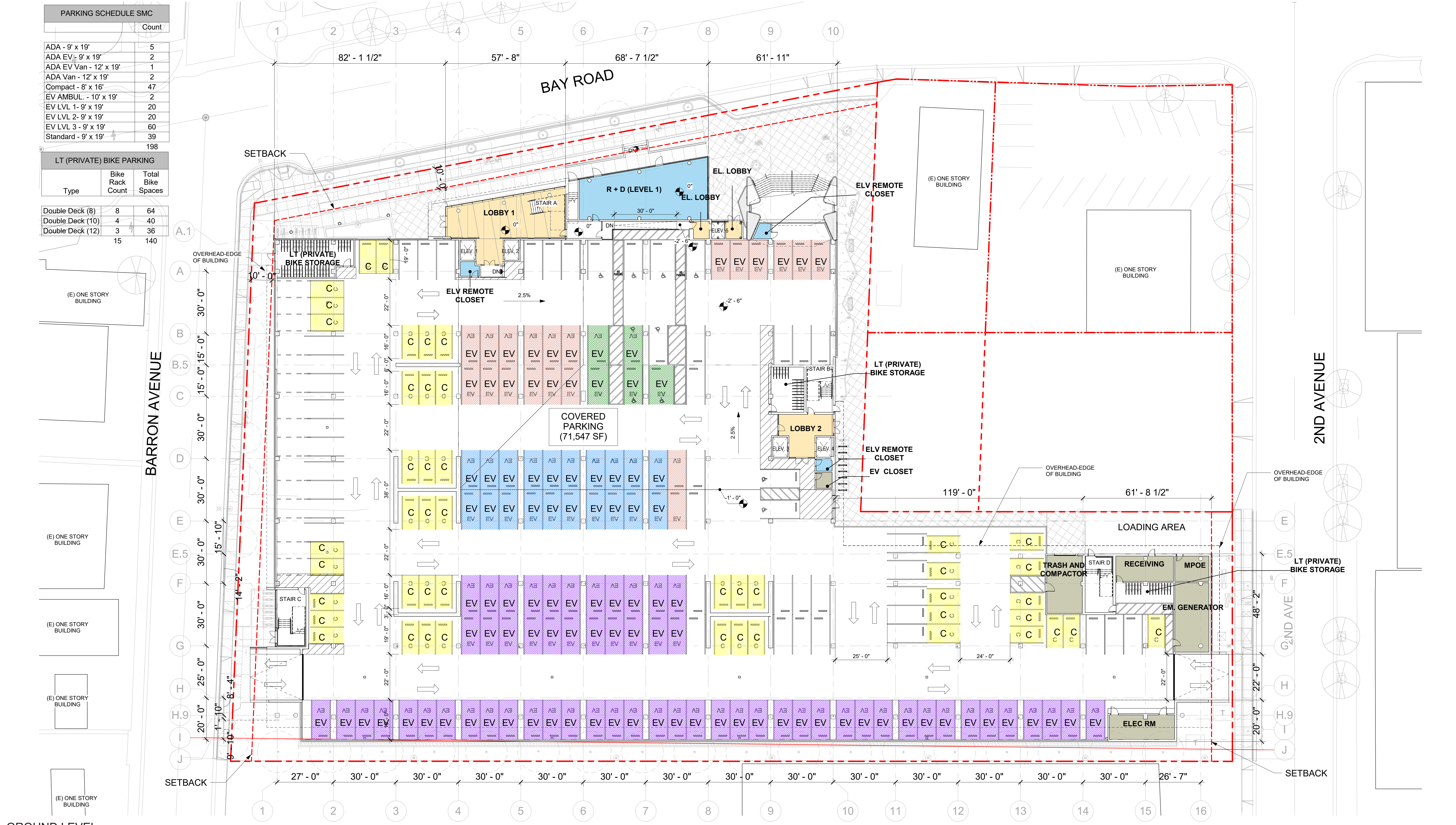
ADDRESS:
 2900 BAY ROAD, REDWOOD CITY, CA 94063
 PARCEL APN: 054-172-160



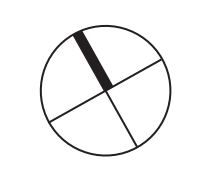
VIEW OF SOUTH WEST CORNER FROM BARRON AVENUE

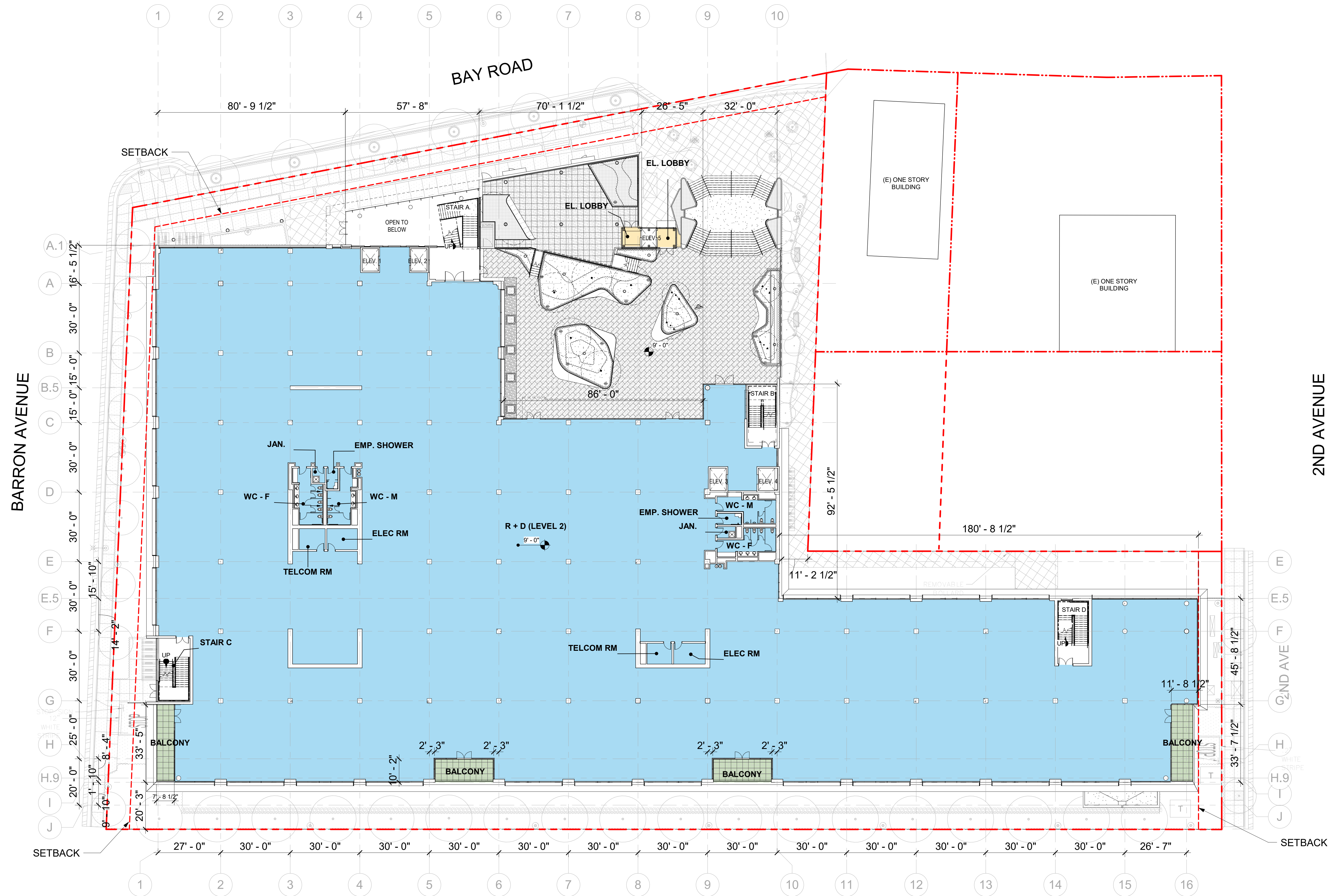
PARKING SCHEDULE SMC	
	Count
ADA - 9' x 19'	5
ADA EV - 9' x 19'	2
ADA EV Van - 12' x 19'	1
ADA Van - 12' x 19'	2
Compact - 8' x 16'	47
EV AMBUL - 10' x 19'	2
EV LVL 1 - 9' x 19'	20
EV LVL 2 - 9' x 19'	20
EV LVL 3 - 9' x 19'	60
Standard - 9' x 19'	39
Total	198

LT (PRIVATE) BIKE PARKING		
Type	Bike Rack Count	Total Bike Spaces
Double Deck (8)	8	64
Double Deck (10)	4	40
Double Deck (12)	3	36
Total	15	140



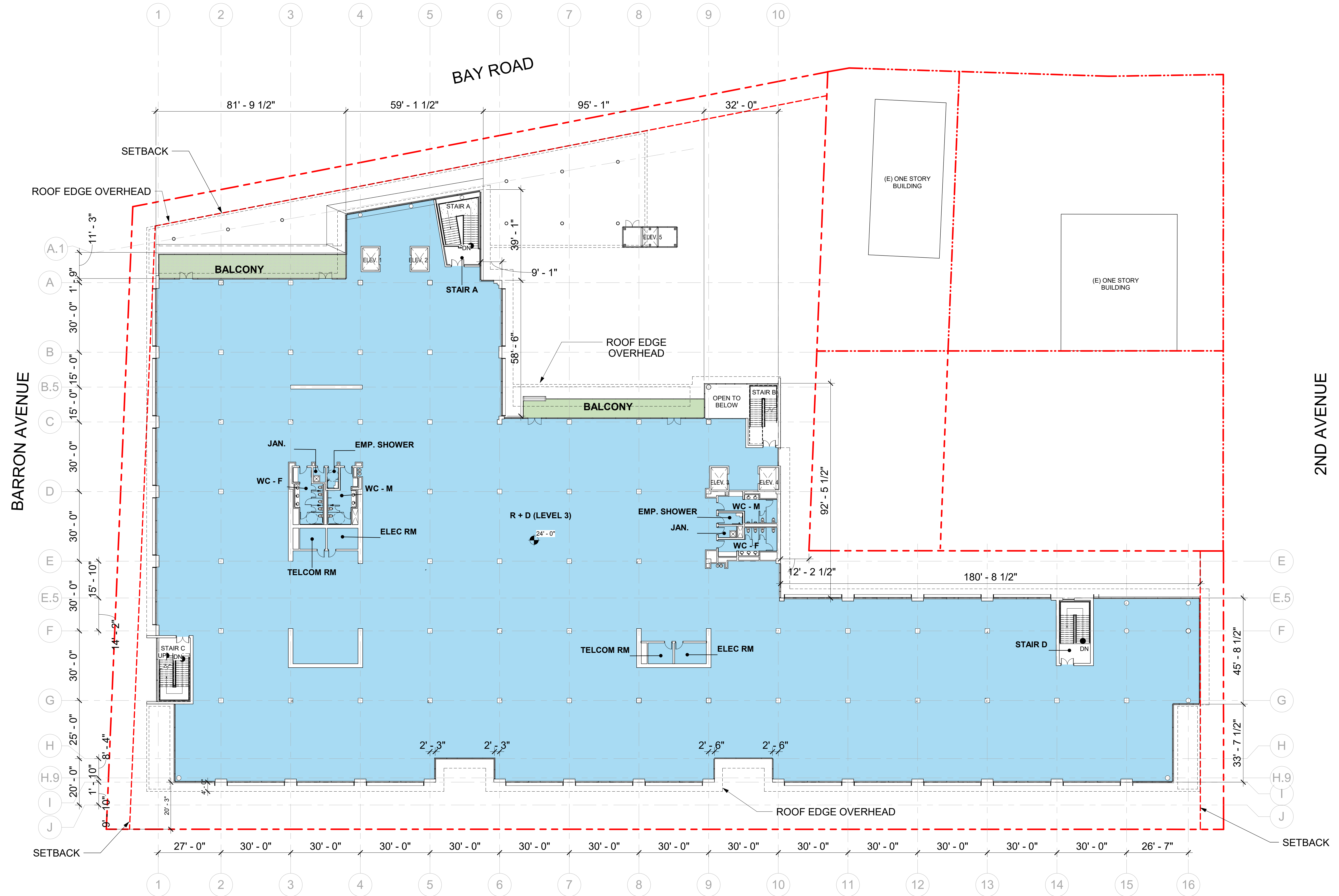
GROUND LEVEL





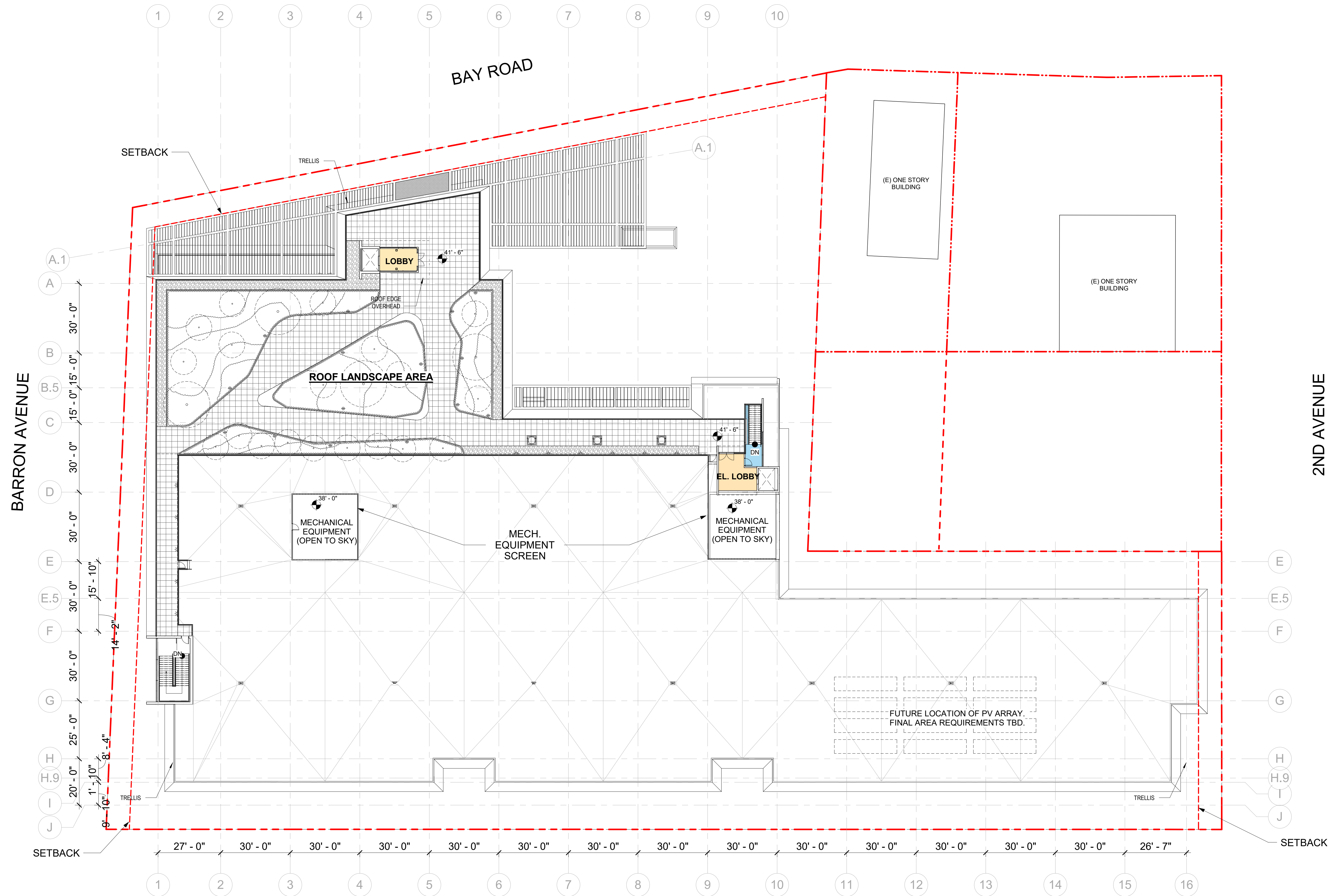
LEVEL 2





LEVEL 3

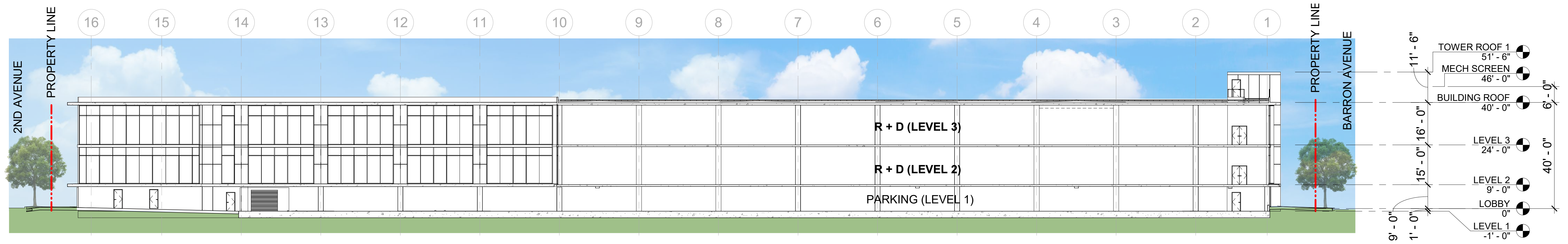




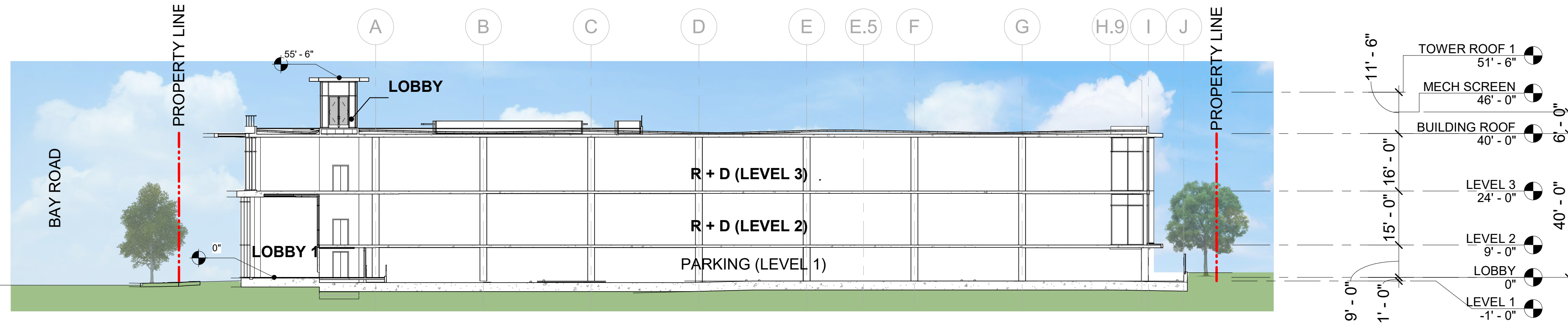
MECHANICAL PH LEVEL



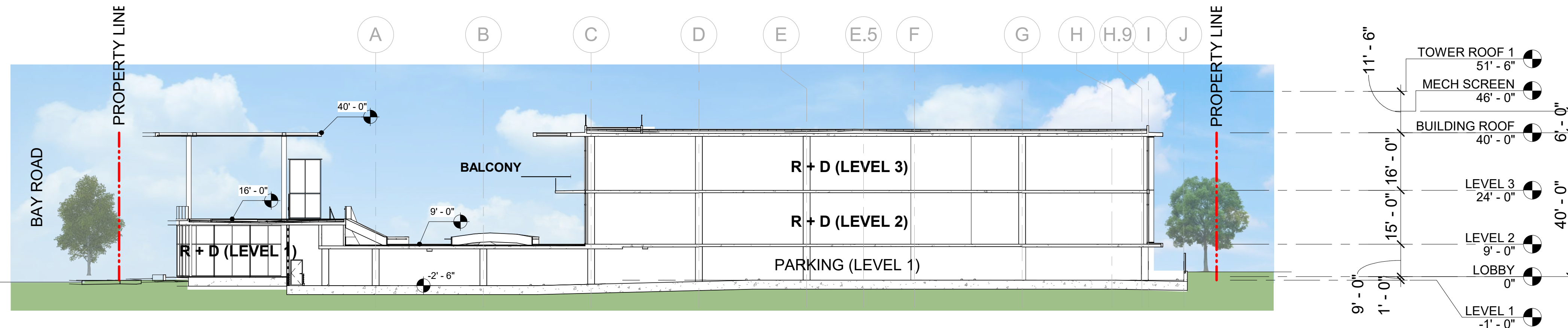
SECTION 1



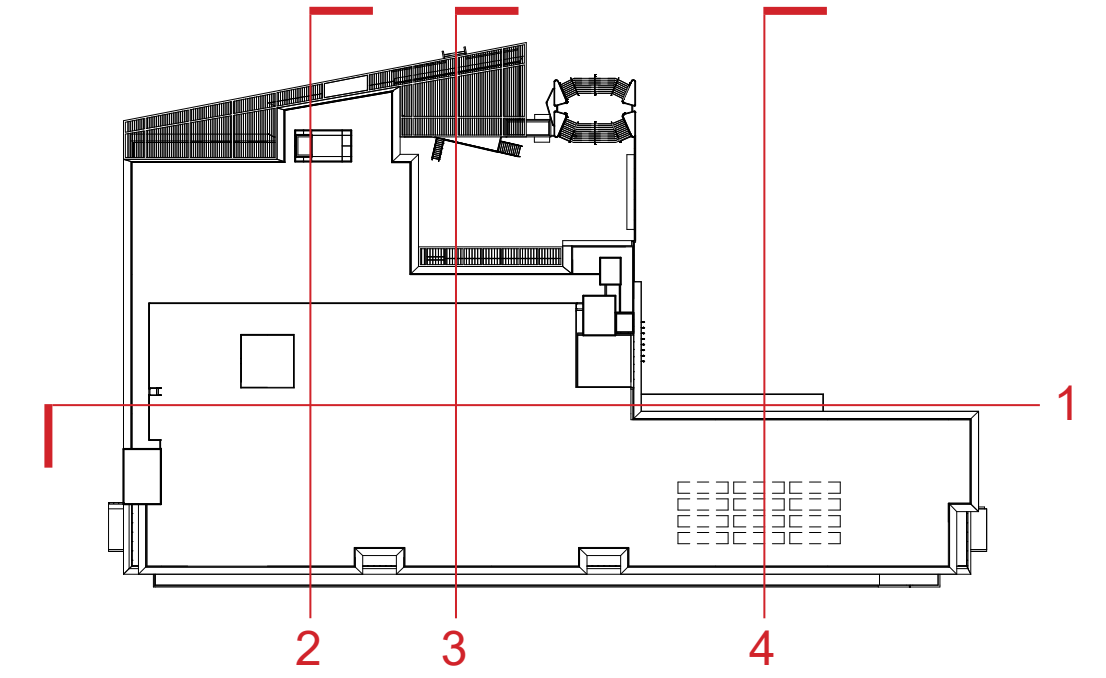
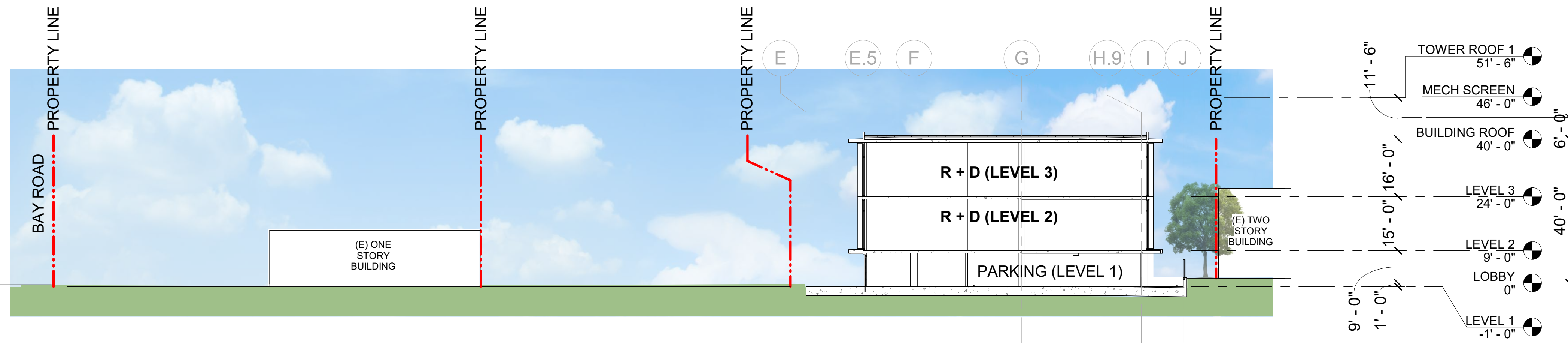
SECTION 2

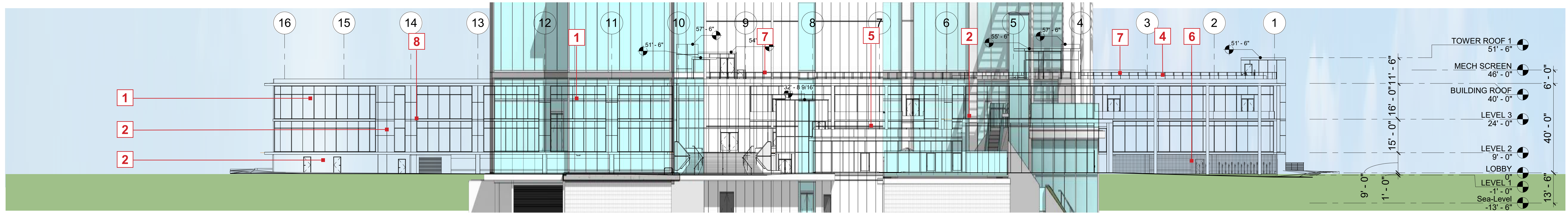


SECTION 3

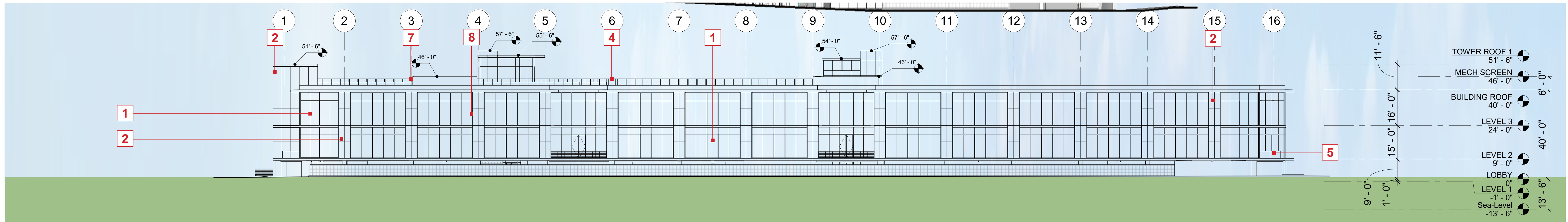


SECTION 4

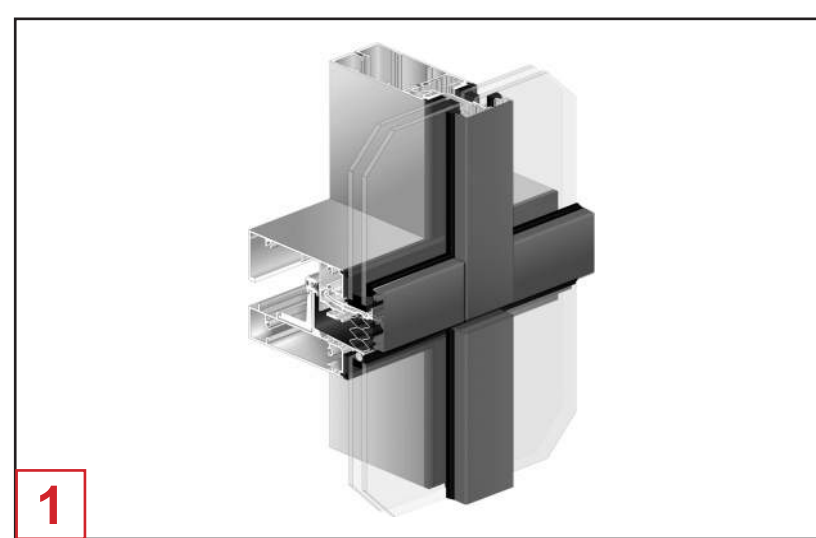




NORTH ELEVATION



SOUTH ELEVATION



1
CURTAIN WALL
 KAWNEER CLEARWALL
 2-1/2"X8" DARK GREY MATTE
 EXTRUDED
 AL MULLIONS DOUBLE-PANE
 CLEAR LOW-E SOLARBAN 70XL
 GLAZING



2
**EXTERIOR ENVELOPE &
 WALLS**
 CONCRETE



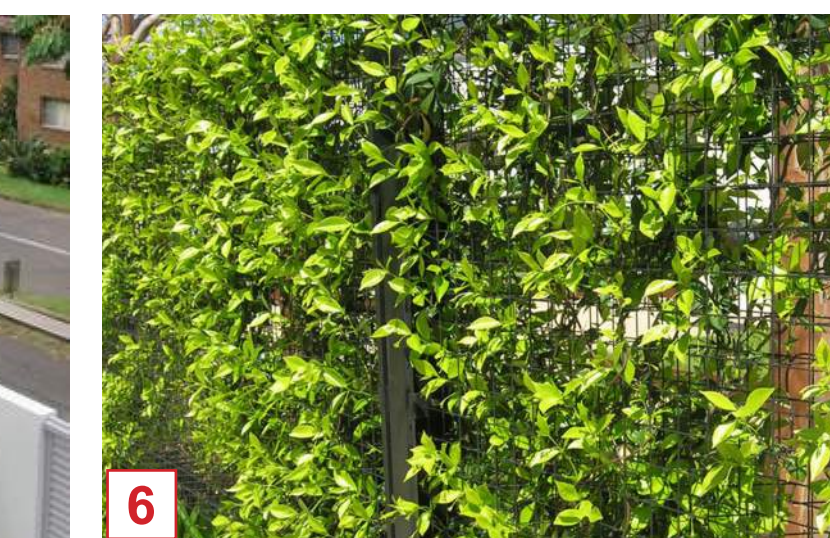
3
EXTERIOR CANOPY
 STEEL COLUMNS IN WHITE
 PAINT AND ALUMINUM TRELLIS
 LOUVRES IN WHITE POWDER
 COAT



4
EXTERIOR RAILINGS
 STEEL SILVER FINISH



5
EXTERIOR RAILINGS
 STEEL RAILINGS IN SILVER
 FINISH AND GLASS
 BALUSTRADE



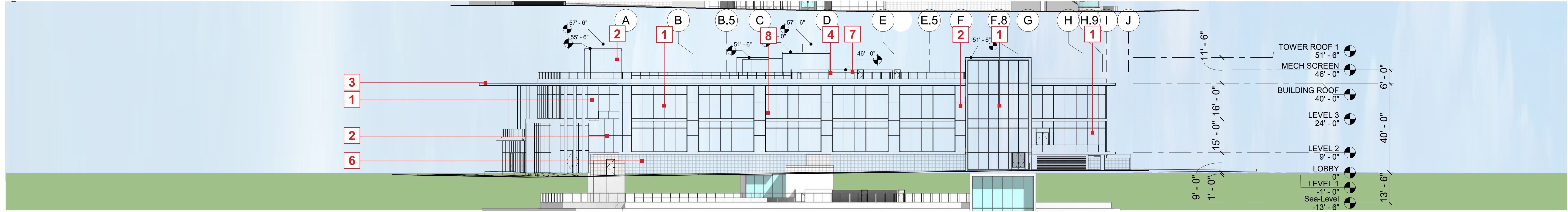
6
EXTERIOR WALL COVERING
 GREEN SCREEN PLANTING IN
 TRELLIS



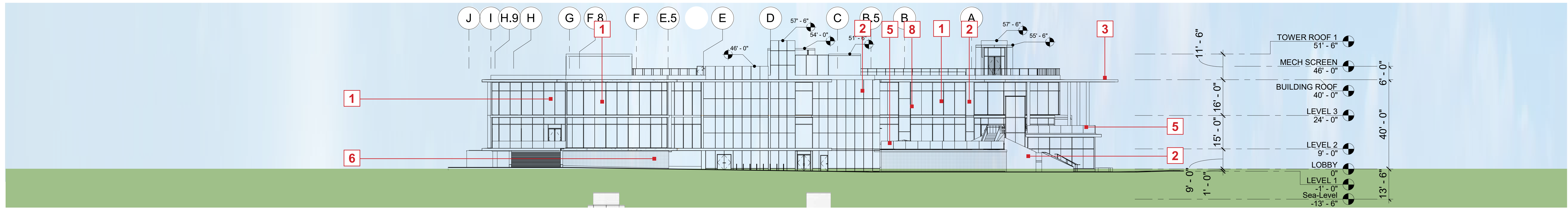
7
**EXTERIOR MECHANICAL
 PENTHOUSE SCREEN**
 METAL SCREEN IN WHITE
 PAINT FINISH



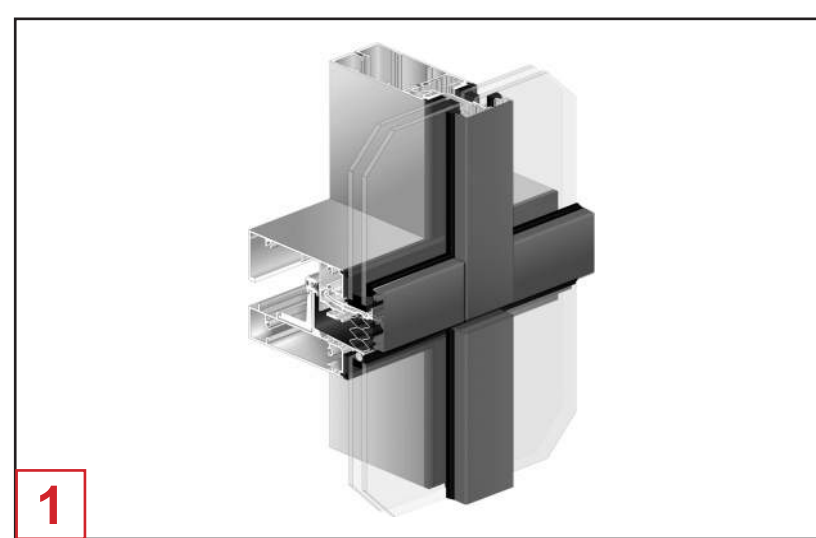
8
EXTERIOR METAL FRAME
 METAL MULLION CAPS IN
 SILVER FINISH



WEST ELEVATION



EAST ELEVATION



1
CURTAIN WALL
 KAWNEER CLEARWALL
 2-1/2"X8" DARK GREY MATTE
 EXTRUDED
 AL MULLIONS DOUBLE-PANE
 CLEAR LOW-E SOLARBAN 70XL
 GLAZING



2
**EXTERIOR ENVELOPE &
 WALLS**
 CONCRETE



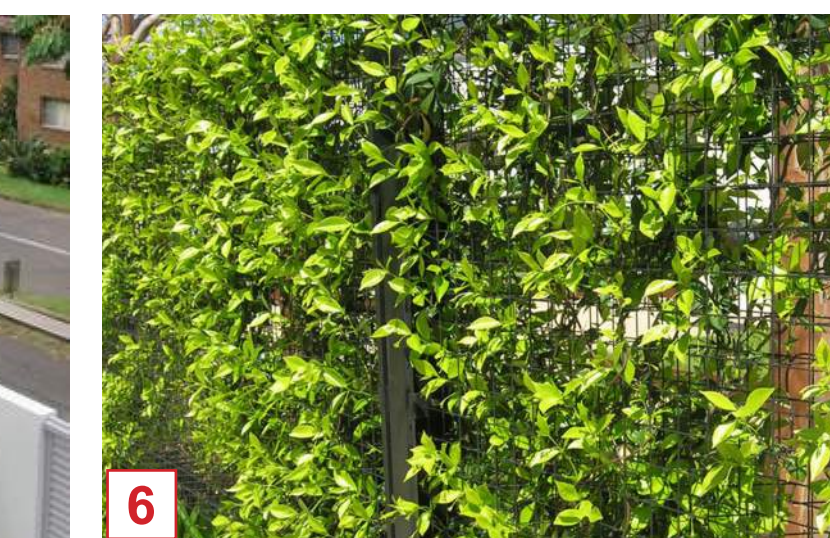
3
EXTERIOR CANOPY
 STEEL COLUMNS IN WHITE
 PAINT AND ALUMINUM TRELLIS
 LOUVRES IN WHITE POWDER
 COAT



4
EXTERIOR RAILINGS
 STEEL SILVER FINISH



5
EXTERIOR RAILINGS
 STEEL RAILINGS IN SILVER
 FINISH AND GLASS
 BALUSTRADE



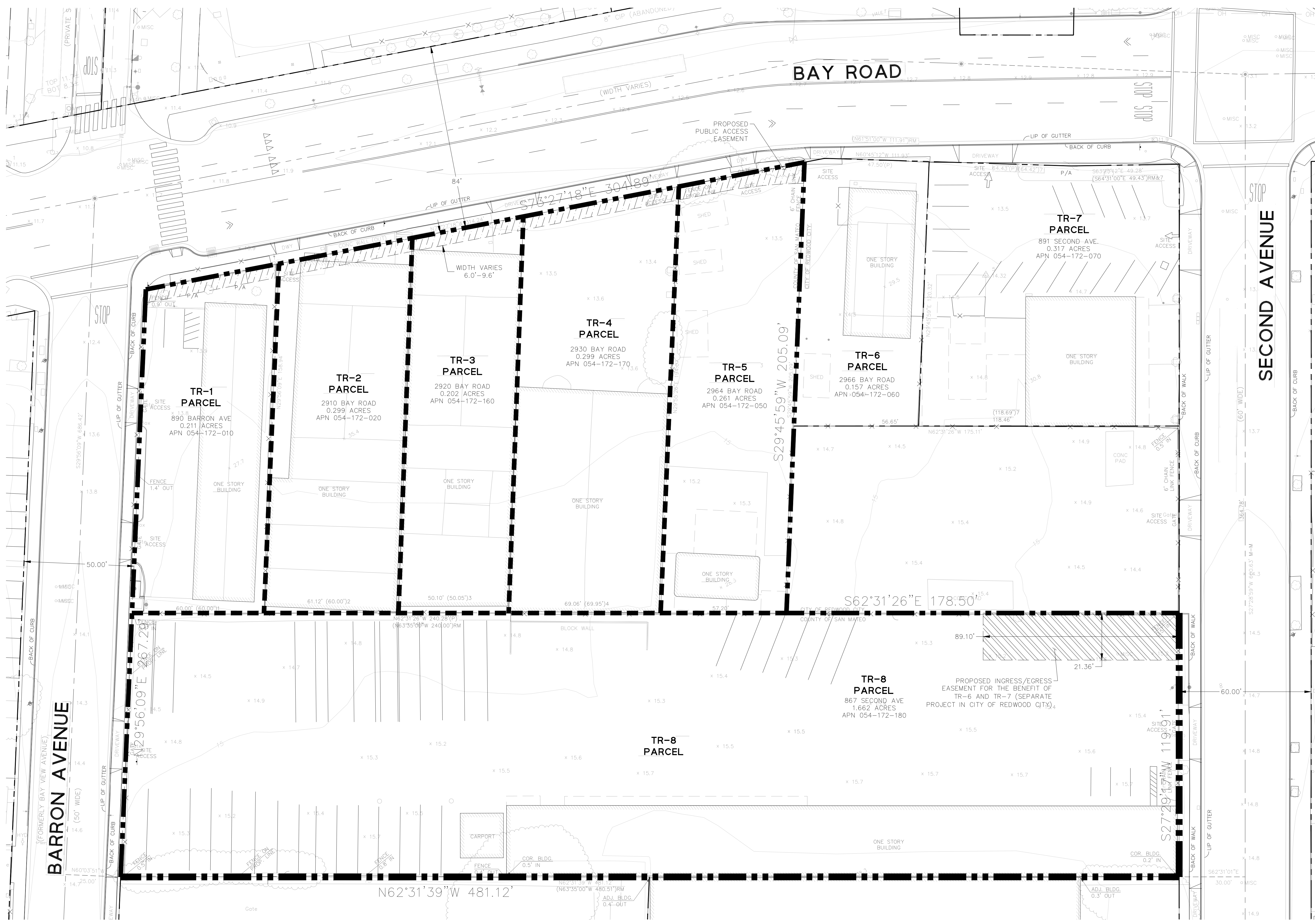
6
EXTERIOR WALL COVERING
 GREEN SCREEN PLANTING IN
 TRELLIS



7
**EXTERIOR MECHANICAL
 PENTHOUSE SCREEN**
 METAL SCREEN IN WHITE
 PAINT FINISH

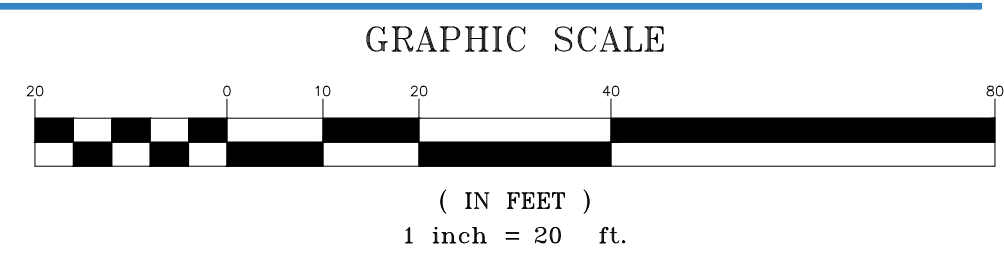


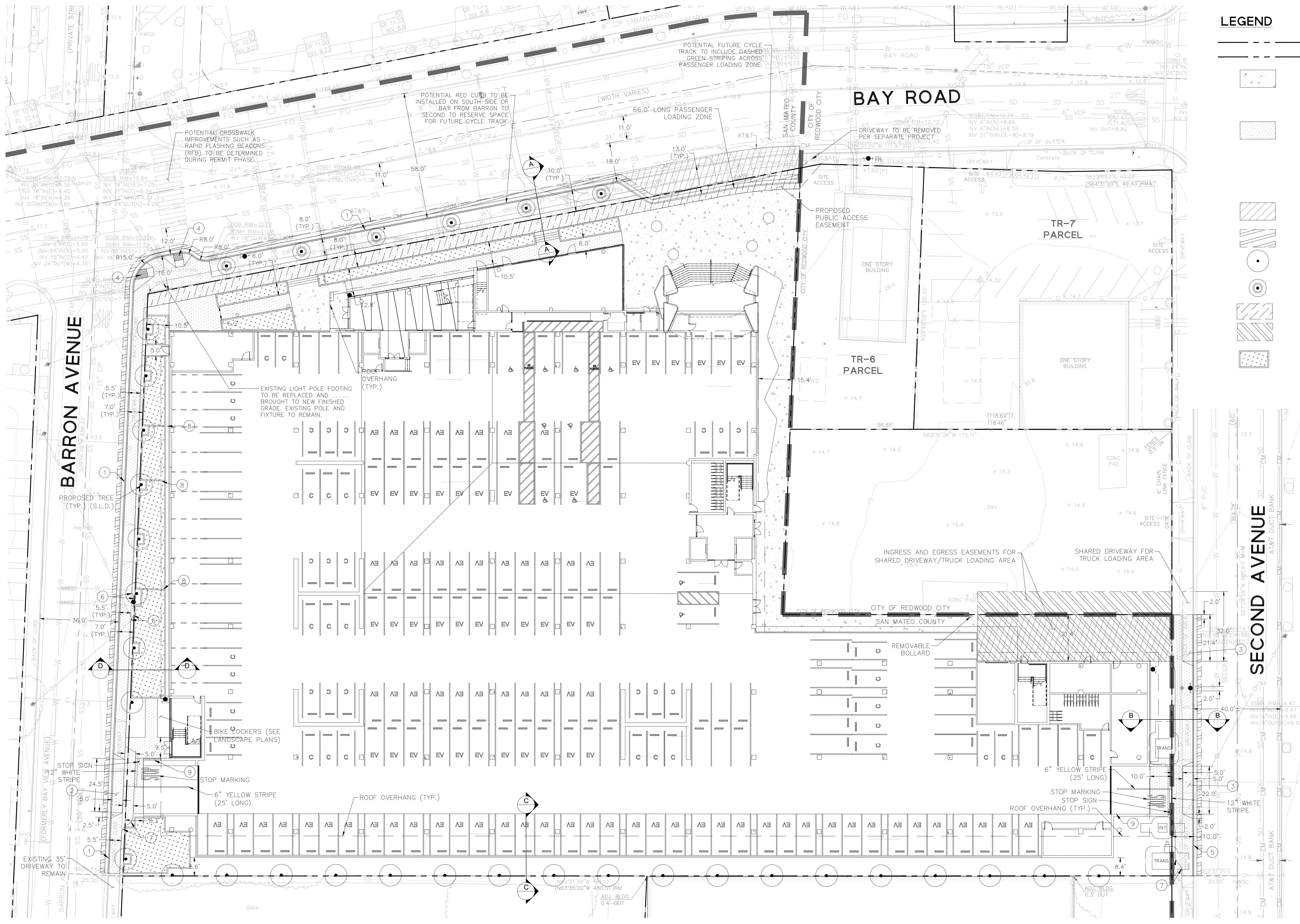
8
EXTERIOR METAL FRAME
 METAL MULLION CAPS IN
 SILVER FINISH



LEGEND

- PROPOSED PARCELIZATION
- EXISTING PROPERTY LINE TO BE REMOVED
- EXISTING PROPERTY LINE
- PROPOSED PUBLIC ACCESS EASEMENT
- PROPOSED INGRESS/EGRESS EASEMENT





LEGEND

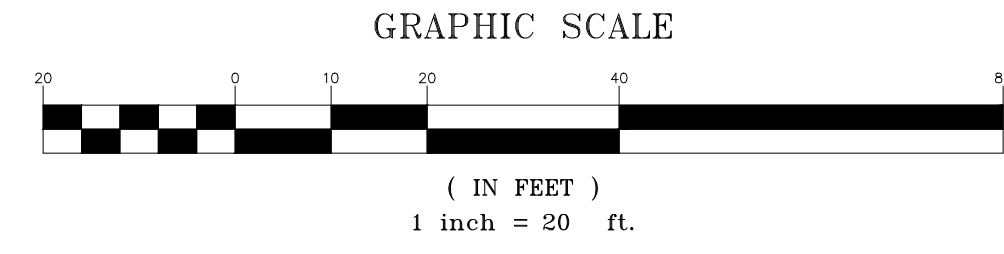
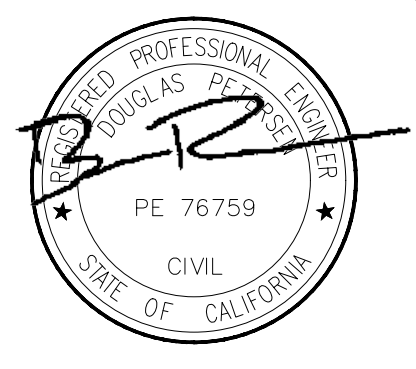
- PROPERTY LINE
- ADJACENT PROPERTY LINE
- ACCENT PAVING (SEE LANDSCAPE PLANS)
- 7" PCC WITH 4# @ 16" O.C. EACH WAY/6" CL II AB WITH THICKENED EDGES 12" DEEP AND 12" WIDE
- 12" AC DEEPLIFT
- PROPOSED TREE (SEE LANDSCAPING PLAN)
- PROPOSED POTTED TREE (SEE LANDSCAPING PLAN)
- PROPOSED PUBLIC ACCESS EASEMENT
- PROPOSED INGRESS/EGRESS EASEMENT
- FLOW-THROUGH PLANTER (SEE SHEET C7.0)

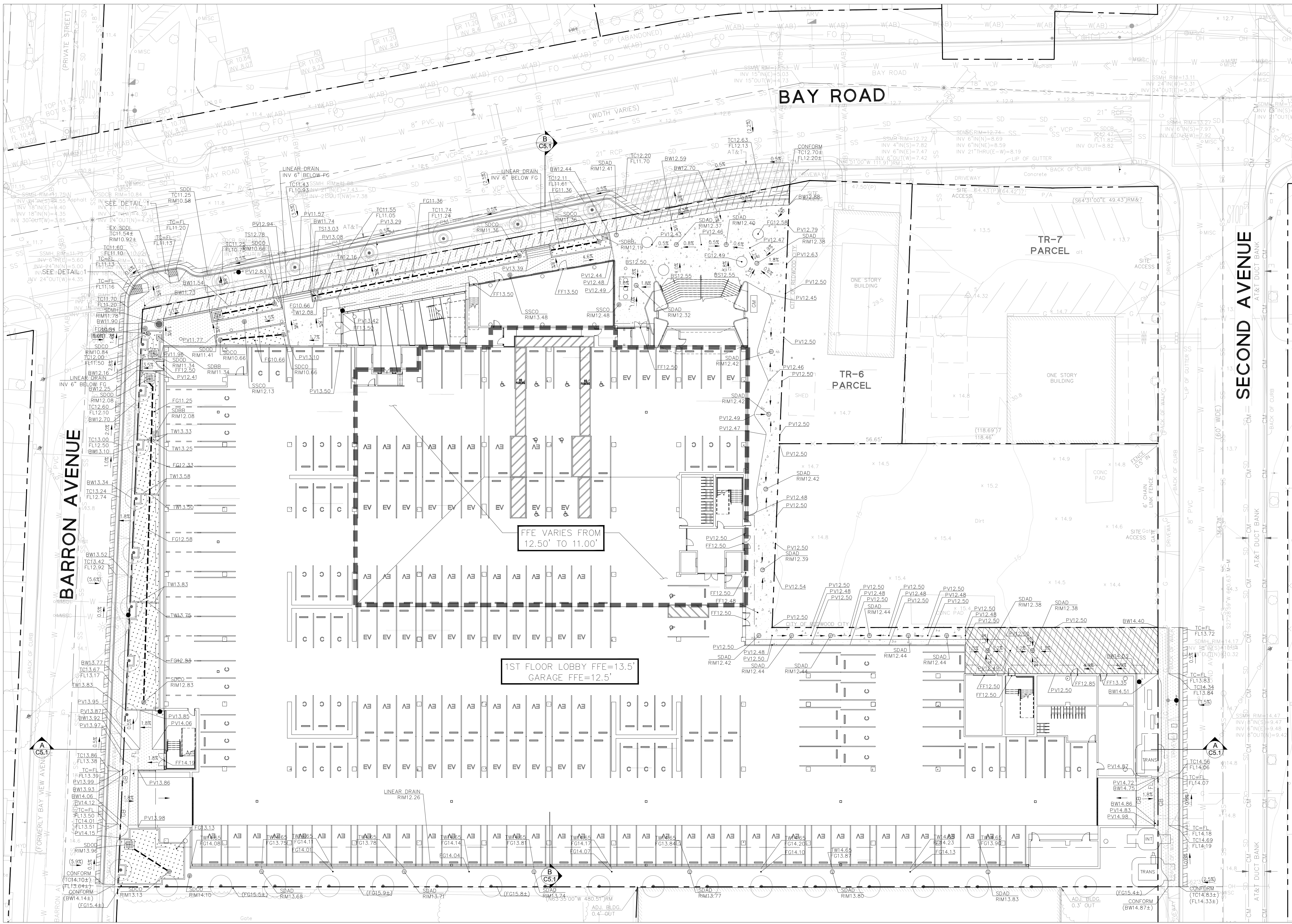
KEY NOTES

- 1 NEW CURB AND GUTTER. SEE COUNTY STANDARD DETAIL D-3.
- 2 NEW COMMERCIAL DRIVEWAY. SEE COUNTY STANDARD DETAIL D-2A.
- 3 NEW COMMERCIAL DRIVEWAY. SEE REDWOOD CITY STANDARD DETAIL C-2.
- 4 NEW FLARED ADA RAMP. SEE CALTRANS DETAIL B/A88A.
- 5 NEW CURB AND GUTTER. SEE REDWOOD CITY STANDARD DETAIL C-3.
- 6 3.5' RADIUS.
- 7 5.0' RADIUS.
- 8 FLOW-THROUGH PLANTER CHECK DAM.
- 9 INSTALL AUDIBLE ALARMS AND LIGHTS TO ALERT PEDESTRIANS OF VEHICLES EXITING THE GARAGE.

NOTE

1. ALL EXISTING ROAD STRIPING AFFECTED BY GRIND/OVERLAY AND ASPHALT SEAL TO BE REPLACED IN KIND.



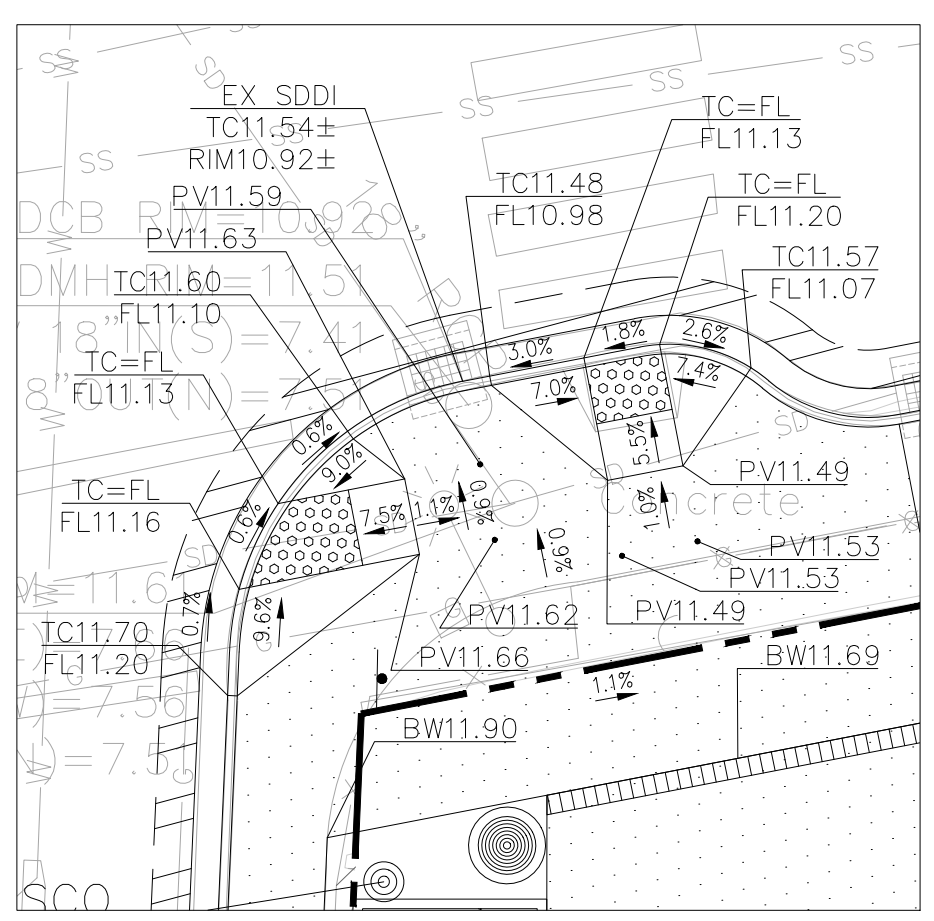


LEGEND

---	PROPERTY LINE
(TC98.69+) (FL98.19±)	EXISTING SPOT GRADE
TC98.69 FL98.19	PROPOSED SPOT GRADE
(1.0%)	EXISTING SLOPE
1.0%	PROPOSED SLOPE
---	OVERLAND RELEASE

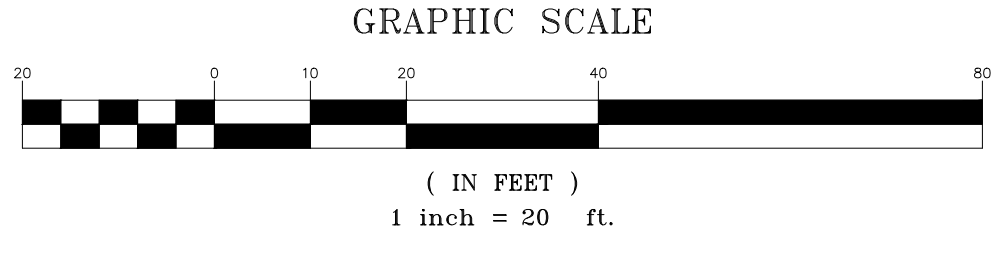
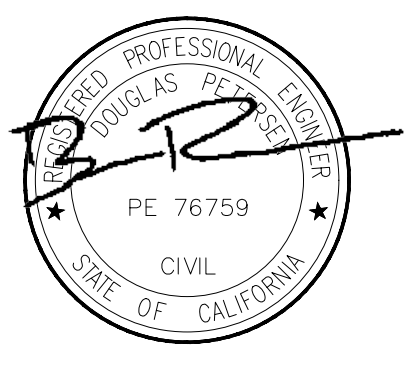
EARTH WORK QUANTITIES

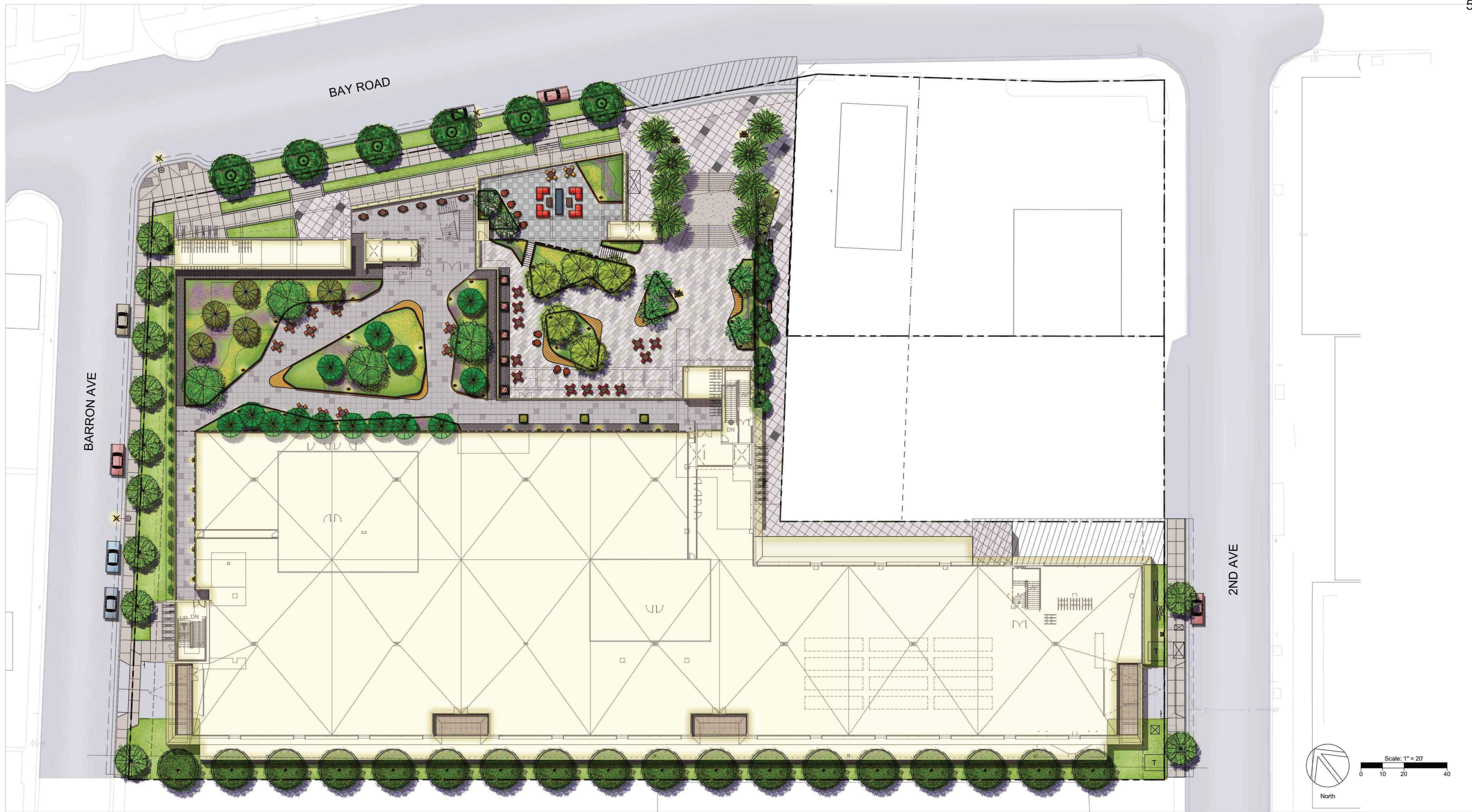
CUT: 23,000 CY
 FILL: 3,000 CY
 TOTAL: 26,000 CY



DETAIL 1 - RAMP ELEVATIONS

SCALE: 1"=10'

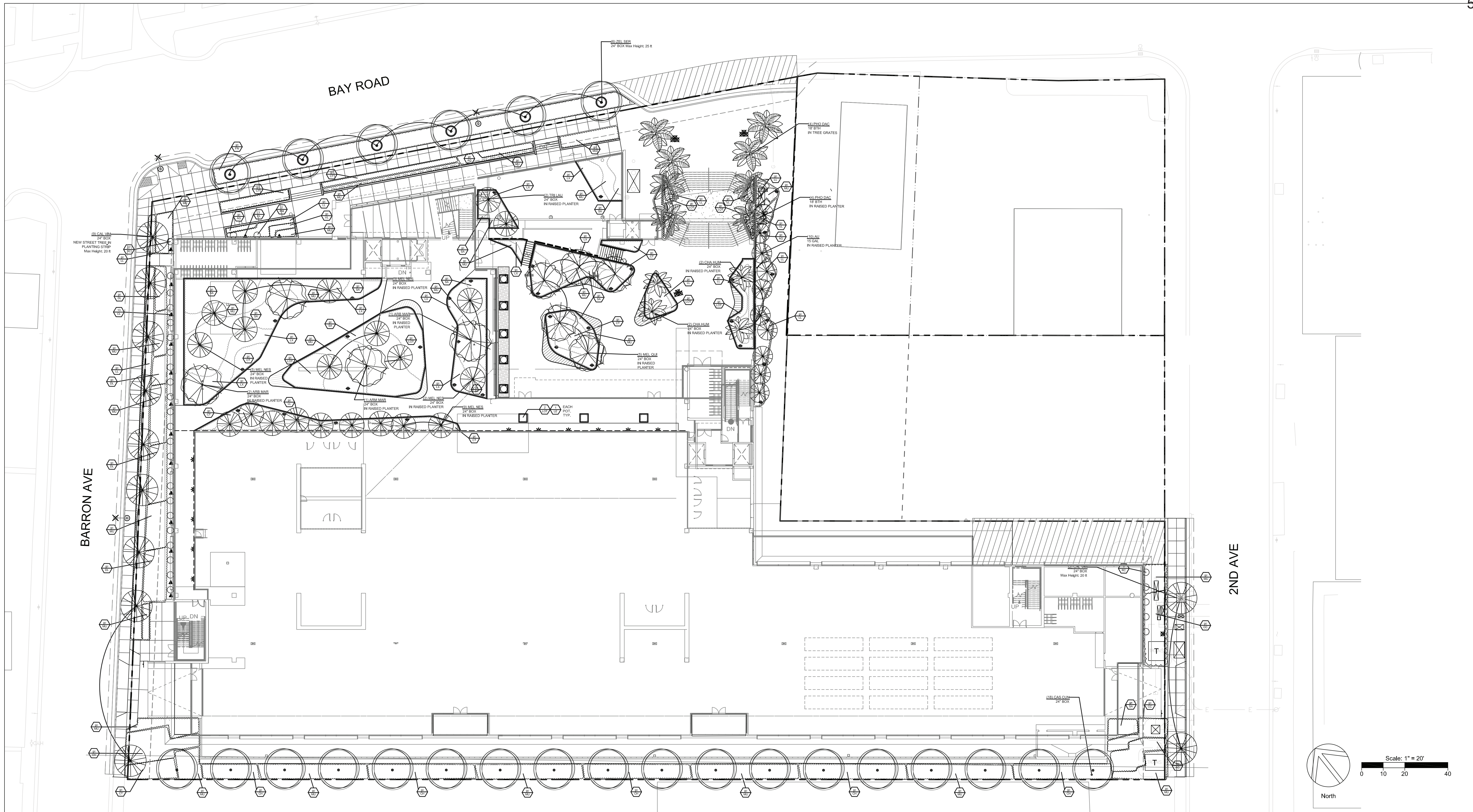




NOTE

MODEL WATER EFFICIENT LANDSCAPE ORDINANCE STATEMENT:

I have complied with the criteria of the ordinance and applied them for the efficient use of water in the landscape design plan.

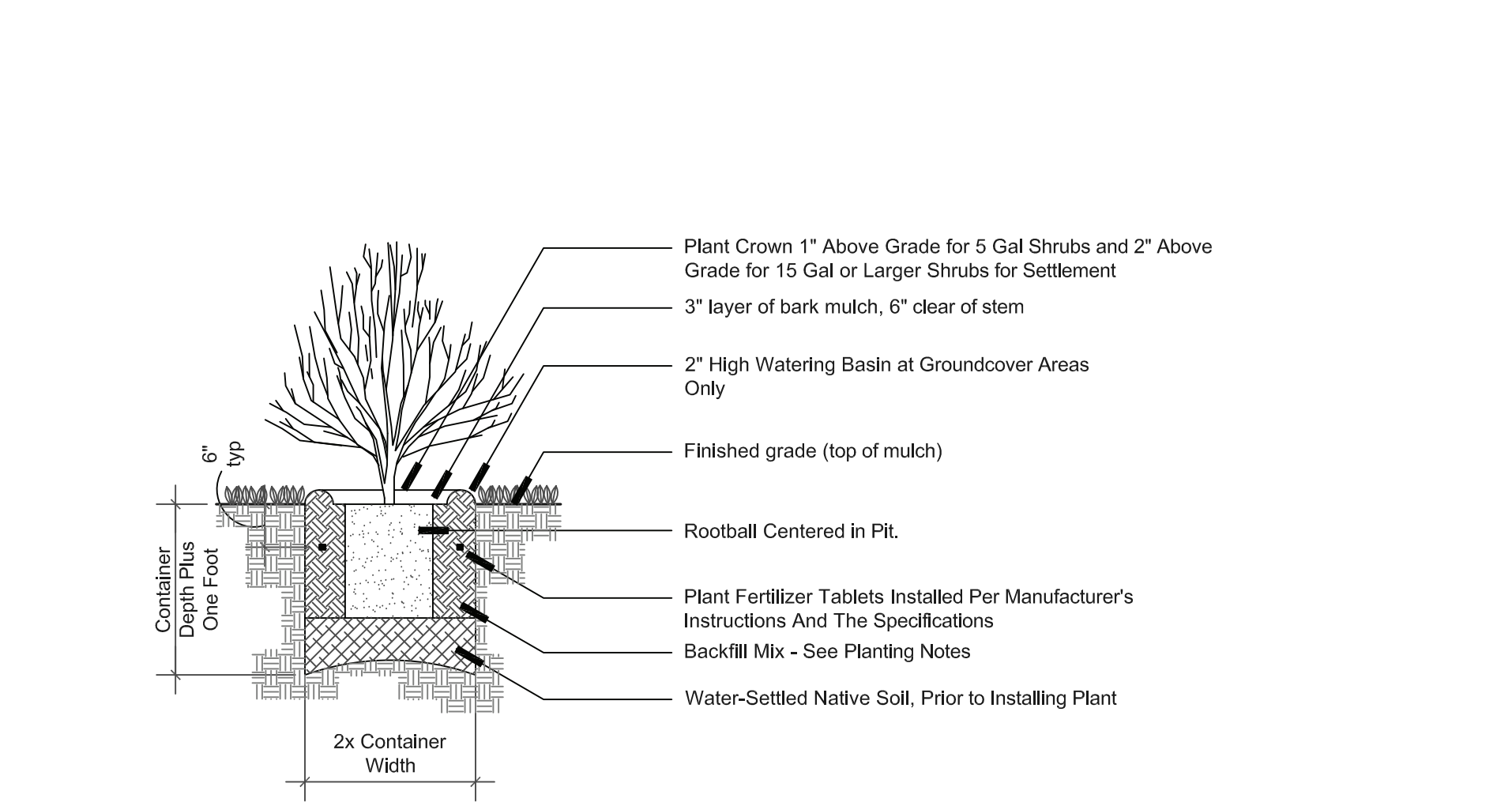
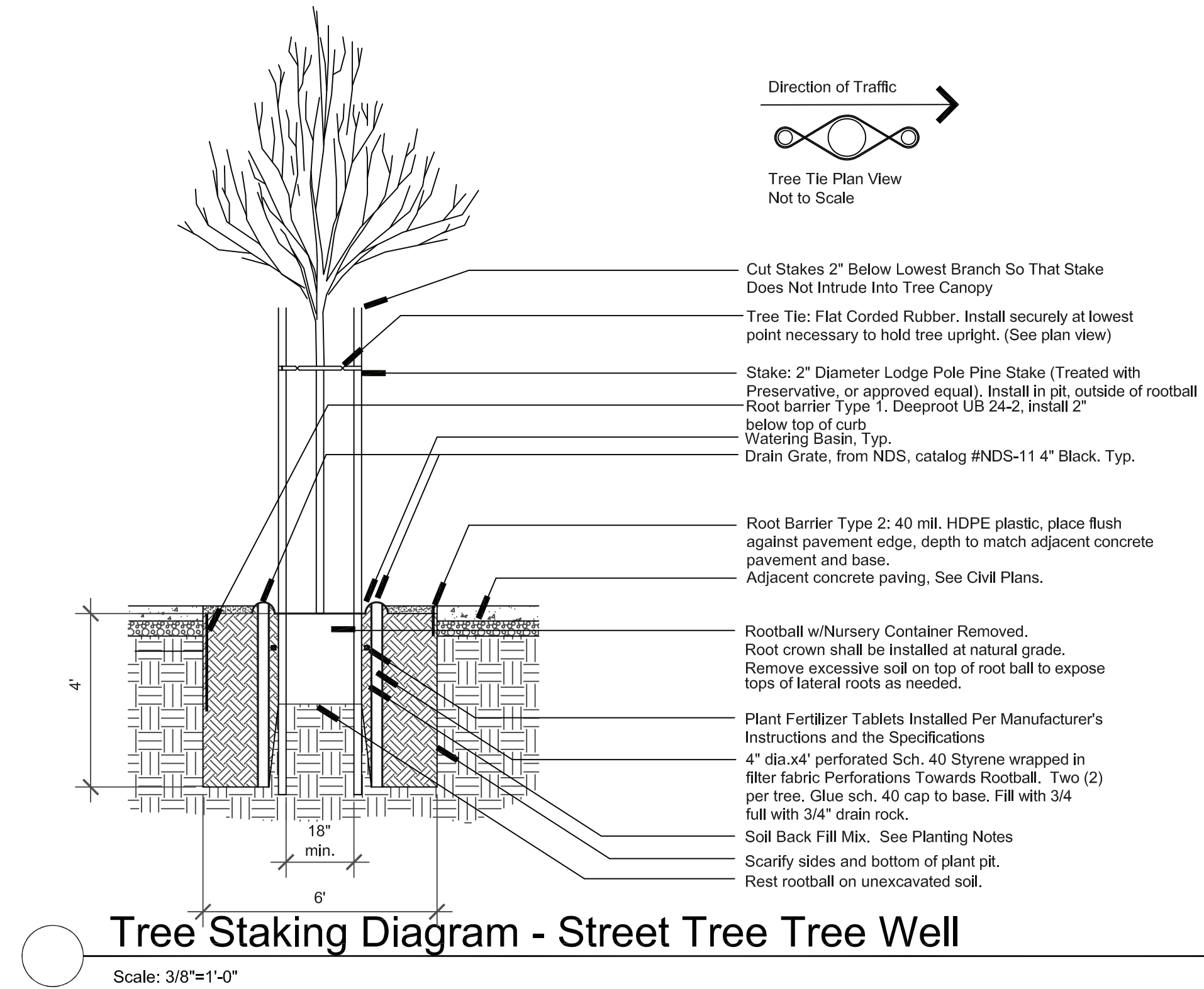


NOTE
 MODEL WATER EFFICIENT LANDSCAPE ORDINANCE STATEMENT:
 I have complied with the criteria of the ordinance and applied them for the efficient use of water in the landscape design plan.

PLANTING NOTES

- All work shall be performed by persons familiar with planting work and under supervisions of a qualified planting foreman.
- Plant material locations shown are diagrammatic and may be subject to change in the field by the Landscape Architect before the maintenance period begins.
- All trees are to be staked as shown in the staking diagrams.
- All tree stakes shall be cut 6" above tree ties after stakes have been installed to the depth indicated in the staking diagrams. Single stake all conifers per tree staking diagram.
- Plant locations are to be adjusted in the field as necessary to screen utilities but not to block windows nor impede access. The Landscape Architect reserves the right to make minor adjustments in tree locations after planting at no cost to the Owner. All planting located adjacent to signs shall be field adjusted so as not to interfere with visibility of the signs.
- The Landscape Architect reserves the right to make substitutions, additions, and deletions in the planting scheme as felt necessary while work is in progress. Such changes are to be accompanied by equitable adjustments in the contract price if/when necessary and subject to the Owner's approval.
- The contractor is to secure all vines to walls and columns with approved fasteners, allowing for two (2) years growth. Submit sample of fastener to Landscape Architect for review prior to ordering.
- All planting areas, including planter pots, except lawns and storm-water treatment zones (as defined by the civil engineer), shall be top-dressed with a 3" layer of recycled wood mulch, "Muir Woods Brown Mulch" by WM Earthcare (877.963.2784; wmeearthcare.com) or approved equal. Submit sample to Landscape Architect for review prior to ordering. Hold all mulch six (6) inches from all plants where mulch is applied over the rootball.
- All street trees to be installed in accordance with the standards and specifications of the County of San Mateo. Contractor to contact the city arborist to confirm plant type, plant size (at installation), installation detailing and locations prior to proceeding with installation of street trees. Contractor is to obtain street tree planting permit from the County, if a permit is required, prior to installation of street trees. Contractor is to consult with the Landscape Architect during this process.
- Seasonal color is to be current and locally available. Plant material is to be selected by the Landscape Architect from a list of currently available stock provided by the Landscape Contractor prior to installation. Seasonal color to be 4" pots at 12" o.c. unless otherwise noted.
- The lawn shall be sod or seeded (as noted) and consist of a drought tolerant hard fescue blend such as Pacific Sod "Medallion Dwarf with Bonsai", installed per manufacturer's recommendations and specifications. The mix shall consist of the following proportions of grass species: 100% Bonsai Double Dwarf fescue. Available through: Pacific Sod 800.542.7633
- Trees planted in lawn areas shall have a 12" diameter cutout for trimming purposes.
- Plants shall be installed to anticipate settlement. See Tree and Shrub Planting Details.
- All trees noted with 'deep root' and those planted within 5'-0" of concrete paving, curbs, and walls shall have deep root barriers installed per manufacturer's specifications. See specifications and details for materials, depth of material, and location of installation.
- The Landscape Contractor shall arrange with a nursery to secure plant material noted on the drawings and have those plants available for review by the Owner and Landscape Architect within thirty (30) days of award of contract. The Contractor shall purchase the material and have it segregated and grown for the job upon approval of the plant material. The deposit necessary for such contract growing is to be born by the Contractor.
- The project has been designed to make efficient use of water through the use of drought tolerant plant materials. Deep rooting shall be encouraged by deep watering plant material as a part of normal landscape maintenance. The irrigation for all planting shall be limited to the amount required to maintain adequate plant health and growth. Water usage should be decreased as plants mature and become established. The irrigation controllers shall be adjusted as necessary to reflect changes in weather and plant requirements.
- The Landscape Contractor shall verify the location of underground utilities and bring any conflicts with plant material locations to the attention of the Landscape Architect for a decision before proceeding with the work. Any utilities shown on the Landscape drawings are for reference and coordination purposes only. See Civil Drawings.
- The design intent of the planting plan is to establish an immediate and attractive mature landscape appearance. Future plant growth will necessitate trimming, shaping and, in some cases, removal of trees and shrubs as an on-going maintenance procedure.

- Install all plants per plan locations and per patterns shown on the plans. Install all shrubs to ensure that anticipated, maintained plant size is at least 2'-0" from the face of building(s) unless shown otherwise on the plans. Refer to Plant Spacing Diagram for plant masses indicated in a diagrammatic manner on the plans. Refer to Plant Spacing Diagram for spacing of formal hedge rows.
- Contractor to provide one (1) Reference Planting Area for review by Landscape Architect prior to installation of the project planting. The Reference Planting Area shall consist of a representative portion of the site of not less than 900 (nine hundred) square feet. Contractor to set out plants, in containers, in the locations and patterns shown on the plans, for field review by the Landscape Architect. The Reference Planting Area will be used as a guide for the remaining plant installation.
- The Maintenance Period(s) shall be for 60 (sixty) days. Portions of the installed landscape of a project may be placed on a maintenance period prior to the completion of the project at the Owner's request and with the Owner's concurrence.
- Contractor to verify drainage of all tree planting pits. See Planting Specifications. Install drainage well per specifications and Tree Planting Detail(s) if the tree planting pit does not drain at a rate to meet the specifications.
- Contractor shall remove all plant and bar code labels from all installed plants and landscape materials prior to arranging a site visit by the Landscape Architect.
- Versicell Drainage panel or approved equal is to be installed in all on-structure planters and all pre-cast planters/pots as shown in the drawings. Material available through: Tournesol, CA 800-542-2282. All drainage panels shall be completely covered with filter fabric as shown in the drawings and per manufacturer's specifications.
- All tree rootballs shall be irrigated by water jet during the sixty (60) day maintenance period established by specifications. This irrigation shall occur each time normal irrigation is scheduled.
- The Landscape Contractor shall, as a part of this bid, provide for a planting allowance for the amount of \$5,000.000 (Five Thousand Dollars) to be used for supplying and installing additional plant material as directed by the Landscape Architect and approved by the Owner in writing. The unused portion of the allowance shall be returned to the Owner at the beginning of the maintenance period.
- The contractor is required to submit plant quantities and unit prices for all plant materials as a part of the bid.
- Assume 15 gallon plant for any un-labelled or un-sized tree; 5 gallon plant for any un-labelled or un-sized shrub; and 1 gallon @ 18" o.c. for any un-labelled ground cover.
- Assume 5 gallon plant size at 36" o.c. for all planting beds not provided with planting callouts or planting information.
- The planting areas on grade shall be ripped to a depth of 8" to reduce compaction. The native subgrade soil shall be treated with 100 lbs of gypsum/1000 sf and leached to improve drainage and reduce the soil interface barrier. Contractor shall coordinate this work with other trades. This is subject to the final recommendations of the soils test (see below) and review by the Landscape Architect and the Owner.
- All planting areas on grade are to receive Vision Comp OMR I Listed Compost by Vision Recycling, (510) 429-1300, or approved equal, at the rate of 6 cubic yards/1000 square feet, evenly tilled 6" deep into the soil to finish grade. All planting areas shall have 6-20-20 Commercial Fertilizer at 25lbs/1000 square feet evenly distributed into the soil. This is subject to the final recommendations and review of the soils test (see below) by the Landscape Architect and the Owner.
- Planting pits are to be backfilled with a mixture of 50% native soil and 50% amended native soil per note #5 above.
- The General Contractor is to provide an agricultural suitability analysis for representative samples of on-site rough graded soil and any imported topsoil. Recommendations for amendments contained in this analysis are to be carried out before planting occurs. Such changes are to be accompanied by equitable adjustments in the contract price if/when necessary. See specifications for testing procedure.
- For built in place planters on structure, use imported regular weight soil mix.
- For planter pots, use lightweight soil mix.
- See civil drawings for imported storm water treatment area soil.



PLANT PALETTE

TREES				
KEY	SIZE	BOTANICAL NAME	COMMON NAME	COMMENTS
ARB MAR	24"Box	Arbutus 'Marina'	Strawberry Tree	Low Water Use
CAL VIM	24"Box	Callistemon viminalis	Weeping Bottlebrush	Low Water Use
CAS CUN	24"Box	Casuarina cunninghamiana	Australian Beechwood	Low Water Use
CHA HUM	24"Box	Chamaerops humilis	Mediterranean Fan Palm	Low Water Use
MEL QUI	24"Box	Melaleuca quinquenervia	Cajeput Tree	Low Water Use
PHO DAC	18" BHT	Phoenix dactylifera	Date Palm	Low Water Use
MEL NES	24"Box	Melaleuca nesophila	Pink Melaleuca	Low Water Use
TRI LAU	24"Box	Tristania laurina 'Elegant'	Water Gum	Medium Water Use
ZEL SER	24"Box	Zelkova serrata 'City Sprite'	City Sprite Zelkova	Low Water Use
SHRUBS				
KEY	SIZE	BOTANICAL NAME	COMMON NAME	SPACING**/COMMENTS
AU	5 Gal	Arbutus unedo 'Compacta'	Strawberry Tree	36" O.C. Low Water Use
ACI	5 Gal	Acacia cognata 'Cousin Ilt'	Dwarf River Wattle	36" O.C. Low Water Use
AC	5 Gal	Artemesia c. 'Montara'	Montara Sagebush	36" O.C. Native/Low Water Use
CV	5 Gal	Callistemon viminalis 'Slim'	Bottlebrush	48" O.C. Low Water Use
CC	5 Gal	Ceanothus 'Concha'	Wild Lilac	72" O.C. Native/Low Water Use
CS	5 Gal	Coleonema 'Sunset Gold'	Dwarf Coleonema	30" O.C. Low Water Use
DL	5 Gal	Dietes 'Lemon Drops'	Fortnight Lily	30" O.C. Low Water Use
EW	5 Gal	Euphorbia characias wulfenii	Euphorbia	30" O.C. Low Water Use
LX	5 Gal	Lavandula x intermedia 'Grosso'	Lavender	30" O.C. Low Water Use
LA	5 Gal	Lavatera assurgentiflora	Tree Mallow	60" O.C. Low Water Use
LE	5 Gal	Leucadendron 'Safari Sunset'	Safari Conebush	60" O.C. Low Water Use
LS	5 Gal	Leptospermum scoparium	New Zealand Tea Tree	60" O.C. Low Water Use
OL	5 Gal	Olea 'Little Olive'	Dwarf Olive	36" O.C. Low Water Use
PY	5 Gal	Phormium 'Yellow Wave'	New Zealand Flax	30" O.C. Low Water Use
PM	5 Gal	Phormium 'Monrovia Red'	New Zealand Flax	36" O.C. Low Water Use
RC	5 Gal	Rhamnus c. 'Mound San Bruno'	Mound San Bruno Coffeeberry	48" O.C. Native/Low Water Use
WM	5 Gal	Westringia 'Morning Light'	Coast Rosemary	48" O.C. Low Water Use
**If used as or noted on plans as groundcover				
PERENNIALS and GRASSES				
KEY	SIZE	BOTANICAL NAME	COMMON NAME	SPACING**/COMMENTS
AG	1 Gal	Anigozanthos 'Gold Velvet'	Kangaroo Paw	36" O.C. Low Water Use
CT	1 Gal	Carex tumulicola	Berkeley Sedge	24" O.C. Native/Low Water Use
DC	1 Gal	Deschampsia c. holciformis	Pacific Hair Grass	24" O.C. Native/Low Water Use
CH	5 Gal	Chondropetalum tectorum	Cape Rush	36" O.C. Low Water Use
FN	5 Gal	Festuca var.	No-Mow Fescue	24" O.C. Low Water Use
MU	5 Gal	Muhlenbergia rigens	Deer Grass	36" O.C. Native/Low Water Use
LL	5 Gal	Lomandra longifolia 'Breeze'	Dwarf mat Rush	30" O.C. Low Water Use
PO	5 Gal	Pennisetum 'Fairy Tails'	Fairy Tail Fountain Grass	30" O.C. Low Water Use
SA	5 Gal	Stipa arundinacea	Pheasant's Tail Grass	24" O.C. Low Water Use
VL	1 Gal	Verbena lilacina 'De La Mina'	Cedros Island Verbena	24" O.C. Native/Low Water Use
GROUNDCOVERS				
KEY	SIZE	BOTANICAL NAME	COMMON NAME	SPACING**/COMMENTS
BTP	1 Gal	Baccharis pilularis 'Twin Peaks'	Coyote Brush	36" O.C. Native/Low Water Use
CEA	1 Gal	Ceanothus 'Yankee Point'	Ceanothus	48" O.C. Native/Low Water Use
ROS	1 Gal	Rosmarinus off. 'Prostratus'	Rosemary	36" O.C. Low Water Use
LOT	1 Gal	Lotus berthelotii	Parrot's Beak	24" O.C. Low Water Use
VINES				
KEY	SIZE	BOTANICAL NAME	COMMON NAME	COMMENTS
CL	5 Gal	Clytostoma callistegoides	Lavender Trumpet Vine	Low Water Use
CM	5 Gal	Calystegia macrostegia	California Morning Glory	Native/Low Water Use

PLANTING DESIGN NOTES

The above plants have been selected as being representative of the overall planting design intent. This plant palette is suggested for use, but also does not preclude use of other appropriate plant material. The landscape shall incorporate plants that are tolerant of the challenging conditions of the site and that are appropriate to the local climate. These plants are found along the streets and paseo open space areas. Native, habitat-enhancing, and low water-use plants should be selected as to complement the character of the project.

All trees shall be a minimum of 24" box size. All shrubs and vines shall be a minimum of 5 gallon size. All groundcover shall be a minimum of 1 gallon size.

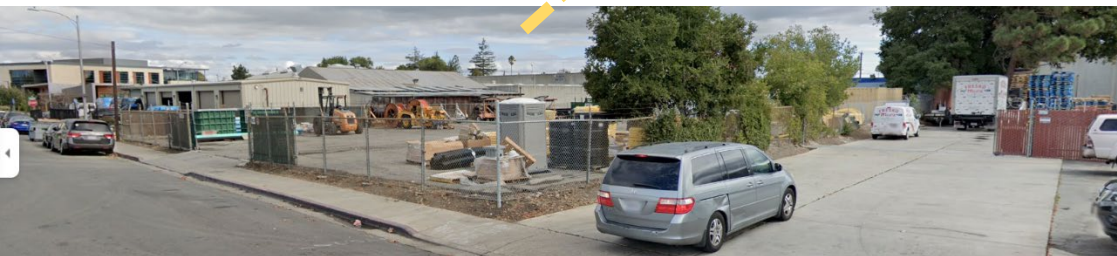
All planted areas are to be irrigated with an automatic underground irrigation system shall be designed to make efficient use of water through conservation techniques, and be in compliance with the Water District's rules and regulations for water use. 90% of the irrigation system shall be sub surface drip irrigation.



COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT

ATTACHMENT E

ATTACHMENT E - Photos of Project Site





COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT

ATTACHMENT F



**County of San Mateo
Department of Public Works
Utilities-Flood Control-Watershed Protection**

**Plan Review
2900 Bay Road – Utility Plan**

To: Kelsey Lang, Planning and Building Department
From: *JL* Julie Young, Senior Civil Engineer, Utilities-Flood Control-Watershed Protection Section
Date: January 10, 2022
Subject: Sewer Review, 2900 Bay Road, Redwood City

Reason for Review: New Research and Development Building – PLN2021-00245, -00248, and -00249

Plan Identification: Utility Plan; 2900 Bay Road, Redwood City; APN 054-172-180, 054-172-050, 054-172-160, 054-172-020, 054-172-010; Bauen Capital; Plans Submitted 11/30/2021

Reviewer: Amanda Tse

The Fair Oaks Sewer Maintenance District (Sewer District) and Menlo Park Highway Lighting District (Lighting District) have reviewed the submitted plans and are providing comments in this memo.

1. It is our understanding that multiple parcels will be merged into one parcel. Please note that the Sewer District only allows one sewer lateral connection at its sewer main, and that other existing lateral connections must be removed and the sewer mains repaired to the satisfaction of the Sewer District.
2. The applicant shall submit building plans to the Sewer District for review when the building permit application is submitted to County of San Mateo Building Department. The plans shall indicate the location of the existing and proposed sewer laterals to the Sewer District main. The County Sanitary Sewer and Streetlight Requirements Checklist can be found on our website at <http://publicworks.smcgov.org/sewer-services>. All appropriate information and notes shall be included on the plans.
3. A Sewer Inspection Permit (SIP) must be obtained to cap the existing sewer lateral prior to demolition of the existing building. SIP may be obtained from the Sewer District office at 555 County Center, 5th Floor, Redwood City.
4. The Sewer District needs to perform a capacity analysis of the additional sewage anticipated to be generated by the new development and delivered into the Sewer District facilities to determine whether the Sewer District facilities have sufficient capacity to accommodate the increased flow. The applicant will be responsible for the capacity analysis cost incurred by the Sewer District as it is a direct cost associated with the proposed development. This evaluation and the design of any



COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT

ATTACHMENT G

2900 Bay Road, Redwood City - First Submittal

resulting upgrades to the Sewer District facilities must be completed and approved by the District prior to final approval of the building plans.

5. The applicant shall mitigate the additional sewage to be generated by the site's change in use with a sanitary sewer project within the Sewer District to reduce the amount of inflow and infiltration (I/I) in its collection system. This type of mitigation would be considered for offsetting the project's effect on downstream Sewer District and City of Redwood City pipes by reducing or eliminating wet weather inflow and infiltration from the Sewer District that would otherwise be conveyed to the downstream agencies' sewer systems. The applicant would be responsible for the cost of designing, constructing, and managing such improvement project.
6. As this project will be for a private development, the Lighting District will not take over maintenance and operation responsibilities for any proposed streetlights.
7. Sewer District staff time spent working on this project will be billed to the following:

Bauen Capital, LLC
Attn: Rachel Royer
15466 Los Gatos Blvd, Suite 109-133
Los Gatos, CA 95032

Please contact Amanda Tse at atse@smcgov.org if the contact needs to be updated.

8. Other miscellaneous comments are shown on the plans.

If you have any questions regarding this review or any of its contents, please contact staff at (650) 363-4100.

Attachment: Sewer and Lighting District Map

2900 Bay Road Project Environmental Checklist

Case Nos:

PLN-2021-00245

PLN-2021-00248

PLN-2021-00249

May 17, 2022

1 INTRODUCTION

Project Title: 2900 Bay Road

County File Number(s): PLN-2021-0245, PLN-2021-00248, PLN-2021-00249

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

Contact Person and Phone Number: Camille Leung, 650-363-1826, cleung@smcgov.org

Project Location: South of Bay Road, between Barron Avenue and Second Avenue, North Fair Oaks, San Mateo County

Assessor's Parcel Number: 054-172-160; 054-172-010; 054-172-020; 054-172-050; 054-172-170; 054-172-180

Size of Parcel: 109,706 sq. ft. (2.52 acres)

Project Sponsor's Name and Address: Florian Barth, Manager, Bauen Fund 2018-2920, LLC, 15466 Los Gatos Blvd. 109-135, Los Gatos, CA 95032

Owners: Bauen Fund 2018-2920, LLC

Parcel Information:

APN	Address	Parcel Size	General Plan Designation	North Fair Oaks Community Plan	Existing Zoning	Existing Land Use
054-172-160	2920 Bay Road	8,703 sq. ft.	Existing Industrial / Commercial District - General Industrial	Industrial Mixed-Use	M-1/NFO	industrial / warehouse building
054-172-010	890 Barron Ave.	9,135 sq. ft.	Existing Industrial / Commercial District - General Industrial	Industrial Mixed-Use	M-1/NFO	industrial building (vehicle repair)
054-172-020	2910 Bay Road	9,882 sq. ft.	Existing Industrial / Commercial District - General Industrial	Industrial Mixed-Use	M-1/NFO	industrial building (masonry firm)
054-172-050	2964 Bay Road	11,515 sq. ft.	Existing Industrial / Commercial District - General Industrial	Industrial Mixed-Use	M-1/NFO	Storage yard, parking, industrial / warehouse building
054-172-170	2950 Bay Road	13,513 sq. ft.	Existing Industrial / Commercial	Industrial Mixed-Use	M-1/NFO	industrial / warehouse building

			District - General Industrial			
054-172-180	867 Second Ave.	58,550 sq. ft. [County]	Existing Industrial / Commercial District - General Industrial [County]	Industrial Mixed-Use [County & City]	M-1/NFO [County]	Parking, industrial / warehouse building
		15,293 sq. ft. [Redwood City]	[Redwood City]		I-R (Industrial Restricted) [Redwood City]	

2 PROJECT DESCRIPTION

2.1 PROJECT DESCRIPTION

Construction of a new 136,706 sq. ft. research and development facility consisting of two levels over a podium parking level (three levels total) with a maximum building height of 40 feet (maximum height of 54 feet with mechanical and other architectural elements)(“Project”). The Project would provide an exterior amenity terrace that is open to Bay Road and consists of monumental entry stairs, an exterior access elevator, landscaped gardens, and an overhead shade structure, or agora. The open space activates the street landscape and provides exterior meeting and leisure activities for the building’s tenants and guests. The Project also would provide 198 vehicle parking spaces in the podium garage, 45 of which will be EV charging spaces and 60 of which will be EV capable. Entrances to the podium level garage would be provided off of both Barron Avenue and Second Avenue. The existing structures, associated hardscape, and utilities on the subject parcels will be removed. The Project would include numerous common spaces and employee amenity areas. Associated utilities, hardscape, and landscape features will be developed as part of the Project. A total of ten trees would be removed, none of which are significant (trees with diameters at breast height (dbh) of 12 inches or more). Approximately 26,000 cubic yards of excavation is proposed.

2.2 SURROUNDING LAND USES AND SETTING

The Project site is located in the unincorporated North Fair Oaks area of San Mateo County on six parcels (APNs 054-172-160; 054-172-010; 054-172-020; 054-172-050; 054-172-170; 054-172-180) totaling approximately 2.52 acres in size. An approximately 15,293 square foot portion of APN 054-172-180 is located in Redwood City. The Project is located within the North Fair Oaks Plan (“NFO Plan” or “Plan”) area (Exhibit 2-3). The Project site is bound by Barron Avenue, Bay Road, and Second Avenue (Exhibits 2-1 and 2-2). All six parcels are generally flat and improved with existing development including a masonry firm, vehicle repair, other industrial uses, and surface parking lots, amounting to a total of 33,750 square feet of development. There are also several existing auto repair bays: 890 Barron Ave, which has 5 auto bays, and 2964 Bay Road, which has 2 auto bays. No natural habitat or water features exist on the site. The Project site is surrounded by a mobile home community and industrial office/warehouse uses across Barron Avenue to the west; the Pine Cone Children's Center (operated by Bright Horizons) across Bay Road to the north, which is part of Stanford University's Redwood City Campus; a hardware supply store and other industrial uses across Second Avenue and in Redwood City to the east; and industrial uses to the south.

2.3 REQUIRED ACTIONS FOR APPROVAL

The project would require the following actions by the County and other agencies.

- ▲ Site Development Permit to allow construction of the Project
- ▲ Lot Merger to merge six parcels (APNs 054-172-160; 054-172-010; 054-172-020; 054-172-050; 054-172-170; 054-172-180) to create one 109,706 sq. ft. (252 acre) parcel
- ▲ Grading Permit for approximately 26,000 cubic yards of excavation
- ▲ San Mateo County Encroachment Permit
- ▲ State Water Resources Control Board General Construction Permit for Stormwater
- ▲ Bay Area Air Quality Management District Backup Generator Permit

2.4 SUPPLEMENTAL INFORMATION

For informational purposes, it is noted that the project sponsor is pursuing a separate, 30,970 sq. ft. research and development project at 2950 Bay Road (the “2950 Bay Project”), located wholly within the boundaries and jurisdiction of Redwood City. The 2950 Bay Project is in no part located on the Project site or within the jurisdiction of San Mateo County and will be separately analyzed

under CEQA.

The 2950 Bay Project is a relatively small-scale project, expected to generate fewer than 163 total daily vehicle trips. Any impacts under CEQA will be analyzed and mitigated by Redwood City as the CEQA lead agency. Taking the 2950 Bay Project into consideration, all of the Project's cumulative impacts under CEQA would be less than significant.

It is further noted that the Project and the 2950 Bay Project are independently functional; the Project's operations would in no way be affected if the 2950 Bay Project did not proceed (and vice versa). Each facility would be served by its own utilities. The Project and the 2950 Bay Project can and would be implemented independently.

3 ENVIRONMENTAL CHECKLIST FOR SUPPLEMENTAL ENVIRONMENTAL REVIEW

3.1 EXPLANATION OF CHECKLIST EVALUATION CATEGORIES

This California Environmental Quality Act (CEQA) Analysis evaluates the potential environmental effects of the Project. Specifically, this analysis uses CEQA streamlining and/or tiering provisions under CEQA Guidelines Sections 15162 and 15183 to tier from the program-level analysis completed by San Mateo County for the North Fair Oaks Community Plan Update (NFO Plan), the environmental impact report (EIR) for which the County certified in 2011. That 2011 NFO Plan EIR analyzed environmental impacts associated with adoption and implementation of the Community Plan, including new growth and development contemplated pursuant to that Community Plan. As specific development projects are proposed, such as the Project, they are evaluated to determine whether the entitlements/actions proposed fall within the scope of the NFO Plan EIR and incorporate all applicable performance standards and mitigation measures identified therein to avoid or reduce potential impacts (which are included as Attachment A to this CEQA Analysis for the Project). When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, that subsequent development is not consistent with the NFO Plan.

As indicated in the Parcel Information table in Section 1, above, a portion of the parcel located at 867 Second Avenue (APN 054-172-180) is within Redwood City. However, the entirety of the Project site is within an "Opportunity Zone" identified in the NFO Plan and included for analysis in the NFO Plan EIR (see NFO EIR, p. 3-7; Table 3.3). In addition to other development capacity and uses, the NFO Plan EIR analyzed development of 210,000 additional square feet of industrial (R&D and general) uses within the five Opportunity Zones identified in the NFO Plan, including the entirety of the Project site (including the portion located in Redwood City). The Project would represent approximately 72.5 percent of the additional industrial capacity analyzed in the NFO Plan EIR. However, there have been no other R&D developments proposed within the North Fair Oaks Community Plan Area since the Plan's approval. Therefore, pursuant to Sections 15162 and 15183 analysis of the Project is tiered from the NFO Plan EIR and shall evaluate whether the entitlements/actions fall within the scope of the NFO Plan EIR.

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

"Where Impact was Analyzed"

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

"Do Proposed Changes Involve New Significant Impacts?"

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

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

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

“Any New Information Requiring New Analysis or Verification?”

Pursuant to Section 15162(a)(3)(A-D) of the CEQA Guidelines, this column indicates whether new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified as complete is available, requiring an update to the analysis of the EIR to verify that the environmental conclusions and mitigation measures remain valid. If the new information shows that: (A) the project will have one or more significant effects not discussed in the prior environmental documents; (B) that significant effects previously examined will be substantially more severe than shown in the prior environmental documents; (C) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the Mitigation Measure or alternative; or (D) that mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental documents would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the Mitigation Measure or alternative, the question would be answered “yes” requiring the preparation of a subsequent EIR or supplement to the EIR. However, if the additional analysis completed as part of this Environmental Checklist Review finds that the conclusions of the prior environmental documents remain the same and no new significant impacts are identified, or identified significant environmental impacts are not found to be substantially more severe, the question would be answered “no” and no additional EIR documentation (supplement to the EIR or subsequent EIR) would be required. Any Project- specific studies or reports are listed in this column.

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

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

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

Based on the information and conclusions set forth in this document and its Attachments, this CEQA Analysis concludes with findings of consistency with Section 15183 as a project consistent with an existing community plan for which an EIR was prepared (see Attachment B).

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

No addition environmental documentation or analysis is required.

3.2 DISCUSSION AND MITIGATION SECTIONS

Discussion

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

Mitigation Measures

Applicable mitigation measures from the prior environmental review that would apply to the project are included in the Mitigation Monitoring and Report Program (MMRP) attached as Attachment A.

Conclusions

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

4 ENVIRONMENTAL CHECKLIST

4.1 AESTHETICS

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

4.1.1 Discussion

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

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

The Project site is currently developed mostly with single story industrial buildings. The NFO Plan and applicable M-1/NFO Zoning District permit maximum heights up to 40 feet and four stories in the Industrial Mixed-Use areas, and up to 45 feet as an incentive for providing significant community spaces within the project. The Project building heights would be 40 feet for the primary structure, and up to 54 feet for architectural elements (which may exceed the height limit, subject to Planning Director approval), and so would be consistent with the NFO Plan and applicable zoning. The change would not substantially obstruct or degrade scenic vistas due to the elevation of the NFO Plan area relative to vantage points in the hills to the west and the expansiveness of the views from these vantage points. The NFO Plan EIR concludes that the impacts of the NFO Plan on scenic vistas would be less than significant.

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

Impacts to scenic resources were scoped out of the NFO Plan EIR at the Notice of Preparation stage.

The Project would redevelop an already developed site that contains no scenic resource. As such, the development of the Project would not damage or destroy any scenic resource.

Regarding the Project's impacts to trees, see the discussion in Biological Resources section below.

Regarding the Project's impacts to historic resources, see the discussion in Cultural Resources section below.

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

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

At three stories along Bay Road, a Regional Connector, the Project is consistent with the height and other development regulations on sites identified for Industrial Mixed-Use in the NFO Plan. The Project also would implement a landscape plan that extends the street canopy and include the landscaped areas and amenity terrace, and it would be consistent with the NFO Plan complete street and street design guidelines.

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

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

The Project would be consistent with the applicable Title 24 and NFO Plan standards.

Pursuant to Section 6567.6 of the County Zoning Regulations, the Project would also have dark-sky compliant exterior and interior lighting designed and located so that direct rays and glare are confined to the premises, with the exception of lighting that may light walkways and the public sidewalk.

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

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

The Project is three stories along Bay Road (a Regional Connector) and along Second Avenue (a Secondary Neighborhood Connector). Therefore, it is consistent with the NFO height and other development regulations and will not create any new unforeseen shadow impacts requiring additional mitigation measures.

4.1.2 Cumulative Discussion

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

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

4.1.3 Mitigation Measures

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

4.1.4 Conclusion

The conclusions of the NFO Plan EIR relating to aesthetics remain valid. The Project is consistent with the NFO Plan EIR. There is no evidence of substantial changes to the circumstances under which the NFO Plan EIR aesthetic impacts were analyzed. There is also no evidence of new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the NFO Plan EIR was certified, that would show a new or more severe significant aesthetic impact resulting from the Project. Furthermore, the Project was designed to be in general compliance with the development, design, and performance standards of the M1/NFO District to the extent feasible. Therefore, no additional analysis under CEQA is required for the Project.

4.2 AGRICULTURE AND FOREST RESOURCES

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

4.2.1 Discussion and Conclusion

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

4.3 AIR QUALITY

Environmental Issue Area	Where Impact Was Analyzed in the NFO Plan EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
3. Air Quality. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	NFO Plan EIR, pp. 5-21 to 22.	No	No	NA
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	NFO Plan EIR pp. 5-22 to 23.	No	No	Yes.
c. Expose sensitive receptors to significant pollutant concentrations, as defined by BAAQMD?	NFO Plan EIR, pp. 5-18 to 21; 5-23 to 28.	No	No	Yes.
d. Result in other emissions (such as those leading to odors) affecting a significant number of people?	NFO Plan EIR, p. 5-29.	No	No	N/A

4.3.1 Discussion

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

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

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

- Goal 2.1: Encourage mixed-use development along major commercial corridors and within industrial areas to support a vibrant, urban community that integrates a range of amenities in close proximity to surrounding residential neighborhoods.
- Goal 2.2: Promote revitalization through redevelopment of underutilized and vacant land in North Fair Oaks to serve local and regional needs, and to support community and economic development.
- Goal 2.3: Amend and streamline land use categories to strengthen neighborhood and community character and to incentivize needed and appropriate development.
- Goal 2.4: Encourage transit-oriented development around a future multi-modal transit center.

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

No changes in the air quality conditions for the Project site have occurred since approval of the NFO Plan. The Project would comply with the NFO Plan and its Land Use Goals; and the Project is consistent with the development assumptions of the NFO Plan EIR. The Project site's designations under the NFO Plan permits 137,133 square feet for the site. The Project proposes 136,706 square feet. The NFO Plan EIR projects the Plan will result in an additional 30,200 daily vehicle trips, 2,060 morning peak hour trips, and 2,870 evening peak hour vehicle trips. The Project would generate an estimated 1,754 daily trips, with 65 new trips (49 inbound and 16 outbound) during the AM peak hour and 76 new trips (11 fewer inbound and 65 outbound) during the PM peak hour. This does not account for existing trip credits or for implementation of required TDM measures, and therefore these numbers are conservative. The Project trip estimates are well within that assumed in the NFO Plan EIR. (Hexagon, 2900 & 2950 Bay Road Draft Transportation Analysis, April 6, 2022, p. 29.) Therefore, consistent with the conclusions in the NFO Plan EIR, this impact would be less than significant.

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

The NFO Plan EIR evaluated whether the implementation of the Plan would result in short-term construction emissions. (EIR, p. 5-18 to 21). The analysis notes that demolition or construction activities facilitated by the NFO Plan may generate

temporary emissions of ROG (reactive organic gas), NO_x (nitrogen oxide) and PM₁₀ (particulate matter with particles that have aerodynamic diameters less than or equal to 10 microns (µm)) that exceed BAAQMD thresholds of significance that apply to exhaust and evaporative emissions from construction activities. In addition, related construction dust could cause localized health and nuisance impacts on adjacent residential sensitive receptors. These possible effects represent a potentially significant impact.

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

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

The Project also would comply with all performance standards applicable to the NFO Plan's Industrial Mixed-Use district, set forth in Section 6276.6 of the Zoning Code, including those relating to dust and odor. That performance standard provides that "No use will be permitted which emits dust, an odor or air pollutant, detectable without instruments, beyond the boundaries of the M-1/NFO District." The conditions of approval for the Project will require compliance with the performance standards set forth in Section 6276.6.

The NFO Plan EIR also evaluated whether the implementation of the Plan would result in community risk and hazard impacts. (EIR, p. 5-23 to 28.) The analysis notes that future development in accordance with the NFO Plan could expose sensitive receptors to levels of toxic air contaminants (TACs) or PM_{2.5} that cause an unacceptable cancer risk or hazard, which represents a potentially significant impact. Screening modeling indicates that sensitive receptors within the NFO Plan area would be exposed to levels of TACs and/or PM_{2.5} that could cause an unacceptable cancer risk or hazard near the following roadways and train lines. Table 5.5 identifies the screening level exposures for these sources.

Table 5.5
SCREENING SETBACK DISTANCES FOR SOURCES OF TACs AND PM_{2.5}

Source	Distance in Feet ¹	Notes
El Camino Real	<100 feet	Due to TAC cancer risk
Arterial roadways	<10 feet	Due to TAC cancer risk
Caltrain	100 feet	No impact if Caltrain electrified.
Dumbarton Rail Corridor	<100 feet	Impact only if train service developed using diesel-powered locomotives
Stationary sources (e.g., dry cleaners)	<300 feet	Based on ARB guidance and planned phase-out of perchloroethylene by 2023
Stationary sources (other)	<100 feet	

SOURCE: Illingworth & Rodkin, 2011; BAAQMD, 2011; MIG, 2011.

¹ As measured from the edge of the nearest through travel lane or rail track.

The NFO Plan traffic analysis provides that, unless otherwise specifically indicated, all arterials within the Plan Area have fewer than 16,000 average daily trips under existing conditions. According to the BAAQMD Risk and Hazard Screening Tables for San Mateo County (May 2011 version), significant cancer risks extend out less than 100 feet from the roadway. (These are screening levels, so actual exposures would be less.) Therefore, new residential uses or other sensitive receptors located within 100 feet of Bay Road could be exposed to a significant cancer risk.

The Project would be located within 100 feet of the Pine Cone Children's Center located across Bay Road. However, the

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

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

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

The Project is consistent with the NFO Plan EIR development assumptions. The Industrial Mixed Use land use designation, the proposed land use designation for the Project site, permits a maximum floor area ratio of 1.25. The Project would have an FAR of 1.098. The NFO Plan EIR projects the Plan will result in an additional 30,200 daily vehicle trip, 2,060 morning peak hour trips, and 2,870 evening peak hour vehicle trips. At 1,754 daily vehicle trips, 65 morning peak hour trips, and 76 evening peak hour trips (not accounting for existing trip credits or TDM measures), the Project trip estimates are well within that assumed in the NFO Plan EIR. (Hexagon, 2900 & 2950 Bay Road Draft Transportation Analysis, April 6, 2022, p. 29.)

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

See above discussion of impacts caused by short-term construction emissions.

See above discussion of community risk and hazard impacts.

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

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

The NFO Plan EIR includes Mitigation Measure 5-3, which requires measures that would reduce odor impacts associated with cooking or restaurant uses, paint spraying operations (e.g., auto body shops), cleaning operations (e.g., dry cleaners), or other uses with the potential to cause odors. See Mitigation Measure 5-3 in attached MMRP. The NFO Plan EIR concludes that Mitigation Measure 5-3 would reduce such impacts to a less than significant. The Project also would comply with all performance standards applicable to the NFO Plan's Industrial Mixed-Use district, set forth in Section 6276.6 of the Zoning Code, including performance standards relating to dust and odor. That performance standards provides that "No use will be permitted which emits dust, an odor or air pollutant, detectable without instruments, beyond the boundaries of the M-1/NFO District."

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

4.3.2 Cumulative Discussion

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

The Project would be subject to and will comply with Mitigation Measures 5-1 and 5-3.

4.3.3 Mitigation Measures

See Mitigation Measures 5-1 and 5-3 in the attached Mitigation and Monitoring and Reporting Program. (Attachment A.)

4.3.4 Conclusion

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

4.4 BIOLOGICAL RESOURCES

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

4.4.1 Discussion

- a) **Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

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

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

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

Impacts to riparian habitat and other sensitive natural community were scoped out of the NFO Plan EIR at the Notice of Preparation stage.

The Project area is previously developed and does not contain riparian habitat or other sensitive natural community.

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

Impacts to federally protected wetlands were scoped out of the NFO Plan EIR at the Notice of Preparation stage.

The Project area is previously developed and does not contain federally protected wetlands.

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

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

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

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

The Project would require ground-disturbing activities, as well as tree removal and trimming. As such, the Project would implement Mitigation Measure 6-1.

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

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

The arborist report prepared for the Project concludes that all ten trees on the Project site must be removed due to direct conflicts with the Project site plans. None of the on-site trees qualify as *Protected*. (Hort Science/Bartlett Consulting, Arborist Report, Bauen Capital, LLC, Barron Ave., Bay Rd. and Second Ave., San Mateo County, September 2021.) However, the report indicates that the three off-site trees (490, 499 and 500) can be preserved, one of which is a Protected coast live oak. The Project would comply with the County's Heritage and Significant Tree Ordinances in order to mitigate the impacts to the Protected tree. Further, the design recommendations in the arborist report will be implemented; and the tree protection measures in the arborist reports will be implemented prior to any demolition or construction work and be maintained throughout the duration of the project.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

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

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

4.4.2 Cumulative Discussion

The NFO Plan EIR analyzes the Plan's cumulative biological resources impacts. (EIR, p. 6-9.) The NFO Plan EIR concludes that with implementation of Mitigation Measure 6-1, the contribution of the updated Plan to potentially significant biological

resources cumulative impacts would be less than considerable and thus less than significant.

The Project would be subject to and comply with Mitigation Measure 6-1.

4.4.3 Mitigation Measures

See Mitigation Measure 6-1 in the attached Mitigation and Monitoring and Reporting Program. (Attachment A.)

4.4.4 Conclusion

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

4.5 CULTURAL RESOURCES

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

4.5.1 Discussion

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

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

Table 8.1
RECORDED HISTORIC PROPERTIES WITHIN THE COMMUNITY PLAN AREA

Primary Number	Street Address	Year Built	National Register Status Code ¹
	721 3 rd Street	1940	6Y
	96 Buckingham Avenue	1924	6Y
	20 Dexter Street	1929	6Y
	2829 Marlborough Avenue	1908	6Y
	723 Marsh Road	1963	6Y
	2600 Middlefield Road	1972	6Y
	3600 Middlefield Road	1926	6Y
	500 Warrington Avenue	1950	6Y
P-41-000422	Peninsula Commute Service (San Francisco & San Jose Railway)		
P-41-000425	Hetch-Hetchy Bay Division Pipeline		

SOURCE: Office of Historic Preservation, Directory of Properties in the Historic Property Data File for San Mateo County, March 15, 2011.

¹The appropriate code that best describes a potential resource's relationship to the national Register of Historic Places is entered on standard historical inventory forms DPR 523A. Each of the recorded buildings listed above has a status code of 6Y, meaning they have been determined ineligible for the National Register by consensus through a process pursuant to Section 106 of the National Historic Preservation Act, but have not been evaluated for the California Register or Local Listing.

Table 8.1 shows there are ten previously recorded historic properties within the NFO Plan area: eight recorded buildings which have been determined ineligible for the National Register of Historic Places but have not been evaluated for potential eligibility for the California Register of Historical Resources or for local listing; and two recorded structures, the Peninsula Commute Service (also known as the San Francisco & San Jose Railway) and the Hetch Hetchy Bay Division Pipeline. There may also be additional unrecorded buildings, structures or objects 45 years or older within the Plan area that are of potential historical value.

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

The Project site contains no recorded historic resource. Several of the structures on the site are at least 45 years old and therefore Mitigation Measure 8-2 applies. Consistent with Mitigation Measure 8-2, County Planning Staff has evaluated the buildings and determined that the buildings are not historic resources and no additional measures are required. This impact is less than significant.

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

The NFO Plan EIR evaluated whether the implementation of the Plan would result in impacts on archaeological resources (EIR, p. 8-12 to 13.) The analysis notes that the NFO Plan area contains three recorded archaeological resources, P-41-000086, P-41-000299, and P-41-000303, all prehistoric Native American habitation sites. Given the location of the NFO Plan area within valley lands approximately 1/2-mile from the historic San Francisco Bay shoreline near the locations of former intermittent and perennial watercourses, there is a moderate to high potential for the presence of additional unrecorded Native American resources within the NFO Plan area. There are no previously recorded historic-period archaeological resources within the NFO Plan area. Based on review of historical literature and maps, there is a moderate to high potential for the presence of unrecorded historic-period archaeological resources within the NFO Plan area.

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

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

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

The NFO Plan EIR evaluated whether the implementation of the Plan would result in the disturbance of paleontological

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

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

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

See above discussions of impacts on archaeological and paleontological resources.

4.5.2 Cumulative Discussion

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

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

4.5.3 Mitigation Measures

See Mitigation Measures 8-1 and 8-3 in the attached Mitigation and Monitoring and Reporting Program. (Attachment A.) Mitigation Measure 8-2 is not applicable to the Project.

4.5.4 Conclusion

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

4.6 ENERGY

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

4.6.1 Discussion

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

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

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

The Project is consistent with the NFP Plan EIR's analysis and conclusions. The Project's energy demand is typical of research and development uses, and the Project would meet or exceed the requirements of the County's Green Building Code, Energy Code, and Title 24 of the California Code of Regulations (as modified by County Ordinance 4824). The County amended its Green Building Code and Energy Code on February 25, 2020, to exceed state requirements for energy efficiency (referred to as a "Reach Code" because such local ordinances "reach" beyond state requirements). The County's Reach Codes require that, subject to certain exceptions, all commercial buildings be all electric. Commercial buildings that do not include office uses also must install Level 2 EV Charging Stations at 6 percent of parking spaces, and install Level 1 Circuits at 5 percent of parking spaces. Compliance with the Green Building and Energy Codes, and Title 24 would increase the efficiency of the Project design by implementing a combination of energy, water and/or solid waste reduction measures. And due to updates to Title 24 since certification of the NFO Plan EIR, the Project's energy usage during operation would be more efficient than was assumed in the EIR. Finally, with respect to construction energy usage, the Project would utilize Tier 4 construction equipment, which equipment is more efficient than the equipment available at the time the EIR was certified.

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

As discussed above in 4.6.1(a), the Project would comply with the energy efficiency requirements of the state and local building codes and therefore would not conflict with or obstruct implementation of city and state plans for renewable energy and energy efficiency.

4.6.2 Cumulative Discussion

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

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

4.6.3 Mitigation Measures

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

4.6.4 Conclusion

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

4.7 GEOLOGY AND SOILS

Environmental Issue Area	Where Impact Was Analyzed in the NFO Plan EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
7. Geology and Soils. Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? <i>Note: Refer to Division of Mines and Geology Special Publication 42 and the County Geotechnical Hazards Synthesis Map.</i> ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction and differential settling? iv. Landslides? 	NFO Plan EIR, p. 9-9.	No	No Rockridge Geotechnical, Geotechnical Investigation, Proposed Office Buildings, 2900 & 2950 Bay Road, August 18, 2021	NA
b. Result in significant soil erosion or the loss of topsoil?	NFO Plan EIR, pp. 9-9 to 10.	No	No Rockridge Geotechnical, Geotechnical Investigation, Proposed Office Buildings, 2900 & 2950 Bay Road, August 18, 2021	NA
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	NFO Plan EIR, pp. 9-9 to 10.	No	No Rockridge Geotechnical, Geotechnical Investigation, Proposed Office Buildings, 2900 & 2950 Bay Road, August 18, 2021	NA
d. Be located on expansive soil, as noted in the 2010 California Building Code, creating significant risks to life or property?	NFO Plan EIR, pp. 9-9 to 10.	No	No Rockridge Geotechnical Geotechnical Investigation, Office Buildings 2900 & 2950 Bay Road, August 18, 2021	NA

e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	Scoped out at Notice of Preparation stage. Resources do not exist in NFO Plan area.	No	No	NA
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4.7.1 Discussion

- a) **Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Note: Refer to Division of Mines and Geology Special Publication 42 and the County Geotechnical Hazards Synthesis Map.) ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including liquefaction and differential settling? iv) Landslides? v) Coastal cliff/bluff instability or erosion? (Note to reader: This question is looking at instability under current conditions. Future, potential instability is looked at in Section 7 (Climate Change).)**

The NFO Plan EIR evaluated whether the implementation of the Plan would result in seismic hazards impacts. (EIR, p. 9-9.) The analysis notes that development and its occupants within the NFO Plan area could be exposed to seismic hazards, including risk of loss, injury or death. The main feature generating the seismic activity in the San Francisco Bay region is the tectonic plate boundary between the North American and Pacific plates. Locally, this boundary is referred to as the San Andreas Fault Zone, which includes the San Andreas Fault and numerous other active faults. The active San Andreas Fault is oriented roughly parallel to the hills located southwest of the Plan area, with a local splay, known as the Canada Fault. The easternmost edge of the Alquist-Priolo Earthquake Fault Zone for the Canada Fault is located approximately three miles southwest of the NFO Plan area, near Canada College and Interstate 280.4 Therefore, the potential for surface fault rupture within the NFO Plan area is low.

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

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

The Project site is not located within a State-designated Alquist Priolo Earthquake Fault Zone, and there are no known surface expressions of fault traces that cross the site. (Rockridge Geotechnical, Geotechnical Investigation, Office Buildings, 2900 & 2950 Bay Road, August 18, 2021, p. 6.) Therefore, fault rupture is not a significant geologic hazard at the site. (Cornerstone, p. 6, 11.) The Project’s potential for lateral spreading and for significant seismic settlement affecting the site is low. (Rockridge Geotechnical, p. 10–11.) The Project is not located on or adjacent to a coastal cliff/bluff, and thus will not result in any impacts to coastal cliff/bluff instability or erosion. The potential for liquefaction of localized sand layers during a significant seismic event is also very low. (Rockridge Geotechnical, p. 10.) Even so, the Project would incorporate the analysis’s recommendations regarding foundations and other construction considerations. (See Rockridge Geotechnical, Section 6, pp. 12–28.)

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

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

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

The geotechnical analysis performed for the Project found that the site contains highly expansive surficial soils. (Rockridge Geotechnical, p. 12.) While technically not a cognizable impact under CEQA, to reduce potential for damage to the planned structures, the Project would implement the analysis's recommendations regarding grading and foundation.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

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

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

See above discussion on soils-related hazards impacts.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

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

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

4.7.2 Cumulative Discussion

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

The Project would be subject to and comply with the policies contained in the San Mateo County General Plan and with federal, state and local regulations addressing building construction. A geotechnical analysis has been performed for the

Project and the Project would implement the recommendations contained in the analysis. Further, as discussed previously, the Project would implement the required erosion and sedimentation control measures as outlined in the Project's conditions of approval in the Project staff report.

4.7.3 Mitigation Measures

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

4.7.4 Conclusion

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

4.8 GREENHOUSE GAS EMISSIONS

Environmental Issue Area	Where Impact Was Analyzed in the NFO Plan EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
8. Greenhouse Gas Emissions. Would the project:				
a. Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?	NFO Plan EIR, pp. 7-14 to 17.	No	No Hexagon, 2900 & 2950 Bay Road Transportation Analysis, April 6, 2022	NA
b. Conflict with an applicable plan (including a local climate action plan), policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	NFO Plan EIR, pp. 7-14 to 17.	No	No	NA

4.8.1 Discussion

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

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

The Project is consistent with the development assumptions of the NFO Plan EIR. The Industrial Mixed Use land use designation, the proposed land use designation for the Project site, permits a maximum FAR of 1.25. The Project proposes a density of 1.098. Mobile sources (i.e., transportation emissions) are the most considerable contribution to greenhouse gas emissions. The NFO Plan EIR projects the Plan will result in an additional 30,200 daily vehicle trips, 2,060 morning peak hour trips, and 2,870 evening peak hour vehicle trips. At 1,754 daily vehicle trips, 65 morning peak hour trips, and 76 evening peak hour trips (not accounting for existing trip credits or TDM measures), the Project trip estimates are well within that assumed in the NFO Plan EIR. (Hexagon, 2900 & 2950 Bay Road Transportation Analysis, April 6, 2022, p. 29.) As such, the Project's traffic-related GHG emissions are well within those projected in the NFO Plan EIR.

Since certification of the NFO Plan EIR, the 2019 California Green Building Standards took effect on January 1, 2020. On February 25, 2020, the County adopted Reach Codes, local amendments to Title 24 that go beyond State requirements. These updated requirements include greater efficiency for new development than previous standards. For example, the County's Reach Codes require all electric in commercial buildings, photovoltaic system on 15% of rooftop area, and electric

vehicle-ready parking, among other requirements. The Project would meet or exceed the requirements of the County's Green Building Code, Energy Code, and Title 24 of the California Code of Regulations (as modified by the County's Reach Codes), as provided in the Appendix F: EECAP Development Checklist prepared for the project. The Project will be all-electric, provides for PV solar on the rooftop, and of the 198 parking spaces the project would include 60 EV-capable parking spaces, 20 spaces with Level 1 circuits, and 20 spaces with access to EV charging stations. Compliance with these requirements will further reduce the Project's greenhouse gas emissions associated with energy use and solid waste disposal.

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

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

4.8.2 Cumulative Discussion

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

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

4.8.3 Mitigation Measures

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

4.8.4 Conclusion

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

4.9 HAZARDS AND HAZARDOUS MATERIALS

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

4.9.1 Discussion

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

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

The Project proposes research and development, a backup generator, and parking uses, none of which is anticipated to include the routine transport, use, or disposal of hazardous materials. Any products that involve hazardous materials would be disposed of pursuant to the County's Household Hazardous Waste Program.

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

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

The Project site is currently developed with industrial uses. The Project site is not shown as a location of known hazardous materials release site in NFO Plan EIR Figure 10-1. Phase I Environmental Site Assessments (Phase I) were performed for the 867 Second Avenue, 890 Barron Avenue, 2910 Bay Road, 2920 Bay Road, 2930 Bay Road, and 2964 Bay Road the Project in order to identify Recognized Environmental Conditions (REC) at the Project site. (PIERS Environmental Services, Phase I Environmental Site Assessment, Project No. 20005 (876 2nd Avenue), January 2020; PIERS Environmental Services, Phase I Environmental Site Assessment, Project No. 20012 (890 Barron Avenue), February 2020; PIERS Environmental Services, Phase I Environmental Site Assessment, Project No. 19128 (2910 Bay Road), August 2019; Partner Engineering and Services Inc., Phase I Environmental Site Assessment, Project No. 18-234392.1 (2920-2930 Bay Road), January 2, 2019; PIERS Environmental Services, Phase I Environmental Site Assessment, Project No. 20178 (2964 Bay Road), September 2020.) A Phase II Subsurface Investigation also prepared for 2964 Bay Road and for 2930 Bay Road. (PIERS Environmental Services, Phase II Subsurface Investigation, Project No. 20218 (2964 Bay Road), November 2020; PIERS Environmental Services, Phase II Subsurface Investigation, Project No. 19003 (2930 Bay Road), January 2019.) RECS includes the presence or likely presence of any hazardous substances or petroleum produces in, on or at the Project site. De minimis conditions are not considered RECS.

Additionally, the Phase I reports for 876 Second Avenue, 890 Barron Avenue, 2910 Bay Road, and the Phase II report for 2930 Bay Road show that those parcels were not identified in any regulatory agency database, and no off-site spill incidents were reported that appear likely to significantly impact soil, soil vapor or ground water beneath the Project site. (876 2nd Avenue Phase I, p. 4; 890 Barron Avenue Phase I, p. 2; 2910 Bay Road Phase I, p. 3; 2930 Bay Road Phase II, p. 3.) The Phase II report for 2964 Bay Road recommends a Site Management Plan be developed prior to any redevelopment or construction. Upon completion of grading and site preparation work further soil vapor sampling may be

necessary to assess current site conditions prior to construction. (2964 Bay Road Phase II, p. 5.)

The NFO Plan EIR also evaluated whether the implementation of the Plan would result in impacts related to asbestos and lead-based paint exposure. (EIR, p. 10-11 to 12.) The analysis notes that existing structures within the NFO Plan area may contain asbestos-containing insulation, siding, finishes and other asbestos-containing building materials, and, depending on the period when they were constructed, may contain lead-based paint. As such, asbestos or lead-based paint present within older structures could be released into the environment during demolition or construction activities, which could result in soil contamination or pose a health risk to construction workers or future occupants if not managed in accordance with existing laws and regulations.

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

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

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

Project operations will not include routine use of hazardous materials.

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

The NFO Plan EIR evaluated whether the implementation of the Plan would result in impacts related to hazardous materials near schools, and concludes that the Plan's impacts would be less than significant. (EIR, p. 10-11.) The analysis notes that there are a number of schools located within the NFO Plan area or within 1/4 -mile of the area. The NFO Plan EIR concludes that with existing federal, State and local regulation and oversight of hazardous materials, the potential threat to these schools from additional hazardous materials transport, use or disposal in the NFO Plan area, or from the risk of upset and accident conditions involving the release of hazardous materials, would be a less-than-significant impact.

The Project would include research and development and parking uses and would not include the routine transport, use, or disposal of hazardous materials. As such, the Project would not have a significant impact on the Pine Cone Children's Center with respect to hazardous materials.

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

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

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

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

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

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

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

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

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

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

The Project would comply with County practices and a traffic control plan will be created for the Project. Further, the Project site is located between two major arterials, Woodside Road and Marsh Road, and therefore the Transportation Analysis assumes traffic would utilize Woodside Road to/from northbound US 101 and Marsh Road to/from southbound US 101. Project trips are otherwise assumed to be equally distributed between major roadways in the area, including Woodside and Marsh Roads, as well as Bay Road, Middlefield Road, El Camino Real, and East Bayshore Road. (Hexagon, 2900 & 2950 Bay Road, Transportation Analysis, April 6, 2022, p. 28, 29.) Therefore, the Project would not interfere with emergency response plans.

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

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

The Project is not in the vicinity of wildlands.

4.9.2 Cumulative Discussion

The NFO Plan EIR analyzes the Plan's cumulative hazards and hazardous materials impacts. (EIR, p. 10-13.) The NFO

Plan EIR concludes that with applicable federal and State laws, regulations, standards and oversight, and local policies and programs, the cumulative impact to the public or the environment from hazardous materials would be less than significant.

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

4.9.3 Mitigation Measures

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

4.9.4 Conclusion

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

4.10 HYDROLOGY AND WATER QUALITY

Environmental Issue Area	Where Impact Was Analyzed in the NFO Plan EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
10. Hydrology and Water Quality. Would the project:				
a. Violate any water quality standards or waste discharge requirements (consider water quality parameters such as temperature, dissolved oxygen, turbidity and other typical stormwater pollutants (e.g., heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash)) or otherwise substantially degrade surface or groundwater quality?	NFO Plan EIR, pp. 11-11 to 13.	No	No	NA
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	Scoped out at Notice of Preparation stage.	No	No	NA
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner which would: <ul style="list-style-type: none"> i. result in substantial erosion or siltation on- or off-site? ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? iii. create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? iv. impede or redirect flood flows? 	NFO Plan EIR, p. 11-11.	No	No	NA
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Scoped out at Notice of Preparation stage	No	No	NA
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	NFO Plan EIR, pp. 11-11 to 11-13	No	No	NA

f. Expose people or structures to a significant risk of loss, injury or death involving sealevel rise?	NFO Plan EIR, p. 11-14.	No	No	NA
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4.10.1 Discussion

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

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

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

For construction water quality impacts, the Project site is greater than one acre and thus will be required to seek coverage under the statewide General Construction Activity Stormwater Permit from the State Water Resources Control Board. The Project will prepare and implement a SWPPP showing that the Project will not result in any increase in sedimentation, turbidity, or hazardous material concentrations within downstream receiving waters. The SWPPP will include design requirements and implementation measures for erosion and sediment controls. Implementation of the SWPPP in compliance with the NPDES Permit will ensure that the Project does not violate any water quality standards or waste discharge requirements. .

The NFO Plan EIR also evaluated whether the implementation of the Plan would result in long-term water quality impacts. (EIR, p. 11-12 to 13.) The analysis notes that storm water runoff from within the Plan area, if not properly controlled before discharge, could substantially degrade water quality, disrupt aquatic habitats, impair beneficial uses or violate waste discharge requirements. Trash, particulate matter, oil and grease, and building chemicals that collect on streets, parking areas, roofs, open storage areas, and other impervious surfaces and are then washed into drainages, could impair runoff

water quality. Increased uses of herbicides, pesticides, and fertilizers associated with landscaping could also contaminate receiving waters. The number of vehicle trips generated within the Plan area is also expected to increase, which is expected to result in a proportionate increase in the deposition of vehicle-related pollutants. New commercial operations could contaminate surfaces if potential pollutants are spilled, or stored or disposed of improperly.

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

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

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

Impacts related to depleted groundwater supplies were scoped out of the NFO Plan EIR at the Notice of Preparation stage.

The Project would not use groundwater, and thus will not result in related impacts.

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

i. result in substantial erosion or siltation on- or off-site?

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

The Project site is currently developed with industrial and warehouse uses, and the majority of the Project site is currently covered by impervious surfaces. The Project would be required to implement LID measures that will store and treat stormwater, and other measures that will result in no increase in stormwater runoff from the site during a 10-year storm

event.

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

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

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

See above discussion of stormwater drainage system impacts. The site's existing condition generally slopes from southeast to northwest at a slope less than or equal to 2%. Stormwater sheet flows off of the property into the gutters along Bay Road and Barron Avenue, which then flows to the existing catch basins. The proposed stormwater control plan will route runoff from the roof and pedestrian pavement through a series of area drains which eventually empty to bioretention basins along Bay Road and Barron Avenue. Treated stormwater will flow through underground pipes, where it will connect to the existing catch basin and flow into the existing storm sewer. The bioretention basins have sufficient water storage capacity for the Project's detention volume.

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

iv. impede or redirect flood flows?

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

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

Impacts related to flood hazard, tsunami, or seiche zones were scoped out of the NFO Plan EIR at the Notice of Preparation stage.

The Project not be located in a flood hazard, tsunami, or seiche zone, and thus will not result in related impacts.

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

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

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

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

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

To prevent significant impacts related to sea level rise, the NFO Plan includes Mitigation Measure 11-1, which requires implementation of flood damage avoidance requirements required for development within 100-year flood hazard areas under the National Flood Insurance Program and County Code. See Mitigation Measure 11-1 in attached MMRP.

The Project is not located within a 100-year flood area. Further, according to the National Oceanic and Atmospheric Administration's Office for Coastal Management Sea Level Rise Viewer, the Project is not located within an area vulnerable to sea level rise. As such, the Project would not expose people or structures to a significant risk of loss, injury or death due to sea level rise.

4.10.2 Cumulative Discussion

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

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

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

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

4.9.3 Mitigation

Pursuant to the discussions in the previous sections, Mitigation Measure 11-1 is not applicable to the Project. See attached Mitigation Monitoring and Reporting Program. (Attachment A.)

4.9.4 Conclusion

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

4.10 LAND USE AND PLANNING

Environmental Issue Area	Where Impact Was Analyzed in the NFO Plan EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
10. Land Use and Planning. Would the project:				
a. Physically divide an established community?	NFO Plan EIR, pp. 12-16 to 17.	No	No	NA
b. Cause a significant environmental impact due to a conflict with a land use plan, policy, or regulation of an agency with jurisdiction over the project (including, 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?	NFO Plan EIR, pp. 12-18 to 20.	No	No	NA

4.10.1 Discussion

a) Physically divide an established community?

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

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

The NFO Plan EIR concludes that the impacts of the updated Plan on the physical arrangement and cohesion of the North Fair Oaks community and surrounding communities would represent a beneficial effect.

The Project site contains six parcels that are designated as Industrial Mixed-Use under the NFO Plan and are shown as part of an existing industrial/commercial district. (NFO Plan, Figure 2.3, p. 28.) The Project site also is shown as being within the Northern Industrial Opportunity Area, defined by the NFO Plan as an "appropriate location[] for significant future development and significant changes to allowed land uses." (NFO Plan, p. 22, Figure 2.1, p. 23.) Development of the Project site with research and development uses is consistent with the NFO Plan. The Project would be subject to and comply with the NFO objectives, goals, policies, development standards, and design guidelines intended to improve and create physical connections.

b) Cause a significant environmental impact due to a conflict with a land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

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

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

The Project complies with the NFO Plan.¹ The Project site is designated as Industrial Mixed-Use under the NFO Plan, which permits an FAR of 1.25, and the Project would have an FAR of 1.098. At its maximum height, the Project is three stories and 40 feet (not including architectural elements, which rise to a height of 54 feet). The Industrial Mixed-Use designation requires a parking ratio for industrial uses of 1 space per 750 square feet of development. Thus, at 136,706 square feet, the Project would be required to provide a minimum of 183 parking spaces. The Project would provide 198 parking spaces and, therefore, complies with the NFO Plan parking requirements. The Project would comply with all other applicable goals, policies and design guidelines of the NFO Plan.

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

4.10.2 Cumulative Discussion

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

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

4.10.3 Mitigation Measures

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

¹ The NFO Plan is a component of the County's General Plan. (Board of Supervisor, Resolution Nos. 071714 – 071715.)

4.10.4 Conclusion

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

4.11 MINERAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the NFO Plan EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
11. Mineral Resources. Would the Project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	Scoped out at Notice of Preparation stage. Mineral resources do not exist in NFO Plan area.	No	No	NA
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Scoped out at Notice of Preparation stage. Mineral resources do not exist in NFO Plan area.	No	No	NA

4.11.1 Discussion and Conclusion

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

4.12 NOISE

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

4.12.1 Discussion

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

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

Depending on the proximity of existing structures to the construction area and the methods of construction used, high vibration levels may affect nearby properties. There are two primary concerns with construction-induced vibration--the potential to damage a nearby structure and to interfere with the enjoyment of nearby daily activities. Construction-induced vibration that can be structurally damaging to a building is very rare and has been observed only in instances where the structure is already in a high state of disrepair and when the construction activity occurs immediately adjacent to the

structure. Human perception to vibration varies with the individual and is a function of physical setting and the type of vibration.

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

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

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

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

The Project is not located within 100 feet of the Caltrain tracks or Dumbarton Rail Corridor, and thus would not expose people to excessive ground-borne vibration or ground-borne noise levels.

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

The NFO Plan EIR also evaluated whether the implementation of the Plan would result in impacts associated with exposure to noise levels exceeding standards. (EIR, p. 13-19 to 20.) The analysis notes that multifamily residential and other noise-sensitive land uses within the Plan area would be exposed to various existing and anticipated noise sources, including traffic, Caltrain, and Dumbarton Rail operations. Where projected future exterior noise levels exceed 60 dBA CNEL, interior noise levels may exceed the California Building Code standard of 45 dBA CNEL or County noise standards. Specifically, Land uses proposed within 200 to 300 feet of the Caltrain line and the proposed Dumbarton Rail Corridor and within 120 feet of the centerline of El Camino Real and other major roadways would be exposed to noise levels of 60 dBA CNEL or higher. This would represent a potentially significant impact.

To mitigate these potentially significant impacts, the NFO Plan EIR includes Mitigation Measure 13-4, which requires a noise study for sensitive uses within 120 feet of Bay Real. The noise study must identify noise reduction measures necessary to achieve compatibility with County noise standards and California Building Code noise compatibility

standards. See Mitigation Measure 13-4 in attached MMRP. With implementation of Mitigation Measure 13-4, the NFO Plan EIR concludes that it would result in less-than-significant impacts related to exposure to noise levels exceeding standards.

The Project is located within 120 feet of the centerline of Bay Road, and thus is subject to Mitigation Measure 13-4. As a condition of approval for the Project, the County will require that a noise study is prepared for the Project that will identify necessary measures to achieve compatibility with County noise standards and California Building Code noise compatibility standards. Compliance with this mitigation measure will ensure the Project residents will not be exposed to noise levels that exceed standards.

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

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

The Project is located immediately across Bay Road from the Pine Cone Children's Center, a sensitive receptor. A CalGreen Code Compliance analysis conducted at the Project site indicates that the maximum hourly Leq at the Project site as measured from Bay Road exceeds 65 dBA, largely due to traffic noise. (Salter, 2920 Bay Road Superblock, Redwood City, CA, Calgreen Code Compliance, Salter Project 21-0282, July 2, 2021, p. 4.) The proposed research and development uses would not generate a substantial permanent increase in the existing ambient noise levels in the vicinity. The Project's users would not be of the type to generate excessive noise, and such uses will be located indoors. Vehicle traffic related to the Project also would not be anticipated to substantially increase traffic noise volumes in the vicinity of the Children's Center. The Project would generate a total of 1,754 vehicle trips, not accounting for existing trip credits or TDM measures, with the majority of these trips anticipated to enter the Project garage by either traveling eastbound on Bay Road and turning right onto Barron Avenue to utilize the Barron Avenue garage driveway, or traveling westbound on Bay Road and turning left onto Second Avenue to utilize the Second Avenue garage driveway. Thus, it is anticipated that much of the Project's vehicle trips would not pass directly in front of the Children's Center. (Hexagon, 2900 & 2950 Bay Road Transportation Analysis, April 6, 2022, p. 29, Figure 9.) Further, the Project would comply with all performance standards applicable to the NFO Plan's Industrial Mixed-Use district, set forth in Section 6276.6 of the Zoning Code, including that relating to noise. That performance standard provides that "No use will be permitted which exceeds the noise levels established in Section 4.88.330 in the County Ordinance Code." The conditions of approval for the Project will require compliance with the performance standards set forth in Section 6276.6.

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

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

To mitigate the potential impacts resulting from demolition and construction of development within the NFO Plan area, the

NFO Plan EIR includes Mitigation Measure 13-1, which requires a Construction Plan that will identify a procedure for coordination with nearby noise-sensitive facilities so that construction activities can be scheduled to minimize noise disturbance. Mitigation Measure 13-1 also requires that construction be limited to between the hours of 7:00 a.m. and 6:00 p.m. weekdays, 9:00 a.m. and 5:00 p.m. on Saturdays. Demolition and construction equipment controls are also required under Mitigation Measure 13-1. See Mitigation Measure 13-1 in attached MMRP. With implementation of Mitigation Measure 13-1, the NFO Plan EIR concludes that the NFO Plan would result in less than significant intermittent, short-term, project construction-period noise impacts.

The Project would be required to comply with the demolition and construction controls of the Mitigation Measure 13-1 in order to reduce any impacts related to construction-period noise.

Further, as a condition of approval for the Project, the County may require that a noise study is prepared for the Project to identify any necessary measures to achieve compatibility with County noise standards and California Building Code noise compatibility standards.

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

Significance criteria was scoped out of the Plan EIR.

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

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

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

4.12.2 Cumulative Discussion

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

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

4.12.3 Mitigation Measures

See Mitigation Measures 13-1, 13-2, and 13-4 in the attached Mitigation and Monitoring and Reporting Program. (Attachment A.) Mitigation Measure 13-3 is not applicable to the Project.

4.12.4 Conclusion

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

4.13 POPULATION AND HOUSING

Environmental Issue Area	Where Impact Was Analyzed in the NFO Plan EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
13. Population and Housing. Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	NFO Plan EIR, pp. 14-10 to 14.	No	No	NA
b. Displace substantial number of existing people or housing, necessitating the construction of replacement housing elsewhere?	NFO Plan EIR, p. 14-13.	No	No	NA

4.13.1 Discussion

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The NFO Plan EIR evaluated whether the implementation of the Plan would result in growth inducing impacts. (EIR, p. 14-10 to 13.) The analysis notes that the updated NFO Plan would result in population growth and would foster economic growth, stimulate private investment and increase the community's supply of housing, including affordable housing. The Plan EIR assumes the Plan will provide for the development of 3,024 residential units, 180,000 square feet of retail uses, 155,000 square feet of office uses, 210,000 square feet of industrial uses, 110,000 square feet of institutional uses, and 3.8 acres of parks and recreation uses within the Plan area by 2035. This development would result in an estimated 11,794 new residents and 1,905 new jobs in the Plan area. However, while the amount of new development allowed under the updated Plan would represent an increase over the amount of development allowed under the current NFO Plan., the updated NFO Plan would, on balance, be consistent with the general vision, and the goals, objectives and policies of the General Plan. The NFO Plan EIR also evaluated whether the implementation of the Plan would result in temporary and permanent employment impacts. (EIR, p. 14-13.) The analysis notes that development facilitated by the updated NFO Plan would result in new temporary construction jobs and permanent employment opportunities within the Plan area. These new jobs and the resulting activity would be a beneficial impact. The NFO Plan EIR concluded that the potential environmental impacts of development within North Fair Oaks induced by the updated Plan have been evaluated at a program level, and would be less than significant. However, the location, timing, nature, extent and severity of the potential environmental impacts of any given project are too speculative to predict or evaluate.

The Project proposes 136,706 square feet of new development and is anticipated to generate 300 to 450 new jobs, or 15.75-23.6 percent of the total new jobs anticipated under the NFO Plan. The Project would utilize existing infrastructure, including roads and utilities. As such, the Project would not induce substantial unplanned population growth either directly or indirectly.

Although CEQA does not suggest that local imbalance in the number of jobs and housing would be a significant impact under CEQA, regional planning goals seek to improve the local balance between housing and jobs because a better jobs/housing balance can reduce commuting, traffic congestion, air pollutant and greenhouse gas emissions, the need for

costly transportation, infrastructure improvements, personal transportation costs, and lost leisure and family time. Therefore, the potential effect of the updated NFO Plan on jobs/housing balance is discussed in the NFO Plan EIR for informational purposes only. (EIR, p. 14-13 to 14-14.)

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

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

The Project would not displace any housing or people. The site is currently developed with industrial and warehouse uses and so development of the Project would not necessitate construction of replacement housing elsewhere.

4.13.2 Cumulative Discussion

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

The Project is consistent with the NFO Plan.

4.13.3 Mitigation Measures

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

4.13.4 Conclusion

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

4.14 PUBLIC SERVICES

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

4.14.1 Discussion

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

Fire protection?

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

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

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

The NFO Plan EIR concludes that the Plan would result in less-than-significant impacts to fire protection services.

The Project would require services from the Redwood City Fire Department with which the County contracts for fire service in the Project area. The Project's site plan has been reviewed by the Redwood City Fire Department. The conditions required for approval include detailed access requirements, regarding placement of utilities, roadway durability, curb cut and striping, address numbering, emergency responder radio coverage, elevators, and fire extinguishers. The Project is consistent with the development assumptions of the NFO Plan EIR. The Project site's designations under the NFO Plan permits an FAR of 1.25 and the Project proposes an FAR of 1.098. Thus, the Project is within the expected demand assumed under the NFO Plan EIR.

Police protection?

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

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

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

Schools?

The NFO Plan EIR evaluated whether the implementation of the Plan would result in impacts on schools. (EIR, p. 15-24 to 25.) The analysis notes development under the NFO Plan would generate additional students attending the Redwood City School District and the Sequoia Union High School District. Based on the current number of school students living in North Fair Oaks, the RCSD forecasts that the updated Plan, at buildout, would generate approximately 468 new students to the District. Under current statutes and case law, payment of the required school impact fees would address the impact of the updated Plan on school services to the furthest extent permitted by law. The Sequoia Union High School District collects school impact fees from residential and non-residential development within the Plan area, and a portion of the fee is distributed to the Redwood City School District.²

The Project would consist of research and development uses and so would not directly generate new students. It is possible that new employees would relocate to the area and so could indirectly lead to impacts on local schools. However, the Project's development capacity is within the development assumptions of the NFO Plan EIR. Further, the Project would pay required school impact fees.

Parks?

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

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

² Redwood City, Development Fee Schedule, available at <https://www.redwoodcity.org/home/showpublisheddocument/23586/637587669923300000> (accessed November 16, 2021).

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

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

4.14.2 Cumulative Discussion

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

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

4.14.3 Mitigation Measures

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

4.14.4 Conclusion

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

4.15 RECREATION

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

4.15.1 Discussion

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

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

The Project would provide an exterior amenity terrace that is open to Bay Road and consists of monumental entry stairs, an exterior access elevator, landscaped gardens, and an overhead shade structure, or agora. The open space activates the street landscape and provides exterior meeting and leisure activities for the building's tenants and guests, and is not expected to generate a direct demand for recreation facilities. To the extent some Project employees relocate to the vicinity, that number of potential new residents is not anticipated to be significant and, as discussed above, existing recreation facilities and the payment of required fees ensures that buildout of the Plan would not cause a significant adverse effect to parks or recreational facilities.

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

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

The Project would provide an exterior amenity terrace that is open to Bay Road and consists of monumental entry stairs, an exterior access elevator, landscaped gardens, and an overhead shade structure, or agora. The open space activates the street landscape and provides exterior meeting and leisure activities for the building's tenants and guests, and is not expected to generate a substantial direct demand for recreation facilities. As such, the Project would not require the construction or expansion of recreational facilities.

4.15.2 Cumulative Discussion

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

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

4.15.3 Mitigation Measures

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

4.15.4 Conclusion

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

4.16 TRANSPORTATION/TRAFFIC

Environmental Issue Area	Where Impact Was Analyzed in the NFO Final EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
16. Transportation/Traffic. Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including, transit, roadway, bicycle, and pedestrian facilities?	NFO Plan EIR, pp. 16-27 to 45.	No	No Hexagon, 2900 & 2950 Bay Road Transportation Analysis, April 6, 2022	Yes
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) regarding Vehicle Miles Traveled?	Criteria Not Included In NFO Plan EIR; but see GHG Analysis, p. 7-15.	No	No Hexagon, 2900 & 2950 Bay Road Transportation Analysis, April 6, 2022	NA
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	NFO Plan EIR, pp. 16-45 to 46, 57 to 58.	No	No Hexagon, 2900 & 2950 Bay Road Transportation Analysis, April 6, 2022	NA
d. Result in inadequate emergency access?	NFO Plan EIR, p. 10-13 (Land Use and Planning).	No	No	NA

4.16.1 Discussion

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

The NFO Plan EIR projects the Plan will result in an additional 30,200 daily vehicle trip, 2,060 morning peak hour trips, and 2,870 evening peak hour vehicle trips. The NFO Plan EIR analyzes one intersection in proximity to the Project site: Fifth Avenue and Bay Road. Under Existing Plus Project conditions, the NFO Plan EIR concluded that Fifth Avenue/Bay Road intersection operations would deteriorate from acceptable LOS D (existing) to unacceptable LOS F during the AM peak hour, and from acceptable LOS C (existing) to unacceptable LOS F during the PM peak hour, which would represent a potentially significant impact under City of Redwood City criteria. The NFO Plan EIR identifies Mitigation Measure 16-5, which provides that "[t]he Redwood City Traffic Impact Mitigation Fee Program includes the installation of a traffic signal at this intersection as a planned capital improvement. As a condition of approval for future individual discretionary development projects within the Plan area, require project fair-share contribution toward the installation of this traffic signal." The NFO Plan EIR concludes that Mitigation Measure 16-5 would reduce the potential impact to this intersection to less than significant.

The NFO Plan EIR analyzed a project scenario that assumed a maximum industrial (R&D) buildout of 215,000 square feet. The proposed project at 2900 Bay Road would represent approximately 72.5% of the proposed buildout analyzed in the NFO Plan EIR. According to San Mateo County staff, there have been no other R&D developments proposed within the North Fair Oaks Community Plan Area since the Plan's approval. (Hexagon, 2900 & 2950 Bay Road Transportation Analysis, April 6, 2022, p. ii.) Not accounting for existing trip credits or required implementation of TDM measures, the Project would generate 1,754 daily vehicle trips, 65 morning peak hour trips, and 76 evening peak hour trips. The Project trip estimates are well within that assumed in the NFO Plan EIR. (Hexagon, 2900 & 2950 Bay Road Transportation Analysis, April 6, 2022, p. 29.) This relatively low level of traffic would not be expected to cause nearby intersections to operate at an unacceptable level of service. Further, the Project would contribute fewer than 15 vehicle trips in the westbound direction at the Fifth Avenue/Bay Road intersection during the morning peak and a net reduction of trips during the evening peak, and fewer than 5 trips in the eastbound direction during the morning peak and fewer than 20 trips during the evening peak. (Hexagon, 2900 & 2950 Bay Road Transportation Analysis, April 6, 2022, Figure 9.) In any event, the Project would implement its fair share of the cost of the restriping, 1.6 percent. (Fehr & Peers, p. 5.)

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

The Project would remove several existing driveways along the Barron Avenue, Bay Road, and Second Avenue frontages. The Bay Road frontage would provide upgraded and widened sidewalks, resulting in a continuous, pedestrian-friendly, and landscaped walkway with no driveways. The Barron Avenue and Second Avenue frontages would provide upgraded and landscaped sidewalks with fewer driveways than the current layout. Thus, the Project would improve pedestrian facilities, and would not conflict with any adopted plans or policies for new pedestrian facilities. (Hexagon, 2900 & 2950 Bay Road Transportation Analysis, April 6, 2022, p. 52.) Further, the Project would provide adequate pedestrian circulation throughout the site, as well the surrounding pedestrian facilities. In addition to the sidewalks along Barron Avenue, Bay Road, and Second Avenue, the Project would provide continuous walkways within the site that would provide pedestrian access between the street frontages and the lobby. The Project proposes 30 spaces in bicycle racks on the Project's Bay Road frontage and near lobby entrances, and 140 secure bicycle parking spaces. (Hexagon, 2900 & 2950 Bay Road

Transportation Analysis, April 6, 2022, p. 50.)

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

The Project site is less than 500 feet walking distance from the nearest SamTrans bus stop near the intersection of Second Avenue & Bay Road. SamTrans Route 270 runs along Bay Road in the Project vicinity and provides service to the Redwood City Transit Center and the Kaiser Hospital. The Redwood City Transit Center is also accessible via the Commute.org Redwood City Midpoint Shuttle and the Stanford Marguerite Shuttle, Line RWC. The nearest bus stop for these routes is approximately 0.1 miles from the Project site near the intersection of Barron Avenue & Broadway. The Project would not remove any transit facilities, nor would it conflict with any adopted plans or policies associated with new transit facilities. Also, the NFO Plan identifies a potential multi-modal transit hub near the Project site, along Middlefield Road. A multi-modal transit hub could be beneficial for future employees that would rely on public transportation. (Hexagon, 2900 & 2950 Bay Road Transportation Analysis, April 6, 2022, p. 53.)

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

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

Based on the San Mateo County/Santa Clara County Travel Forecasting Model, the Project would generate home-based work daily VMT per job of 16.66, which is greater than the County threshold of 14.85 for employment uses. Therefore, the Project would potentially have a significant impact based on the VMT impact criteria.

The project generated VMT can be reduced by physical design measures (land use or transportation) and Transportation Demand Management (TDM) measures. The project currently plans to include the following design measures:

- Bicycle parking
- Lockers and showers for cyclists
- Passenger loading area
- On-site amenities – open space and food service

The Project is required to implement TDM measures and meet trip reduction goals set forth by C/CAG. The Hexagon Transportation Analysis includes a recommended TDM program to meet these requirements. The Project is required to meet the C/CAG total vehicle trip reduction goal of 35%. This would reduce the home-based VMT per job from 16.66 to 10.83, which is below the impact threshold of 14.85. Therefore, assuming successful implementation of the required TDM measures, which would be included as conditions of approval, the Project's impact on VMT would be less than significant. (Hexagon, 2900 & 2950 Bay Road Transportation Analysis, April 6, 2022, pp. 20-26.)

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

The NFO Plan EIR includes discussion of safety impacts at at-grade railroad crossings, and identifies a potentially significant impact because development facilitated by the Plan may result in substantial additional automobile, bicycle, and/or pedestrian traffic at existing at-grade railroad crossings in the Plan area vicinity. (EIR, p. 16-45 to 46.) The NFO Plan EIR identifies Mitigation Measure 16-8, which requires an impact study for at-grade railroad crossing and diagnostic review. There are no at-grade rail crossings in the immediate Project vicinity. Therefore, the Project would have a less-than-significant safety impact to at-grade railroad crossings because it would not increase hazards between incompatible uses (i.e., pedestrians and trains) nor would it increase vehicles queues at intersections near crossings. (Fehr & Peers, p. 7.) As such, the Project is not subject to Mitigation Measure 16-8.

Further, the Project would not increase hazards due to design features, including driveway locations, alignments, or landscaping features. The Project driveways would be located approximately mid-block on Barron Avenue and Second Avenue. Consistent with the recommendations in the Hexagon Transportation Analysis, the new street trees added along the Project frontage on Barron Avenue and Second Avenue would be maintained so that the vision of exiting drivers is not obstructed. As concluded in the Hexagon report, due to the Project site design and lack of obstructions along the Project frontage, exiting drivers are able to see 200 feet along both streets. Consistent with the recommendations in the Hexagon Transportation Analysis, since on-street parking is currently permitted along Barron Avenue and Second Avenue, the Project applicant will coordinate with County staff to stripe red curb equal to at least the length of a standard vehicle to the left of the Project's driveways, to ensure exiting vehicles can see bicyclists and cars in the street. (Hexagon, 2900 & 2950 Bay Road Transportation Analysis, April 6, 2022, p. 49.) Finally, because of the low/moderate Project trips at the driveways and low/moderate volumes on Barron Avenue and Second Avenue, vehicles will easily be able to exit the project driveway. Some minor on-site vehicle queuing could occur due to a combination of the inherent unpredictability of vehicle arrivals at driveways and the random occurrence of gaps in traffic along Barron Avenue and Second Avenue. Additionally, vehicles turning left into the project site may block the travel lane momentarily due to vehicles slowing down to turn into the driveway or yielding to oncoming traffic. This would not have a noticeable effect on traffic operations or otherwise result in a hazardous condition. (Hexagon, 2900 & 2950 Bay Road Transportation Analysis, April 6, 2022, pp. 49-50.)

d) Result in inadequate emergency access?

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

The Project site has two driveways and public roadways on three sides to facilitate emergency vehicle access and fire vehicle access. The Project would comply with County practices and a traffic control plan will be created for the Project. Further, the Project's site plan has been reviewed by the Redwood City Fire Department. The conditions required for approval include detailed access requirements, regarding placement of utilities, roadway durability, curb cut and striping, address numbering, emergency responder radio coverage, elevators, and fire extinguishers.

4.16.2 Cumulative Discussion

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

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

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

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

4.16.3 Mitigation Measures

See Mitigation Measures 16-5 in the attached Mitigation and Monitoring and Reporting Program. (Attachment A.)

4.16.4 Conclusion

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

4.17 TRIBAL CULTURAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the NFO Plan EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
17. Tribal Cultural Resources. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historic Places, or in the local register of historic resources as defined in Public Resources Code Section 5020.1(k)?	NFO Plan EIR, pp. 8-12 to 8-13.	No	No	Yes
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In Applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a Native American tribe.	NFO Plan EIR, pp. 8-12 to 8-13.	No	No	Yes

4.17.1 Discussion

- a) **Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historic Places, or in the local register of historic resources as defined in Public Resources Code Section 5020.1(k)?**

The NFO Plan EIR analyzed the NFO Plan's impacts to archaeological resources, including Native American resources. (EIR, op. 8-13.) As provided in the EIR, the Plan area contains three recorded prehistoric Native American habitation sites, P-41-000086, P-41-000299, and P-41-000303. Given the location of the Community Plan area within valley lands approximately 1/2-mile from the historic San Francisco Bay shoreline near the locations of former intermittent and perennial watercourses, there is a moderate to high potential for the presence of additional unrecorded Native American resources within the Plan area.

There are no previously recorded historic-period archaeological resources within the NFO Plan area. Based on review of historical literature and maps, there is a moderate to high potential for the presence of unrecorded historic-period archaeological resources within the NFO Plan area. Development in accordance with the updated Community Plan could disrupt, alter or eliminate as-yet undiscovered prehistoric or historic-period archaeological sites, potentially including Native American remains.

As required by Mitigation Measure 8-1, a Native American monitor would be present during monitoring or testing. If a prehistoric site is found during ground disturbance, then either preservation in place of the resource in the event of discovery of an archeological resource of Native American origin, or archeological data recovery and development of an interpretive program. With implementation of Project Mitigation Measure 8-1, development implementing the Plan would have a less than significant impact.

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

- b) **Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?**

See discussion under 4.17.1(a) above.

4.17.2 Cumulative Discussion

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

of Native American origin, or archeological data recovery and development of an interpretive program. With implementation of Mitigation Measure 8-1, the Project's contribution to a cumulative tribal cultural resource impact would be reduced to a less than significant level.

4.17.3 Mitigation Measures

See Mitigation Measures 8-1 in the attached Mitigation and Monitoring and Reporting Program. (Attachment A.).

4.17.4 Conclusion

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

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

4.18 UTILITIES AND SERVICE SYSTEMS

Environmental Issue Area	Where Impact Was Analyzed in the NFO Plan EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
18. Utilities and Service Systems. Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	NFO Plan EIR, pp. 15-14 to 15-16.	No	No	NA
b. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	NFO Plan EIR, p. 15-7.	No	No	NA
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	NFO Plan EIR, pp. 15-14 to 16.	No	No	NA
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	NFO Plan EIR, pp. 15-34 to 35.	No	No	NA
e. Comply with Federal, State, and local statutes and regulations related to solid waste?	Scoped out at Notice of Preparation stage.	No	No	NA

4.18.1 Discussion

- a) **Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

Wastewater and Sewer Systems. The NFO Plan EIR evaluated whether the implementation of the Plan would result in wastewater treatment impacts. (EIR, pp. 15-15 to 15-16.) Wastewater collection service within the NFO Plan area is provided by the Fair Oaks Sewer Maintenance District (FOSMD) and the West Bay Sanitary District, wastewater conveyance to the treatment plant is provided by City of Redwood City, and wastewater treatment is provided by the South Bayside System Authority (SBSA). The NFO Plan EIR analysis notes that net new development allowed under the Plan could generate a total of approximately 0.507 millions of gallons per day (MGD) average dry weather flow (ADWF) of wastewater, or a net increase of approximately 0.528 mgd ADWF. Redwood City has been allocated 13.8 mgd of ADWF capacity at the SBSA wastewater treatment facility, and currently uses up to approximately 9 mgd of its capacity. Therefore, available treatment capacity is adequate to meet the estimated net increase of 527,780 gpd (0.528 mgd) ADWF with the NFO Plan. Redwood City has been allocated 30.5 mgd of peak wet weather flow (PWWF) treatment capacity at the SBSA treatment facility. According to the SBSA, Redwood City's highest PWWF rate was 29.22 mgd in January 2008, which is approaching but still less than its allocated capacity. The NFO Plan EIR concluded that the impact of new development allowed under the Plan on wastewater treatment capacity would be less than significant.

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

Table 15.2
PROJECTED WASTEWATER GENERATION DEMAND (RUE)¹

Opportunity Area	Net Increase with Community Plan Update Buildout
El Camino Real/5th Avenue Area	460
Middlefield Road/Transit Area	1,252
Edison Way Industrial Area	106
Northern Industrial Area	<u>581</u>
TOTAL:	<u>2,399</u>

SOURCE: Wagstaff/MIG, BKF. Draft North Fair Oaks Community Plan--Infrastructure, May 2011.

¹ RUE = Residential Unit Equivalent. One RUE = approximately 220 gallons per day; 2,399 RUEs = 527,780 gpd. See footnote in subsection 15.2.1.

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

Sewer lines serving the Plan area would be upgraded by individual development project applicants to ensure adequate capacity for residential, commercial, and industrial demand. Under existing County development permitting procedures, each individual future development project within the NFO Plan area would be required to: (1) pay applicable County development and connection fees, (2) pay its fair share toward necessary sewer system facilities to support the proposed

development's sewer infrastructure needs, and (3) submit final project water system design specifications and construction modifications for approval by the Public Works Department. Temporary construction-period traffic, noise, air quality, water quality and other potential impacts would be mitigated through the County's standard construction mitigation practices.

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

The Project is within the Northern Industrial Opportunity Area, and is consistent with the development assumptions of the NFO Plan EIR. Analysis of the Project's wastewater generation estimates shows that the Project would generate approximately 25,162 gallons per day (gpd) of wastewater (114.4 RUE) and a net increase of 20,067 gpd (91.2 RUE). (BKF, Bauen Project at 2950 Bay Road (Redwood City) and 2900 Bay Road (San Mateo County) – Sanitary Sewer Demand, November 18, 2021, pp. 3–4.) This demand is well within the 127,820 gpd (581 RU) estimate of the NFO Plan EIR for the Northern Industrial Opportunity Area, within which the Project is located. However, in accordance with County policy to mitigate any new net sewer flow increase into the existing system, the Project would comply with the County development permitting procedures, pay applicable County development and connection fees, pay its fair share toward necessary sewer system facilities, and submit final project water system design specifications and construction modifications for approval by the Public Works Department. Any construction required to accommodate the Project's wastewater treatment would comply with the County's standard construction mitigation practices.

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

Under existing County development permitting procedures, each individual future development project within the Plan area would be required to: (1) pay applicable County development and connection fees, (2) pay its fair share toward necessary water system facilities to support the proposed development's water infrastructure needs, and (3) submit final project water system design specifications and construction modifications for approval by the Public Works Department. In addition, new service connections and/or the effects of higher density development may require localized pipe replacement. Temporary construction-period traffic, noise, air quality, water quality and other potential impacts would be mitigated through the County's standard construction mitigation practices. Therefore, the NFO Plan EIR concluded that the environmental impact of the updated NFO Plan related to water distribution facilities and fire flow would be less than significant.

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

See Section 4.18.1(b) below regarding sufficiency of water supplies for additional discussion of impacts related to water facilities.

Energy and Natural Gas. The NFO Plan EIR did not analyze impacts to energy and natural gas facilities. As discussed in Section 6 regarding impacts related to energy usage, the Project would not result in the inefficient or unnecessary use of energy. The Project is subject to and will comply with the Green Building Code (Article 10) and Energy Code (Article 9). The County amended its Green Building Code and Energy Code on February 25, 2020, to exceed state requirements for energy efficiency (referred to as a "Reach Code" because such local ordinances "reach" beyond state requirements). The County's Reach Codes require that, subject to

certain exceptions, all commercial buildings be all electric. Commercial buildings that do not include office uses also must install Level 2 EV Charging Stations at 6 percent of parking spaces, and install Level 1 Circuits at 5 percent of parking spaces. Compliance with the Green Building and Energy Codes, and Title 24 would increase the efficiency of the Project design by implementing a combination of energy, water and/or solid waste reduction measures.

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

The NFO Plan EIR evaluated whether the implementation of the Plan would result in water supply impacts. (EIR, p. 15-15 to 16.) The analysis notes that additional development pursuant to the NFO Plan would generate a projected net increase in water demand of approximately 555,560 gallons per day (gpd).

Table 15.1
PROJECTED WATER DEMAND (GPD)¹

<u>Opportunity Area</u>	<u>Net Increase with Community Plan Update Buildout</u>
El Camino Real/5th Avenue Area	106,490
Middlefield Road/Transit Area	289,950
Edison Way Industrial Area	24,500
Northern Industrial Area	134,620
TOTAL:	555,560

SOURCE: Wagstaff/MIG, BKF. Draft North Fair Oaks Community Plan--Infrastructure, May 2011.

¹ gpd = gallons per day

California Water Service and the City of Redwood City will supply water to the NFO Plan area, and future growth in North Fair Oaks is expected by both water suppliers in the Urban Water Management Plans. As required by state law, any individual development proposal that meets Senate Bill (SB) 610 criteria (i.e., water demand equivalent to 500 dwelling units) must have prepared a Water Supply Assessment to evaluate water supply availability. In addition, each individual project developer would be responsible for funding the design and construction of necessary water infrastructure upgrades. Based on these requirements and conclusions, the water supply impact of the NFO Plan is considered less than significant.

The Project is within the Northern Industrial Opportunity Area, and consistent with the development assumptions of the NFO Plan EIR. Analysis of the Project's water demand estimates show that the Project would generate a net water demand of 26,486 gpd. (BKF, Bauen Project at 2950 Bay Road (Redwood City) and 2900 Bay Road (San Mateo County) – Water Narrative, November 18, 2021, Attachment Q.) This demand is well within the 134,620 gpd estimate of the NFO Plan EIR for the Northern Industrial Opportunity Area, within which the Project is located.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

See above discussion regarding wastewater collection impacts.

See above discussion regarding wastewater treatment impacts.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

The NFO Plan EIR evaluated whether the implementation of the Plan would result in impacts to solid waste and recycling

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

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

e) Comply with Federal, State, and local statutes and regulations related to solid waste?

This significance criteria was scoped out of the Plan EIR.

The Project would comply with any applicable Federal, State, and local statutes and regulations related to solid waste.

4.18.2 Cumulative Discussion

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

4.18.3 Mitigation Measures

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

4.18.4 Conclusion

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

4.19 MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issue Area	Where Impact Was Analyzed in the NFO EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
18. Mandatory Findings of Significance.				
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory?	NFO Plan EIR, Sections 4.4, Biological Resources, and 4.5, Cultural Resources	No	Yes, discussed throughout the checklist	Yes
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when view in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	NFO Plan EIR, Sections 4.1 through 4.17	No	Yes, discussed throughout environmental checklist	Yes
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	NFO Sections 4.3, Air Quality, 4.8, Hazards and Hazardous Materials, and 4.12, Noise	No	Yes, discussed throughout environmental checklist	Yes

CONCLUSION

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

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

RESPONSIBLE AGENCIES

AGENCY	YES	NO	TYPE OF APPROVAL
U.S. Army Corps of Engineers (CE)		X	
State Water Resources Control Board	X		State Water Resources Control Board General Construction Permit for Stormwater
Regional Water Quality Control Board		X	
State Department of Public Health		X	
San Francisco Bay Conservation and Development Commission (BCDC)		X	
U.S. Environmental Protection Agency (EPA)		X	
County Airport Land Use Commission (ALUC)		X	
Bay Area Air Quality Management District	X		Back-Up Generator Permit
U.S. Fish and Wildlife Service		X	
Coastal Commission		X	
County	X		Lot Merger, Grading Permit, Site Development Permit
Sewer/Water District			

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

The following mitigation measures from the North Fair Oaks Plan are included in the project plans or proposals pursuant to Section 15070(b)(1) of the State CEQA Guidelines (see Attachment A: Mitigation Monitoring and Report Program for full mitigation measures)

- Mitigation Measure 5-1
- Mitigation Measure 5-3
- Mitigation Measure 6-1
- Mitigation Measure 8-1
- Mitigation Measure 8-2
- Mitigation Measure 8-3
- Mitigation Measure 11-1
- Mitigation Measure 13-1
- Mitigation Measure 13-2
- Mitigation Measure 13-4
- Mitigation Measure 16-5

DETERMINATION (to be completed by the lead agency).

On the basis of this initial evaluation:

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

(Signature)

Date

(Title)

4 REFERENCES

BKF, Bauen Project at 2950 Bay Road (Redwood City) and 2900 Bay Road (San Mateo County) – Sanitary Sewer

Demand, October 29, 2021

Hexagon, 2900 & 2950 Bay Road Transportation Analysis, April 2022.

Hort Science/Bartlett Consulting, Arborist Report, Bauen Capital, LLC, Barron Ave., Bay Rd. and Second Ave., San Mateo County, September 2021.

Partner Engineering and Services Inc., Phase I Environmental Site Assessment, Project No. 18-234392.1, January 2, 2019.

PIERS Environmental Services, Phase I Environmental Site Assessment, Project No. 20005 (876 2nd Avenue), January 2020.

PIERS Environmental Services, Phase I Environmental Site Assessment, Project No. 20012 (890 Barron Avenue), February 2020.

PIERS Environmental Services, Phase I Environmental Site Assessment, Project No. 19128 (2910 Bay Road), August 2019.

PIERS Environmental Services, Phase I Environmental Site Assessment, Project No. 20178 (2964 Bay Road), September 2020.

PIERS Environmental Services, Phase II Subsurface Investigation, Project No. 20218 (2964 Bay Road), November 2020.

PIERS Environmental Services, Phase II Subsurface Investigation, Project No. 19003 (2930 Bay Road), January 2019.

Rockridge Geotechnical, Geotechnical Investigation, Office Project, 2900 & 2950 Bay Road, August 2021.

Salter, 2920 Bay Road Superblock, Redwood City, CA, Calgreen Code Compliance, Salter Project 21-0282, July 2, 2021

2900 Bay Road, Project Plans

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5 ATTACHMENT A: MITIGATION MONITORING AND REPORT PROGRAM

S	=	Significant
LS	=	Less than significant
SU	=	Significant unavoidable impact
NA	=	Not applicable

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation	Applicability to 2900 Bay Road Project
AIR QUALITY					
<p>Impact 5-1: Short-Term Construction Emissions. Demolition or construction activities facilitated by the updated Plan may generate temporary emissions of ROG, NO_x and PM₁₀ that exceed BAAQMD thresholds of significance. In addition, related construction dust could cause localized health and nuisance impacts on adjacent residential sensitive receptors. These possible effects represent a potentially significant impact.</p>	S	<p>Mitigation 5-1. Grading, demolition, or construction activity for future discretionary development projects within the Plan area shall be conditioned to implement the following or similar best management practices:</p> <p>(a) The following dust control measures by construction contractors, where applicable:</p> <p>During <i>demolition</i> of existing structures:</p> <ul style="list-style-type: none"> • Water active demolition areas to control dust generation during demolition of structures and break-up of pavement. • Cover all trucks hauling demolition debris from the site. • Use dust-proof chutes to load debris into trucks whenever feasible. <p>During all <i>construction phases</i>:</p> <ul style="list-style-type: none"> • Water all active construction areas at least twice daily. • Water or cover stockpiles of debris, soil, sand, or 	County	LS	Applicable to all grading, demolition, or construction activity

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation	Applicability to 2900 Bay Road Project
		<p>other materials that can be blown by the wind.</p> <ul style="list-style-type: none"> • Cover all trucks hauling soil, sand, and other loose materials, or require all trucks to maintain at least two feet of freeboard. • Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites. • Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites. • Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets. • Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more). • Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.). • Limit traffic speeds on unpaved roads to 15 miles per hour. • Install sandbags or other erosion control measures to prevent silt runoff to public roadways. • Replant vegetation in disturbed areas as quickly as possible. • Consult with the BAAQMD prior to demolition of structures suspected to contain asbestos to ensure that demolition/construction work is conducted in accordance with BAAQMD rules and regulations. 			

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation	Applicability to 2900 Bay Road Project
		<p>(b) The following best management controls on emissions by diesel-powered construction equipment used by construction contractors, where applicable:</p> <ul style="list-style-type: none"> • When total construction projects at any one time would involve greater than 270,000 square feet of development or demolition, a mitigation program to ensure that only equipment that would have reduced NO_x and particulate matter exhaust emissions shall be implemented. This program shall meet BAAQMD performance standards for NO standards--e.g., should demonstrate that diesel-powered construction equipment would achieve fleet-average 20 percent NO_x reductions and 45 percent particulate matter reductions compared to the year 2010 ARB statewide fleet average. • Ensure that visible emissions from all on-site diesel-powered construction equipment do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired or replaced immediately. • The contractor shall install temporary electrical service whenever possible to avoid the need for independently powered equipment (e.g., compressors). • Diesel equipment standing idle for more than three minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were on- 			

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation	Applicability to 2900 Bay Road Project
		<p>site and away from residences.</p> <ul style="list-style-type: none"> Signs shall be posted to alert workers that diesel equipment standing idle for more than five minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were on-site and away from residences. Properly tune and maintain equipment for low emissions. <p>Implementation of these BAAQMD-identified “feasible control measures” for construction emissions would reduce the short-term construction-related air quality</p> <ul style="list-style-type: none"> impact of the updated Plan to a <i>less-than-significant level</i>. 			
<p>Impact 5-3: Odor Impacts of Mixed Use Development. Development in accordance with the updated Plan could result in food service uses (e.g., restaurants) or other odor-generating uses in close proximity to or in the same building as residential or other odor-sensitive uses. This possibility represents a <i>potentially significant impact</i>.</p>	<p>S</p>	<p>Mitigation 5-3. Discretionary approvals within the Plan area for food service (e.g., restaurants) or other odor generating uses located in close proximity to or in the same building as residential or other odor sensitive uses shall be conditioned to implement a combination of the following measures to reduce odors and potential conflicts and complaints:</p> <ul style="list-style-type: none"> for restaurant or cooking uses, use of such devices as integral grease filtration or grease removal systems, baffle filters, electrostatic precipitators, water cooling/cleaning units, disposable pleated or bag filters, activated carbon filters, oxidizing pellet beds, and catalytic conversion, as well as proper packaging and frequency of food waste 	<p>County</p>	<p>LS</p>	<p>Subsection (c) is applicable if an archeological resources is encountered during</p>

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation	Applicability to 2900 Bay Road Project
		<p>disposal, and exhaust stack and vent location with adequate consideration of nearby receptors; and</p> <ul style="list-style-type: none"> for new residential dwellings within 300 feet of existing paint spraying operations (e.g., auto body shops), cleaning operations (e.g., dry cleaners), or other uses with the potential to cause odors, identification and adequate disclosure of potential odor impacts in notices to prospective buyers or tenants. <p>With implementation of this mitigation, the potential odor impacts of the updated Plan would be reduced to a less-than-significant level.</p>			
BIOLOGICAL RESOURCES					
<p>Impact 6-1: Migratory Wildlife Impacts. Grading and construction activities associated with development in accordance with the updated Plan could temporarily reduce nesting opportunities for resident and migratory bird species that are protected by the Migratory Bird Treaty Act. This possibility represents a potentially significant impact.</p>	S	<p>Mitigation 6-1: During the County's development review process for discretionary approvals for development within the Plan area, the County shall require tree removal and trimming, as well as ground disturbing activities, to be scheduled to take place outside of the breeding season for migratory bird species (February 15 to August 31). If construction is unavoidable during this time, a qualified biologist shall conduct a survey for nesting birds no more than three days prior to the removal or trimming of any tree and prior to the start of ground disturbing activities. If active nests are not present, project activities can proceed as scheduled. If active nests of protected species are detected, a buffer shall be established around the nest based on consultation with CDFG and based on CDFG standards, which buffer shall remain in place until the County has determined, in</p>	County	LS	Applicable to all discretionary approvals for development.

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation	Applicability to 2900 Bay Road Project
		<p>consultation with a qualified biologist, that the buffer is no longer necessary to avoid disturbance to the nest.</p> <p>With implementation of this measure, potential impacts of the updated Plan on nesting birds would be reduced to a less-than-significant level.</p>			
CULTURAL AND HISTORIC RESOURCES					
<p>Impact 8-1: Impacts on Archaeological Resources. Fourteen previous cultural resource studies have surveyed approximately 10 percent of the Plan area. The Plan area contains three recorded archaeological resources, P-41-000086, P-41-000299, and P-41-000303, all prehistoric Native American habitation sites. Given the location of the Plan area within valley lands approximately 1/2-mile from the historic San Francisco Bay shoreline near the locations of former intermittent and perennial watercourses, there is a moderate to high potential for the presence of additional unrecorded Native American resources within the Plan area.</p> <p>There are no previously recorded historic- period archaeological resources within the Plan area. Based on review of historical literature and maps, there is a moderate to high potential for the presence of unrecorded historic-period archaeological resources within the Plan area.</p>	S	<p>Mitigation 8-1: The County shall implement the following measures:</p> <p>(a) With the assistance of a professional archaeologist on the CHRIS list of consultants who meets the Secretary of the Interior’s Professional Qualifications Standards, County staff shall identify and keep confidential the locations of the three recorded Native American habitation sites within the Plan area, P-41-000086, P-41-000299, and P-41-000303.</p> <p>(b) Before approval of any discretionary project that could affect any of the three recorded Native American habitation sites within the Plan area, P-41-000086, P-41-000299, and P-41-000303, a professional archaeologist on the CHRIS list of consultants who meets the Secretary of the Interior’s Professional Qualifications Standards shall assess the resources and provide project-specific</p>	County	LS	<p>Subsection (c) is applicable if an archeological resources is encountered during construction of the Project.</p> <p>Subsections (a) and (b) are applicable only if the Project is located within any of the three recorded Native American habitation sites, or if archaeological resources are encountered during construction</p>

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation	Applicability to 2900 Bay Road Project
<p>Development in accordance with the updated Plan could disrupt, alter or eliminate as-yet undiscovered prehistoric or historic-period archaeological sites, potentially including Native American remains. This possibility represents a potentially significant impact.</p>		<p>recommendations.</p> <p>If prehistoric or historic-period archaeological resources are encountered during future construction within the Plan area, work shall be temporarily halted in the vicinity of the discovered materials and workers shall avoid altering the materials and their context until a qualified professional archaeologist has evaluated, recorded and determined appropriate treatment of the resource, in consultation with the County. Project personnel shall not collect cultural resources. Cultural resources shall be recorded on DPR 523 historic resource recordation forms. Native American resources include chert or obsidian flakes, projectile points, mortars, and pestles; and dark friable soil containing shell and bone dietary debris, heat-affected rock, or human burials. Historic-period resources include stone or adobe foundations or walls; structures and remains with square nails; and refuse deposits or bottle dumps, often located in old wells or privies. If it is determined that the proposed development could damage a unique archaeological resource, mitigation shall be implemented in accordance with Public Resources Code Section 21083.2 and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place. This measure would reduce the potential impact on archaeological resources to a less-than-significant level.</p>			

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation	Applicability to 2900 Bay Road Project
<p>Impact 8-2: Impacts on Historic Resources. There are ten previously recorded historic properties within the Community Plan area: eight recorded buildings which have been determined ineligible for the National Register of Historic Places but have not been evaluated for potential eligibility for the California Register of Historical Resources or for local listing; and two recorded structures, the Peninsula Commute Service (also known as the San Francisco & San Jose Railway) and the Hetch Hetchy Bay Division Pipeline. There may also be additional unrecorded buildings, structures or objects 45 years or older within the Community Plan area that are of potential historical value.</p> <p>Future development on properties within the Community Plan area that contain a potentially significant historic resource (i.e., a recorded historic resource or an unrecorded building or structure 45 years or older) may cause the demolition, destruction or alteration of a significant historic resource such that the significance of the resource is "materially impaired." This possibility represents a potentially significant impact.</p>	<p>S</p>	<p>Mitigation 8-2. For any individual discretionary project within the Community Plan area that the County determines may involve a property that contains a potentially significant historic resource (i.e., a recorded historic resource or an unrecorded building or structure 45 years or older), the resource shall be evaluated by County Planning Department staff, and if warranted, shall be assessed by a qualified professional on the CHRIS list of consultants who meet the Secretary of the Interior's Professional Qualifications Standards to determine whether the property is a significant historical resource and whether or not the project may have a potentially significant adverse effect on the historical resource. If, based on the recommendation of the qualified professional, the County determines that the project may have a potentially significant effect, the County shall require the applicant to implement the following mitigation measures:</p> <p>(a) Adhere to one or both of the following "Secretary Standards":</p> <ul style="list-style-type: none"> • Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings; or • Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer. 	<p>County</p>	<p>LS</p>	<p>Applicable; evaluation by Planning Department required.</p>

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation	Applicability to 2900 Bay Road Project
		<p>The qualified professional shall make a recommendation to the County as to whether the project fully adheres to the Standards for Rehabilitation, and any specific modifications necessary to do so. The final determination as to a project's adherence to the Standards for Rehabilitation shall be made by the County body with final decision-making authority over the project. Such a determination of individual project adherence to the Secretary Standards will constitute mitigation of the project historic resource impacts to a less than significant level (CEQA Guidelines section 15064.5).</p>			
<p>Impact 8-3: Disturbance of Paleontological Resources. Development in accordance with the updated Plan could potentially disrupt, alter or eliminate as-yet undiscovered paleontological resources. This possibility represents a potentially significant impact.</p>	<p>S</p>	<p>Mitigation 8-3: If paleontological resources are encountered during future grading or excavation in the Plan area, work shall avoid altering the resource and its stratigraphic context until a qualified paleontologist has evaluated, recorded and determined appropriate treatment of the resource, in consultation with the County. Project personnel shall not collect cultural resources. Appropriate treatment may include collection and processing of "standard" samples by a qualified paleontologist to recover micro vertebrate fossils; preparation of significant fossils to a reasonable point of identification; and depositing significant fossils in a museum repository for permanent curation and storage, together with an itemized inventory of the specimens. This measure would reduce the potential impact on paleontological resources to a less-than-significant level.</p>	<p>County</p>	<p>LS</p>	<p>Applicable to all grading or excavation activity</p>
<p>HYDROLOGY AND WATER QUALITY</p>					

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation	Applicability to 2900 Bay Road Project
<p>Impact 11-1: Flooding impacts Related to Sea Level Rise. A limited number of parcels located on Bay Road, Spring Street, Willow Street and Charter Street in the northwestern portion of the Plan area could be subject to flooding due to predicted sea level rise associated with global climate change. With increased flooding potential in the future, development in accordance with the updated Plan could place people, structures and other improvements in these areas at an increased risk of injury or loss from flooding. This possibility represents a potentially significant impact.</p>	S	<p>Mitigation 11-1. Future individual development projects on properties within the Plan area subject to flooding as a result of predicted sea level rise shall be required to comply with specific flood damage avoidance requirements commonly required for development within 100-year flood hazard areas under the National Flood Insurance Program and Chapter 35.5, Flood Hazard Areas, of the San Mateo County Code of Ordinances, even if such projects do not lie within an Area of Special Flood Hazard as identified by FEMA. These requirements may include, but are not limited to, raising the elevation of habitable space above anticipated flood heights, creating 'freely communicating' structures that allow flood waters to pass through lower levels of buildings, and ensuring that site design does not result in a reduction of floodplain areas which could result in increasing flooding conditions downstream. Implementation of this measure would reduce flooding impacts related to predicted sea level rise associated with global climate change to a less-than-significant level.</p>	County	LS	Applicable if determined that the Project site is subject to flooding as a result of sea level rise
NOISE AND VIBRATION					
<p>Impact 13-1: Demolition and Construction Period Noise. Demolition and construction activities associated with the updated Plan could temporarily increase noise levels at nearby residential and commercial sensitive receptors. Noise levels at 50 feet from the demolition or construction equipment source could reach approximately 105 dBA, resulting in intermittent interference with typical existing residential and business activities, and exceeding the</p>	S	<p>Mitigation 13-1. Reduce demolition- and construction-period noise impacts on nearby residences in the Plan area by incorporating conditions in project demolition and construction contract agreements that stipulate the following conventional construction-period noise abatement measures:</p> <ul style="list-style-type: none"> • <i>Construction Plan.</i> Prepare a detailed construction plan identifying the schedule for 	County	LS	Applicable to all Project demolition and construction activity

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation	Applicability to 2900 Bay Road Project
<p>County's noise ordinance limits. This possibility represents a <i>potentially significant impact</i>.</p>		<p>major noise-generating construction activities. The construction plan shall identify a procedure for coordination with nearby noise-sensitive facilities so that construction activities can be scheduled to minimize noise disturbance.</p> <p><i>Construction Scheduling.</i> Ensure that noise-generating construction activity is limited to between the hours of 7:00 a.m. and 6:00 p.m. weekdays, 9:00 a.m. and 5:00 p.m. on Saturdays, and does not occur at any time on Sundays, Thanksgiving or Christmas.</p> <ul style="list-style-type: none"> • <i>Construction Equipment Mufflers and Maintenance.</i> Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment. • <i>Equipment Locations.</i> Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project site. • <i>Construction Traffic.</i> Route all construction traffic to and from the construction sites via designated truck routes where possible. Prohibit construction-related heavy truck traffic in residential areas where feasible. • <i>Quiet Equipment Selection.</i> Use quiet construction equipment, particularly air compressors, wherever possible. • <i>Temporary Barriers.</i> Construct solid plywood fences around construction sites adjacent to residences, operational businesses, or noise-sensitive land uses. 			

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation	Applicability to 2900 Bay Road Project
		<ul style="list-style-type: none"> • <i>Temporary Noise Blankets.</i> Temporary noise control blanket barriers should be erected, if necessary, along building facades adjoining construction sites. This mitigation would only be necessary if conflicts occurred which were not able to be resolved by scheduling. (Noise control blanket barriers can be rented and quickly erected.) • <i>Noise Disturbance Coordinator.</i> For larger construction projects, the County may choose to require project designation of a “Noise Disturbance Coordinator who would be responsible for responding to any local complaints about construction noise. The Disturbance Coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the Disturbance Coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. (The project sponsor should be responsible for designating a Noise Disturbance Coordinator, posting the phone number, and providing construction schedule notices. The Noise Disturbance Coordinator would work directly with an assigned County staff member.) <p>Implementation of these measures would reduce this intermittent, short-term, project construction-period noise impact to a <i>less-than-significant level</i>.</p>			

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation	Applicability to 2900 Bay Road Project
<p>Impact 13-2: Exposure to Temporary Construction Ground-Borne Vibration. Demolition and construction activities associated with Plan Update-facilitated development activity could generate substantial temporary ground-borne vibration (e.g., from pile driving) exceeding standard vibration thresholds, which could interfere with normal activities or cause a nuisance for or damage to adjacent properties. Temporary excessive ground-borne vibration would represent a <i>potentially significant impact</i>.</p>	<p>S</p>	<p>Mitigation 13-2. Reduce ground-borne vibration levels during individual, site-specific future project demolition and construction periods in the Plan area by incorporating conditions in individual project demolition and construction contractor agreements that stipulate the following ground-borne vibration abatement measures:</p> <ul style="list-style-type: none"> • Ensure that vibration-generating activity is limited to between the hours of 7:00 a.m. and 6:00 p.m. weekdays, 9:00 a.m. and 5:00 p.m. on Saturdays, and does not occur at any time on Sundays, Thanksgiving or Christmas. • Notify occupants of land uses located within 200 feet of pile-driving activities of the project construction schedule in writing. • Investigate in consultation with County staff possible pre-drilling of pile holes as a means of minimizing the number of pile driving blows required to seat the pile. • Conduct a pre-construction site survey documenting the condition of any historic structure located within 200 feet of proposed pile driving activities. • Monitor pile driving vibration levels to ensure that vibration does not exceed appropriate thresholds for the potentially affected building (5mm/sec or 0.2 inches/sec ppv for structurally sound buildings). <p>Implementation of these measures would reduce this potential intermittent and short-term Plan Update-related vibration impact to a <i>less-than-significant level</i>.</p>	<p>County</p>	<p>LS</p>	<p>Applicable to all demolition and construction activity</p>

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation	Applicability to 2900 Bay Road Project
<p>Impact 13-4: Exposure to Noise Levels Exceeding Standards. The occupants of new residential and other noise-sensitive development facilitated in the Plan area by the Plan Update could be exposed to noise levels in excess of County noise standards and California Building Code Standards, which would represent a <i>potentially significant impact</i>.</p>	<p>S</p>	<p>Mitigation 13-4. All proposed new multifamily residential or other noise-sensitive uses within 300 feet of the existing Caltrain line and proposed Dumbarton Rail Corridors, and within 120 feet of El Camino Real and other arterial roadways, shall submit for County approval a noise study, consistent with the requirements of the California Building Code, to identify noise reduction measures necessary to achieve compatibility with County noise standards and California Building Code noise compatibility standards. The noise study shall be approved by the County’s Planning and Building Department prior to issuance of a building permit. Identified noise reduction measures, in order of preference so that windows can be opened, may include:</p> <ul style="list-style-type: none"> • Site and building design so as to minimize noise in shared residential outdoor activity areas by locating such areas behind the buildings, in courtyards, or orienting the terraces toward the interior of lots rather than streets; • Site and building design so as to minimize noise in the most intensively occupied and noise-sensitive interior spaces of units, such as bedrooms, by placing such interior spaces and their windows and other openings in locations with less noise exposure; • Design of windows, doors, and other sound transmission paths such as ventilation openings, walls, and roofs to achieve a high Sound Transmission Class (STC) rating and/or other noise-attenuating 	<p>County</p>	<p>LS</p>	<p>Applicable due to the Project’s proximity to Bay Road</p>

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation	Applicability to 2900 Bay Road Project
		characteristics. <ul style="list-style-type: none"> Installation of forced air mechanical ventilation systems in all units exposed to noise levels exceeding Title 24 standards to allow residents the option of reducing noise by keeping the windows closed. Implementation of these measures to the satisfaction of the County's Planning and Building Department would reduce this impact to a less-than-significant level .			
TRANSPORTATION AND TRAFFIC					
Impact 16-5: Fifth Avenue/Bay Road Intersection Impacts. Under Existing Plus Project conditions, intersection operations would deteriorate from acceptable LOS D (existing) to unacceptable LOS F during the AM peak hour, and from acceptable LOS C (existing) to unacceptable LOS F during the PM peak hour, which would represent a potentially significant impact under City of Redwood City criteria.	S	Mitigation 16-5. The Redwood City Traffic County Impact Mitigation Fee Program includes the installation of a traffic signal at this intersection as a planned capital improvement. As a condition of approval for future individual discretionary development projects within the Plan area, require project fair-share contribution toward the installation of this traffic signal. This mitigation would improve the intersection to LOS C during the AM peak hour, and therefore would reduce the project impact to a less-than significant level .	County	LS	Applicable due to Project's proximity to intersection

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Attachment B

Project Consistency with Community Plans or Zoning, Per CEQA Guidelines Section 15183

Pursuant to Section 15168(a) of the California Environmental Quality Act (CEQA), if the lead agency finds that no new effects could occur or no new mitigation measures would be required of a proposed project, the agency may approve the project as being within the scope of the project covered by the program EIR, and no additional or new environmental review is required. In approving the North Fair Oaks Community Plan (“NFO Plan”), the County of San Mateo Board of Supervisors adopted CEQA Findings, which are hereby incorporated by reference.

Additionally, CEQA Guidelines Section 15183 provides a streamlined environmental review for projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified, except as might be necessary to examine whether there are project-specific effects which are peculiar to the project or its site. Section 15183 specifies that examination of environmental effects shall be limited to those effects that (a) are peculiar to the project or parcel on which the project would be located, (b) were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent, (c) are potentially significant off-site and cumulative impacts which were not discussed in the underlying EIR, or (d) are previously identified in the EIR, but which are determined to have a more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for that project solely on the basis of that impact.

Proposed Project

The Project would be located in the unincorporated North Fair Oaks area of San Mateo County on six parcels (APNs 054-172-160; 054-172-010; 054-172-020; 054-172-050; 054-172-170; 054-172-180) totaling approximately 2.52 acres in size. The Project is located within the NFO Plan area. The Project site is bound by Barron Avenue, Bay Road, and Second Avenue. All six parcels are generally flat and improved with existing development including industrial/R&D and accessory office uses and surface parking lots.

The Project would include demolition of the existing buildings and construction of a new 136,706 sq. ft. research and development facility consisting of two levels over a podium parking level (three levels total) with a maximum building height of 40 feet (maximum height of 54 feet with Code-required stairs and elevators as approved by Planning staff). The project would provide an exterior amenity terrace that is open to Bay Road and consists of monumental entry stairs, an exterior access elevator, landscaped gardens, and an overhead shade structure, or agora. The open space activates the street landscape and provides exterior meeting and leisure activities for the building’s tenants and guests. The Project also would provide 198 vehicle parking spaces in the podium garage, 45 of which will be EV charging spaces and 60 will be EV capable. Entrances to the podium level garage would be provided off of both Barron Avenue and Second Avenue. The Project would include numerous common spaces and employee amenity areas. Associated utilities, hardscape, and landscape features will be developed as part of the Project. No significant (trees with diameters at breast height (dbh) of 12 inches or more) will be removed and approximately 26,000 cubic yards of excavation is proposed.

Project Consistency

The Project site is located within the boundaries of the NFO Plan area, for which a programmatic EIR was prepared pursuant to CEQA, certified in 2011. As determined by the County of San Mateo Department of Building and Planning, the proposed Project is permitted in the zoning district in which it is located, and is consistent with the bulk and land uses envisioned in the NFO Plan, as outlined below.

Land Use

Land Use – General Industrial: The land use designation for the site is General Industrial, which contemplates industrial land uses to provide an adequate tax base and source of employment.

- The Project's proposed research and development use would be consistent with this designation.

Land Use – Light Industrial / North Fair Oaks: The Project site is zoned Light Industrial / North Fair Oaks (M-1/NFO). The intent of the M-1/NFO district is to accommodate a compatible mix of land uses, improving access to local goods, services and employment, and protecting the functional and economic viability of industrial areas by restricting incompatible land uses.

- The Project's proposed research and development use would be consistent with the zoning.

Development Standards

Building Height: Building heights are limited to 40 feet in the M-1/NFO district. Chimneys, pipes, mechanical equipment, antennae, and other similar structures may extend beyond 40 feet to a maximum of 46 feet as required for safety or efficient operation (maximum height of 54 feet with Code-required stairs and elevators as approved by Planning staff). [Sec. 6276.4(5)]

- The Project's maximum height would be 40 feet (54 feet with mechanical). The proposed Project would comply with the building height allowed under the Zoning Regulations.

Floor Area Ratio (FAR): Industrial uses in the M-1/NFO district are allowed a maximum FAR of 1.25.

- The Project would be a 136,706 sq. ft. research and development facility on a 2.52 acre site, resulting in an FAR of 1.098. The proposed Project would comply with the FAR allowed under the Zoning Regulations.

Policy Consistency

As **Tables B-1 and B-2** demonstrate, the Project would also be consistent with the relevant policies of the County General Plan and the NFO Plan.

Table B-1: Evaluation of Consistency with General Plan Policies	
GP Policy 2.17 (Regulate Development to Minimize Soil Erosion and Sedimentation) regulates development to minimize soil erosion and sedimentation including, but not limited to, ensuring the stabilization of disturbed areas.	Consistent. The project would have 23,000 cy of cut and 3,000 cy of fill, totaling 26,000 cy, therefore requiring the approval of a Grading Permit. The applicant submitted a grading plan and geotechnical assessment both reviewed and approved by the County Geotechnical Consultant. Erosion and sedimentation control measures are also proposed and outlined in the applicant's preliminary erosion control plan to ensure all disturbed areas are stabilized.
GP Policy 4.14 (Appearance of New Development) regulates development to promote and enhance good design, site relationships and other aesthetic considerations.	Consistent. The Project would be designed pursuant to California Building Code and other applicable codes.
GP Policy 8.12a (General Plan Land Use Designations for Urban Areas) encourages the adoption of the land use designations of the North Fair Oaks (NFO) Community Plan.	Consistent. The Project site is designated M-1/NFO, a land use designation adopted in the NFO Plan to provide for a compatible mix of land uses. The Project's proposed research and development use is consistent with this designation.
GP Policy 8.20 (Commercial Land Use) encourages the redevelopment of existing	Consistent. The existing industrial/R&D and accessory office uses on the Project

<p>commercial land uses in a manner which is compatible with surrounding land uses.</p>	<p>site would be demolished and redeveloped with a single research and development facility, improving compatibility with surrounding land uses and increasing the number of jobs available on-site.</p>
<p>GP Policy 8.28 (Parcel Consolidation) encourages the consolidation of smaller parcels which are designated for intense land uses to achieve quality site planning and greater design flexibility.</p>	<p>Consistent. The consolidation of the six parcels into one merged 2.52-acre parcel is required for the feasibility of the Project as the building footprint and proposed landscaping spans all six parcels and allows quality site planning and greater design flexibility.</p>
<p>GP Policy 8.40 (Parking Requirements) encourages the regulation of on-site parking and parking development standards to accommodate the parking needs of the development, prevent congestion on public streets, and discourage an over-reliance on auto travel to the exclusion of other travel modes.</p>	<p>Consistent. The Project would provide 198 vehicle parking spaces in the podium garage, 45 of which will be EV charging spaces and 60 of which will be EV capable. Access to the project would be provided via one full-access driveway on Barron Avenue and two full-access driveways on Second Avenue. To analyze the potential transportation and parking impacts of the project, the applicant submitted Transportation Analysis prepared by Hexagon Transportation Consultants, Inc. The report analyzed the potential transportation impacts of the Project based on trip generation estimates. The report also includes a preliminary TDM Plan that will be used to reduce the amount of vehicle traffic and parking generated by the development by creating measures, strategies, incentives, and policies to promote the use of other travel modes such as public transit, carpooling, cycling, and walking.</p>
<p>GP Policy 8.43 (Buildings) encourages the construction of energy-efficient buildings that utilize renewable resources and resource-efficient design to the maximum extent possible.</p>	<p>Consistent. The Project is subject to and will comply with the County's Green Building Code, Energy Code, and Title 24 of the California Code of Regulations (as modified by the County's Reach Codes).</p>

<p>Table B-2: Evaluation of Consistency with NFO Plan Policies</p>	
<p>Policy 1E of the NFO Plan (Land Use) requires that all new commercial, institutional, industrial, and mixed-use development provides space for or contributes to the creation of community-oriented facilities (i.e., pocket parks, community gardens, plazas, community gathering spaces, and other facilities).</p>	<p>Consistent. The project would provide an exterior amenity terrace that is open to Bay Road and consists of monumental entry stairs, an exterior access elevator, landscaped gardens, and an overhead shade structure, or agora. The open space activates the street landscape and provides exterior meeting and leisure activities for the building's tenants and guests.</p>
<p>Policy 2A of the NFO Plan (Land Use) encourages industrial and job-generating uses, particularly in existing industrial areas identified as appropriate for additional development. Designate and preserve these areas for activities that are consistent with industrial and job-generating uses, such as warehousing, office, research and development, and light manufacturing and assembly.</p>	<p>Consistent. The Project would generate 300 to 450 jobs at a research and development facility within an existing industrial area.</p>
<p>Policy 5P of the NFO Plan (Circulation & Parking) requires effective and</p>	<p>Consistent. The Project would include the following TDM measures: provide a</p>

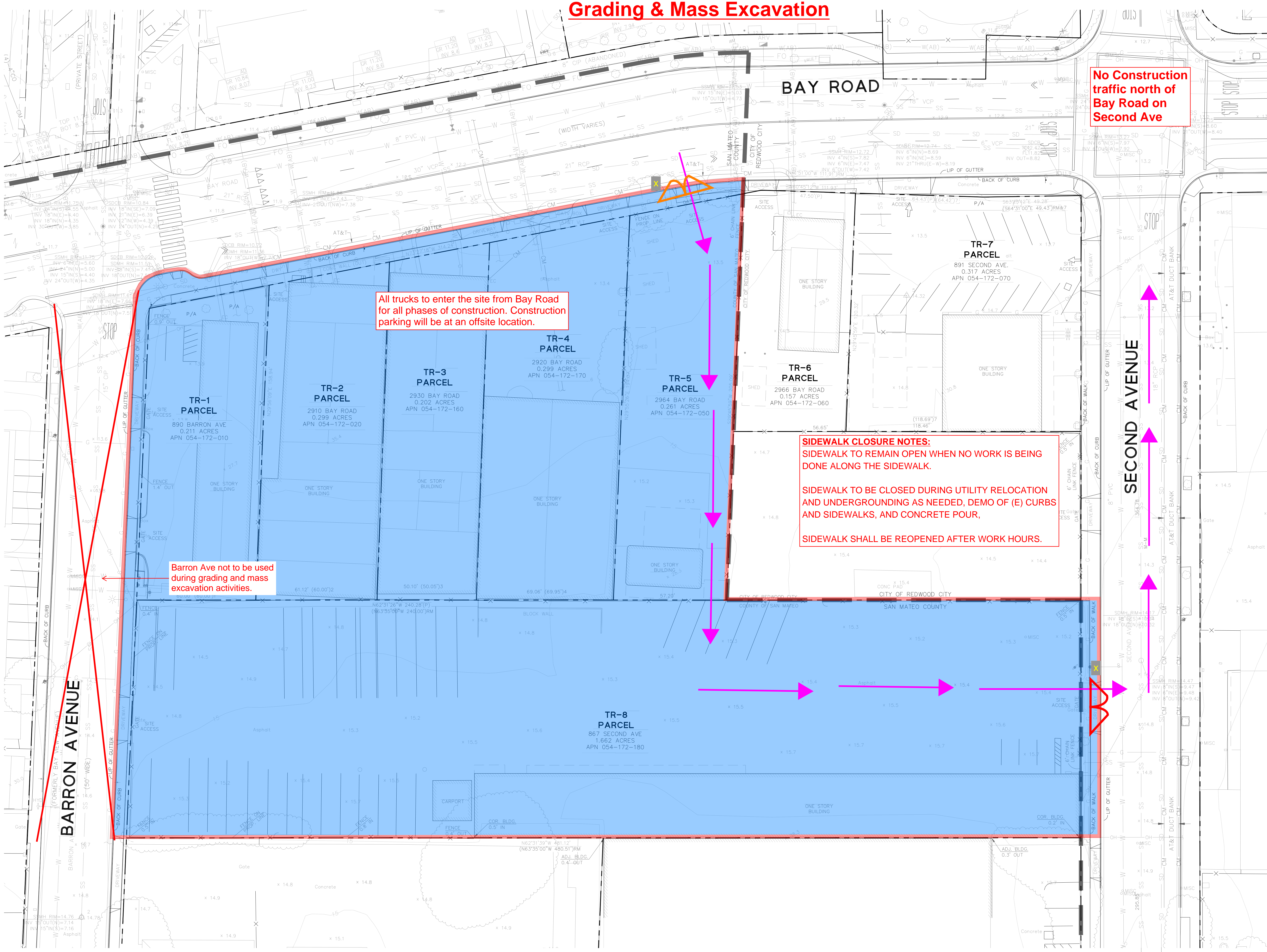
<p>meaningful Transportation Demand Management (TDM) programs for new higher intensity development.</p>	<p>TDM coordinator on-site; allow employees to exclude transit expenses from their taxable income; participate in Commute.org or TMA; provide commute assistance and ride-matching; join Commute.org's existing shuttle program; participate in the Guaranteed Ride Home program; provide secure bicycle parking; provide safe pedestrian and bicycle access; subsidize transit passes for employees; provide ongoing real time transit displays; provide on-site amenities (e.g., food service); provide showers and lockers for cyclists; and provide preferential parking for carpools or vanpools.</p>
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COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT

ATTACHMENT H

Grading & Mass Excavation



No Construction traffic north of Bay Road on Second Ave

All trucks to enter the site from Bay Road for all phases of construction. Construction parking will be at an offsite location.

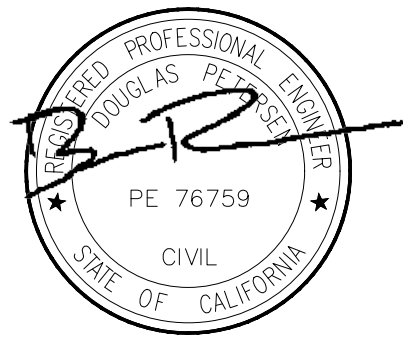
SIDEWALK CLOSURE NOTES:
SIDEWALK TO REMAIN OPEN WHEN NO WORK IS BEING DONE ALONG THE SIDEWALK.
SIDEWALK TO BE CLOSED DURING UTILITY RELOCATION AND UNDERGROUNDING AS NEEDED, DEMO OF (E) CURBS AND SIDEWALKS, AND CONCRETE POUR,
SIDEWALK SHALL BE REOPENED AFTER WORK HOURS.

Barron Ave not to be used during grading and mass excavation activities.

BAUEN
CAPITAL
2900 BAY ROAD
SAN MATEO COUNTY,
CA 94063-3934

DEVCON
CONSTRUCTION
INCORPORATED
690 Gibraltar Drive
Milpitas, California 95035
(408)942-8200 Lic. #399163

BKF **BKF ENGINEERS**
1730 NORTH 1ST ST.
SUITE 600
SAN JOSE, CA 95112
(408) 467-9100
www.bkf.com



- Truck Routes
- Construction Entrance
- Construction Exit
- Disturbance Coordinator Sign

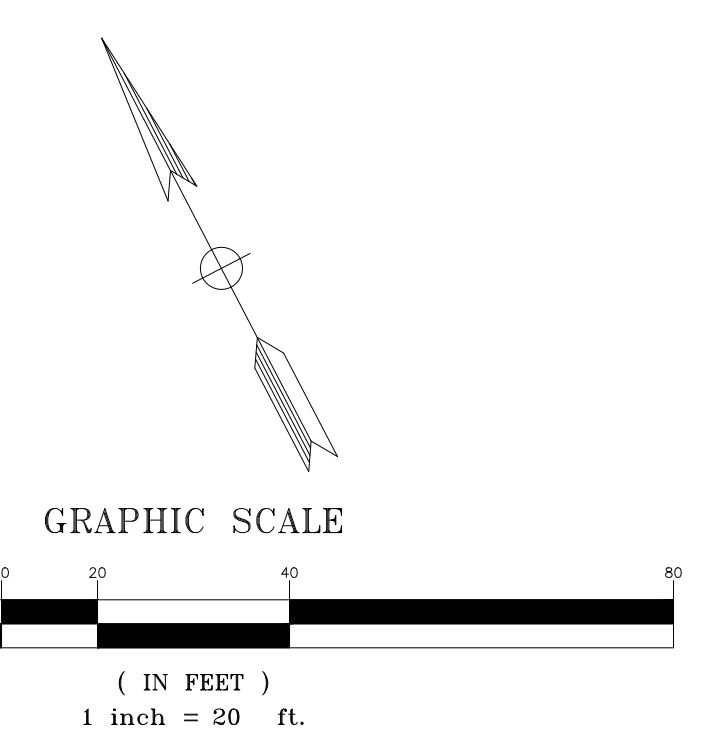
GENERAL NOTES:
CONTRACTOR SHALL FIELD VERIFY ALL JOB CONDITIONS AND DIMENSIONS. VARIATIONS THEREOF FROM THE DRAWINGS MUST BE REPORTED TO THE ARCHITECT.
DETAILS INDICATED ON THE DRAWINGS ARE REPRESENTATIVE AND TYPICAL. ALL ATTACHMENTS AND CONNECTIONS SHALL CONFORM TO BEST PRACTICE AND SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
THIS DRAWING EMBODIES IDEAS, DESIGNS, ARRANGEMENTS, PLANS AND SPECIFICATIONS WHICH ARE PROPRIETARY TO DEVCON CONSTRUCTION INC. AND WHICH WERE DESIGNED, CREATED, EVOLVED AND DEVELOPED FOR USE SOLELY IN CONNECTION WITH THE SPECIFIED PROJECT. NO TRANSFER OF ANY RIGHTS THEREIN IS INTENDED OR EFFECTED BY DELIVERY HEREOF, AND EXCEPT UPON THE WRITTEN PERMISSION OF DEVCON CONSTRUCTION INC. THE DRAWING IS NOT TO BE DISCLOSED TO OTHERS, REPRODUCED OR COPIED IN WHOLE OR IN PART, OR USED IN THE FABRICATION OR CONSTRUCTION OF BUILDINGS, STRUCTURES, FOUNDATIONS, OR ANY PORTIONS THEREOF, FOR OTHER THAN THE SPECIFIED PROJECT.
© DEVCON CONSTRUCTION, INC.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

EXISTING CONDITIONS	
JOB NO. 20201556	SHEET NO.
DATE: 04/15/2022	C2.0
DRAWN: MW	
CHECKED: DP	
ISSUE: 100% DD	
	OF SHEETS

LEGEND	
	PROPERTY LINE
	LOT LINE
	EASEMENT LINE
	STORM DRAIN LINE
	CHAIN LINK FENCE
	SANITARY SEWER LINE
	TELEPHONE OVERHEAD LINE
	WATER LINE
	GAS LINE
	OVERHEAD LINE
	ACCESSIBILITY PARKING
	AREA DRAIN
	BENCHMARK
	BOLLARD
	CLEAN-OUT BOX
	ELECTRICAL METER
	FINISH FLOOR
	FIRE DEPARTMENT CONNECTION
	FIRE HYDRANT
	FLOW LINE
	GAS METER
	GAS VALVE
	INVERT
	JOINT POLE
	ROOF PEAK
	SANITARY SEWER MANHOLE
	STANDPIPE
	STREET SIGN
	TOP OF CURB
	TOP OF SLAB
	VITRIFIED CLAY PIPE
	WATER METER
	WATER VAULT
	WATER VALVE

NOTE
1. SEE ARBORIST REPORT FOR TREE LOCATIONS AND SPECIES.



Concrete & Exterior Skin

BAUEN
CAPITAL

2900 BAY ROAD
SAN MATEO COUNTY,
CA 94063-3934

DEVCON CONSTRUCTION
INCORPORATED
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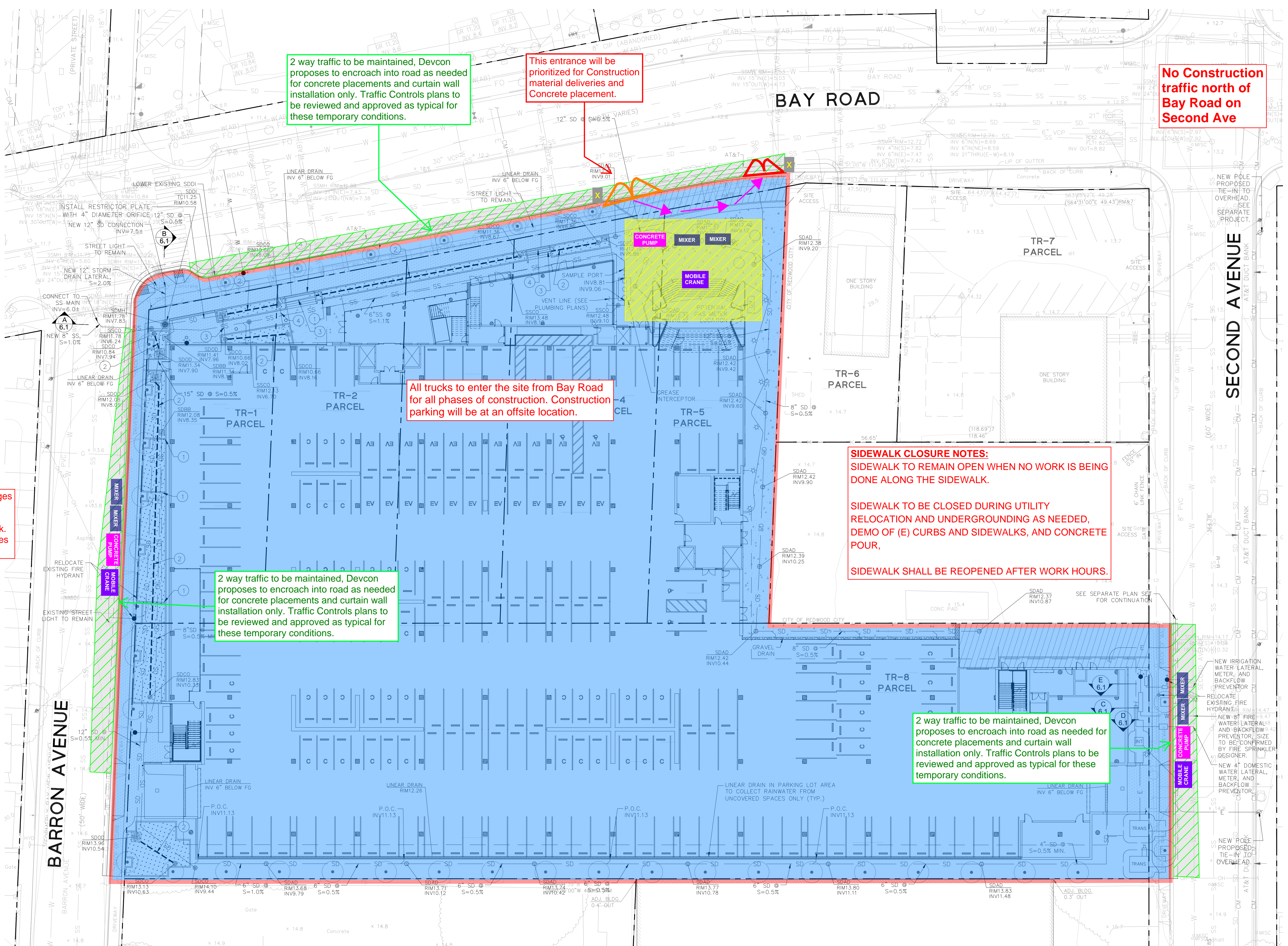
- Truck Routes
- Construction Entrance
- Construction Exit
- Disturbance Coordinator Sign
- Crane & Concrete Pump Staging Area
- Extent of Street Encroachment

Concrete trucks, Concrete Pumps and Cranes are shown graphically for intent and NOT TO SCALE.

GENERAL NOTES:
CONTRACTOR SHALL FIELD VERIFY ALL JOB CONDITIONS AND DIMENSIONS. VARIATIONS THEREOF FROM THE DRAWINGS MUST BE REPORTED TO THE ARCHITECT.
DETAILS INDICATED ON THE DRAWINGS ARE REPRESENTATIVE AND TYPICAL. ALL ATTACHMENTS AND CONNECTIONS SHALL CONFORM TO BEST PRACTICE AND SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
THIS DRAWING EMBODIES IDEAS, DESIGNS, ARRANGEMENTS, PLANS AND SPECIFICATIONS WHICH ARE PROPRIETARY TO DEVCON CONSTRUCTION INC., AND WHICH WERE DESIGNED, CREATED, EVOLVED AND DEVELOPED FOR USE SOLELY IN CONNECTION WITH THE SPECIFIED PROJECT. NO TRANSFER OF ANY RIGHTS THEREIN IS INTENDED OR EFFECTED BY DELIVERY HEREOF, AND EXCEPT UPON THE WRITTEN PERMISSION OF DEVCON CONSTRUCTION INC., THE DRAWING IS NOT TO BE DISCLOSED TO OTHERS, REPRODUCED OR COPIED IN WHOLE OR IN PART, OR USED IN THE FABRICATION OR CONSTRUCTION OF BUILDINGS, STRUCTURES, FOUNDATIONS, OR ANY PORTIONS THEREOF, FOR OTHER THAN THE SPECIFIED PROJECT.
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REVISIONS			
NO.	DATE	DESCRIPTION	BY

UTILITY PLAN	
JOB NO. 20201556	SHEET NO.
DATE: 04/15/2022	C6.0
DRAWN: MW	
CHECKED: DP	
ISSUE: 100% DD	OF SHEETS



Devcon Construction acknowledges the importance of maintaining pedestrian safety with the close proximity to the mobile home park. Traffic Control Mitigation measures will be taken to ensure safety.

2 way traffic to be maintained, Devcon proposes to encroach into road as needed for concrete placements and curtain wall installation only. Traffic Controls plans to be reviewed and approved as typical for these temporary conditions.

This entrance will be prioritized for Construction material deliveries and Concrete placement.

No Construction traffic north of Bay Road on Second Ave

All trucks to enter the site from Bay Road for all phases of construction. Construction parking will be at an offsite location.

SIDEWALK CLOSURE NOTES:
SIDEWALK TO REMAIN OPEN WHEN NO WORK IS BEING DONE ALONG THE SIDEWALK.

SIDEWALK TO BE CLOSED DURING UTILITY RELOCATION AND UNDERGROUNDING AS NEEDED, DEMO OF (E) CURBS AND SIDEWALKS, AND CONCRETE POUR.

SIDEWALK SHALL BE REOPENED AFTER WORK HOURS.

2 way traffic to be maintained, Devcon proposes to encroach into road as needed for concrete placements and curtain wall installation only. Traffic Controls plans to be reviewed and approved as typical for these temporary conditions.

2 way traffic to be maintained, Devcon proposes to encroach into road as needed for concrete placements and curtain wall installation only. Traffic Controls plans to be reviewed and approved as typical for these temporary conditions.

LEGEND

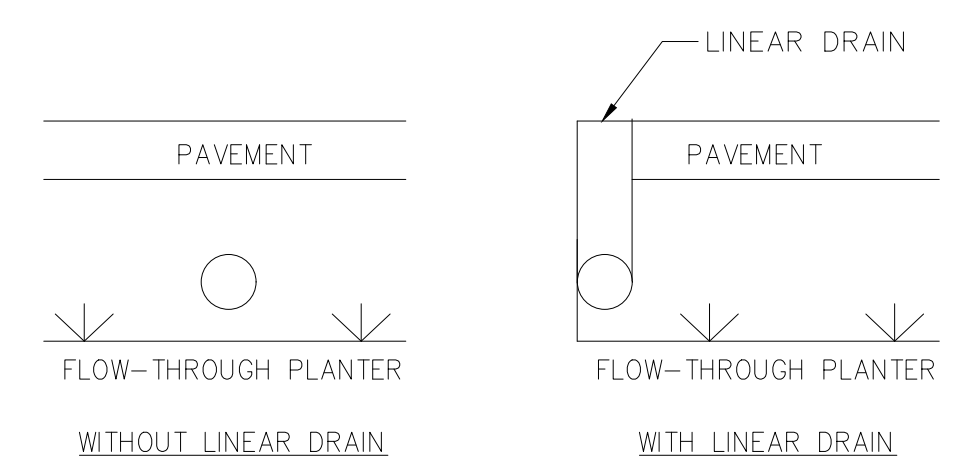
- PROPERTY LINE
- SS SS SANITARY SEWER LINE
- W W DOMESTIC WATER LINE
- SD SD STORM DRAIN LINE
- PERF PIPE
- Flow-through Planter (See Detail 1/C8.2)
- BFP BACK FLOW PREVENTER
- W/M DOMESTIC WATER METER
- FDC FIRE DEPARTMENT CONNECTION
- FD FIRE HYDRANT
- GM GAS METER
- SDOD STORM DRAIN OVERFLOW DRAIN
- SDDB STORM DRAIN BUBBLER BOX
- LD LINEAR DRAIN
- SDC SC STORM DRAIN CLEANOUT
- SDAD STORM DRAIN AREA DRAIN
- SDMH STORM DRAIN MANHOLE
- SSCO SANITARY SEWER CLEANOUT
- TRANS TRANSFORMER
- ☆ LIGHT (SEE LANDSCAPING PLANS)

NOTE

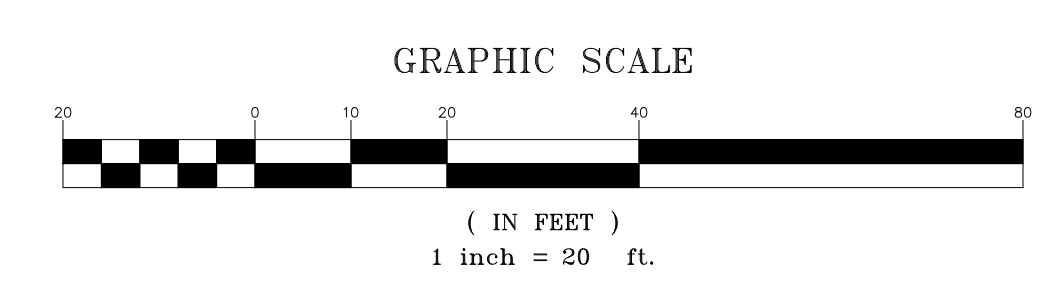
1. ALL BURIED IRON, STEEL, CAST IRON, DUCTILE IRON, GALVANIZED STEEL AND DIELECTRIC-COATED STEEL OR IRON SHALL BE PROTECTED AGAINST CORROSION. RECOMMENDATIONS FOR CORROSION PROTECTION SHALL BE PROVIDED BY A CORROSION ENGINEER.

KEY NOTES

- 1 FLOW-THROUGH PLANTER CHECK DAM.
- 2 4" PERF. PIPE @ S=0.5%
- 3 4" SD PIPE @ S=0.5% CONNECT TO 4" PERF PIPE.
- 4 PIPE CONNECTS TREATMENT AREAS AND SPILLS ABOVE GRADE (SEE DETAIL 1).



DETAIL 1





COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT

ATTACHMENT I

August 29, 2022

Tony Ponterio, Director of Development
Bauen Capital
5466 Los Gatos Blvd., Suite 109-133
Los Gatos, CA 95032

Dear Mr. Ponterio:

SUBJECT: Summary of Comments and Questions
Public Workshop on May 16, 2022
2900 Bay Road (APNs 054-172-010, -020, -050, -160, -170, and -180)
County File Number PRE2022-00038/ PLN2021-00249

Thank you for your participation in the public workshop held on May 16, 2022, pursuant to Zoning Regulations Section 6415, regarding the proposed development of a new three-story, 136,706 sq. ft., Research & Development building with an open plaza and 198 parking spaces, on a 109,706 sq. ft. property on Bay Road, in the unincorporated North Fair Oaks area of San Mateo County. The subject property consists of 6 parcels to be merged, including 890 Barron Avenue and properties at 2910, 2920, 2930, and 2964 Bay Road (APNs 054-172-010, -020, -050, -160, -170, and a portion of -180). APN 054-172-180 is within both the County's and City of Redwood City's jurisdiction.

In addition to the subject Grading Permit, the project also requires a Site Development Permit (PLN 2021-00245) and Merger (PLN 2021-00248) which are being processed in a separate ministerial permit process by the County. Merger of the subject parcels within the County's jurisdiction is contingent upon the division of APN 054-172-180 at the City/County limit which is being processed by the City and is anticipated after the Planning Commission's decision but required prior to issuance of project building permits per Condition 3 in the Draft Conditions of Approval included as Attachment A.

The property is zoned Mixed-Use Industrial/North Fair Oaks District (M-1/NFO) with General Plan Land Use Designations of Medium High Density and Industrial Mixed Use. The subject parcel is currently developed with industrial buildings and parking lots. The existing buildings are proposed to be demolished. A total of ten trees would be removed, none of which are significant (trees with diameters at breast height (dbh) of 12 inches or more). The immediate area consists of industrial uses and buildings along Bay Road and Barron Avenue, commercial and industrial buildings along 2nd Avenue, and single-family residences located to the northeast (City of Redwood City).



The applicant has a separate application to the City for the development of 14,464 square feet of R&D space on three (3) parcels located to the east of the subject parcels within the City's jurisdiction, including APNs 054-172-060, 070, and a portion of -180. This portion of the development is referred to as "2950 Bay Road" and is not included in the subject Grading Permit Application.

The purpose of this letter is to summarize comments received from the County and other reviewing agencies. It should be noted that the workshop was held but that no members of the public attended. An interested member of the public submitted written correspondence to staff.

Notification of and Comments from the Public Workshop

A notice was provided to a) all property owners within five hundred (500) feet of the project site boundary, b) the North Fair Oaks Community Council, and c) the members of the Planning Commission and Board of Supervisors. The notice was provided in English and Spanish.

Staff made a presentation including the zoning and General Plan land use designation of the property, project details, and the next steps in the application process. The applicant presented details of the proposed uses and project design. There was no public comment as no members of the public attended the workshop. The workshop was recorded.

Written correspondence from an interested member of the public requested the following: 1) prohibit employee/construction parking on 900 block of Second Avenue by Spinax Park or in the neighborhood; 2) prohibit associated truck traffic on the 900 block of Second Avenue; 3) Water down any dirt/concrete piles all day and cover them on windy days; and 4) follow construction hours per the County Noise Ordinance.

Comments from County and Reviewing Agencies

To date, staff has received comments from the following agencies:

At its April 28, 2022 public meeting, the North Fair Oaks Community Council (NFOCC) provided a unanimous recommendation of approval of Grading Permit to the Planning Commission, subject to further consideration of the following:

1. Limit construction vehicle access and parking to Bay Road: Based on feedback collected from the community and council members, the NFOCC requests the applicant to only use Bay Road for project construction vehicle access and parking. Specifically, the NFOCC discouraged construction parking and access along 2nd Avenue. Planning staff recommends discouraging project construction parking and access along Barron Avenue

as well to minimize traffic, noise, and parking conflicts with residents of the trailer park across the street. These recommendations have been added as Condition 27.

2. Allow community access to plaza: There is no existing or proposed public access easement over the proposed plaza area along Bay Road. The plaza would remain private property where the public would not have legal right of access. In other words, public access will be at the will of the owner, where the owner's expressed intent is to allow the public into this area. However, should the will of the owner change, private property rights can be enforced as needed. The NFOCC stated that the public ability to access the plaza is important and legal right of public access may not be needed.
3. Additional landscaping along Barron Avenue: The NFOCC recommended that the applicant incorporate more landscaping along Barron Avenue, to provide more screening of the building as viewed from the trailer park across the street. This recommendation has been added as Condition 29.c.

Next Steps

Planning staff stated at the public workshop that the Grading Permit would require a public hearing by the Planning Commission, including an analysis of environmental impacts as required by the California Environmental Quality Act (CEQA). The re-zoning of this area to allow Research and Development, such as the project proposed, was included in the EIR for the North Fair Oaks Specific Plan. Please see links to the DEIR and Final EIR: <https://planning.smcgov.org/north-fair-oaks-community-plan> (see Chapter 16 of the DEIR for Transportation Analysis). An EIR Project Consistency Analysis is required for approval of the Grading Permit by the Planning Commission. If the project is found to be inconsistent with the EIR, an Initial Study/Negative Declaration is required. These may be prepared by County staff or the owner/applicant (or a consultant working for the owner/applicant).

This process requires the submittal of required application materials and fees or the Grading Permit, Site Development Permit, and Merger. Before submittal of these materials, please consider the comments discussed in this letter. If you have any questions regarding this summary or need assistance with application requirements, please feel free to contact me at 650/363-1826.

Sincerely,



Camille Leung, Project Planner

Attachments:

A. Draft Conditions of Approval

Cc: Interested member of the public

ATTACHMENT A - DRAFT CONDITIONS OF APPROVAL

Current Planning Section

1. This approval applies only to the proposal, documents, and plans as described in this report and approved by the Planning Commission on _____. Minor modifications to the project may be approved by the Community Development Director if they are consistent with the intent of, and in substantial conformance with, this approval.
2. The Grading Permit shall be valid for one (1) year from the date of final approval, in which time a valid building permit shall be issued and a completed inspection (to the satisfaction of the Building Inspector) shall have occurred within 180 days of issuance of such building permit. Any extension of these permits shall require submittal of an application for permit extension and payment of applicable extension fees sixty (60) days prior to the expiration date.
3. The following is required prior to Building Permit issuance:
 - a. Approval of Site Development Permit (PLN 2021-00245);
 - b. A Merger of the subject parcels within the County's jurisdiction shall be recorded prior to the issuance of building permits (i.e., grading and foundation) for the proposed building.
4. Noise sources associated with demolition, construction, repair, remodeling, or grading of any real property shall be limited to the hours from 7:00 a.m. to 6:00 p.m. weekdays and 9:00 a.m. to 5:00 p.m. Saturdays. Said activities are prohibited on Sundays, Thanksgiving and Christmas (San Mateo Ordinance Code Section 4.88.360).
5. The site is considered a Construction Stormwater Regulated Site. Any grading and/or ground disturbance activities conducted during the wet weather season (October 1 to April 30) will require monthly erosion and sediment control inspections by the Building Inspection Section.
6. Any new utility lines shall be installed underground from the nearest existing utility pole.
7. The applicant shall provide "finished floor elevation verification" to certify that the structure is actually constructed at the height shown on the approved plans. The applicant shall have a licensed land surveyor or engineer establish a baseline elevation datum point in the vicinity of the construction site.
 - a. The applicant shall maintain the datum point so that it will not be disturbed by the proposed construction activities until final approval of the building permit.

- b. This datum point and its elevation shall be shown on the submitted site plan. This datum point shall be used during construction to verify the elevation of the finished floors relative to the existing natural or to the grade of the site (finished grade).
 - c. Prior to Planning approval of the building permit application (i.e., grading and foundation), the applicant shall also have the licensed land surveyor or engineer indicate on the construction plans: (1) the natural grade elevations at the significant corners (at least four) of the footprint of the proposed structure on the submitted site plan, and (2) the elevations of proposed finished grades.
 - d. In addition, (1) the natural grade elevations at the significant corners of the proposed structure, (2) the finished floor elevations, (3) the topmost elevation of the roof, and (4) the garage slab elevation must be shown on the plan, elevations, and cross-section (if one is provided).
 - e. Once the building is under construction, prior to the below floor framing inspection or the pouring of the concrete slab (as the case may be) for the lowest floor(s), the applicant shall provide to the Building Inspection Section a letter from the licensed land surveyor or engineer certifying that the lowest floor height, as constructed, is equal to the elevation specified for that floor in the approved plans. Similarly, certifications on the garage slab and the topmost elevation of the roof are required.
 - f. If the actual floor height, garage slab, or roof height, as constructed, is different than the elevation specified in the plans, then the applicant shall cease all construction and no additional inspections shall be approved until a revised set of plans is submitted to and subsequently approved by both the Building Official and the Community Development Director.
8. Only improvements necessary for compliance with the Americans with Disabilities Act, such as the elevator shaft for access to rooftop recreation facilities, and landscaping are allowed to exceed the height limit of 40 feet. Chimneys, pipes, mechanical equipment, antennae, and other similar structures may extend beyond 40 feet to a maximum of 46 feet as required for safety or efficient operation (SECTION 6276.4.5 of the Zoning Regulations).
9. There are three trees identified as meeting significant criteria, including a large coast live oak (Tree 490) and two small sweetgum (Trees 499 and 500), which are located off-site but within close proximity of the project. The applicant shall submit a report by the Project Arborist which shall consider project-related impacts to root systems and canopies of these trees and recommend mitigations. The arborist shall provide specific recommendations for minimizing impact to the canopy of Tree 490, which overhangs the property. The Arborist shall provide

pruning recommendations for Tree 490 (or correct misidentification of the tree in their Tree Protection assessment). The Project Arborist shall provide more detailed pruning plan for these trees including images detailing anticipated pruning cuts for trees 490, 499 and 500.

Grading Permit

10. No grading shall be allowed during the winter season (October 1 to April 30) to avoid potential soil erosion, unless the applicant applies for an Exception to the Winter Grading Moratorium and the Community Development Director grants the exception. Exceptions will only be granted if dry weather is forecasted during scheduled grading operations, and the erosion control plan includes adequate winterization measures (amongst other determining factors).
11. Upon the start of excavation activities and through to the completion of the project, the applicant shall be responsible for ensuring that the following dust control guidelines are implemented:
 - a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
 - b. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
 - c. 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.
 - d. All vehicle speeds on unpaved roads shall be limited to 15 mph.
 - e. 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.
 - f. 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.
 - g. 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.

- g. Use of sediment controls or filtration to remove sediment when dewatering site and obtain all necessary permits.
 - h. Avoiding cleaning, fueling, or maintaining vehicles on-site, except in a designated area where wash water is contained and treated.
 - i. Limiting and timing applications of pesticides and fertilizers to prevent polluted runoff.
 - j. Limiting construction access routes and stabilization of designated access points.
 - k. Avoiding tracking dirt or other materials off-site; cleaning off-site paved areas and sidewalks using dry sweeping methods.
 - l. Training and providing instruction to all employees and subcontractors regarding the Watershed Protection Maintenance Standards and construction Best Management Practices.
 - m. Additional Best Management Practices in addition to those shown on the plans may be required by the Building Inspector to maintain effective stormwater management during construction activities. Any water leaving site shall be clear and running slowly at all times.
14. At the time of building permit application (i.e., grading and foundation), the applicant shall demonstrate compliance with all applicable source control measures listed in Worksheet B of the C.3/C.6 Checklist.
 15. No site disturbance shall occur, including any tree/vegetation removal, grading, or landscaping, until a grading and building permit have been issued, and then only disturbance associated with the issued permit may occur.
 16. No land disturbance/grading activities shall commence until the property owner has been issued a grading permit (issued as the "hard card" with all necessary information filled out and signatures obtained) by the Current Planning Section.
 17. The grading permit "hard card" shall not be issued until a grading permit for the project has been issued and the requirements as listed below are met:
 - a. Prior to issuance of the grading permit "hard card," the property owner shall submit a schedule of all grading operations to the Current Planning Section, subject to review and approval by the Current Planning Section. The schedule of all grading operations shall include the anticipated start and end date of rough grading operations, including dates of revegetation and estimated date of establishment of newly planted vegetation.
 - b. The submitted schedule shall include a schedule for winterizing the site. If the schedule of grading operations calls for the grading to be completed in

- one grading season, then the winterizing plan shall be considered a contingent plan to be implemented if work falls behind schedule. All submitted schedules shall represent the work in detail and shall project the grading operations through to completion.
- c. Prior to issuance of the grading permit “hard card”, the off-haul truck route is subject to review and approval by the Department of Public Works.
 - d. The applicant shall submit a WDID Number as demonstration of coverage under the State General Construction Permit. Reports from the Applicant’s Qualified Stormwater Practitioner shall be sent to the Project Planner via email on a weekly basis.
18. It shall be the responsibility of the engineer of record to regularly inspect the erosion control measures for the duration of all grading remediation activities, especially after major storm events, and determine that they are functioning as designed and that proper maintenance is being performed. Deficiencies shall be immediately corrected, as determined by and implemented under the observation of the engineer of record.
 19. For the final approval of the grading permit, the property owner shall ensure the performance of the following activities within thirty (30) days of the completion of grading at the project site: (a) the engineer shall submit written certification, that all grading has been completed in conformance with the approved plans, conditions of approval/mitigation measures, and the Grading Regulations, to the Department of Public Works and the Planning and Building Department’s Geotechnical Engineer, and (b) the geotechnical consultant shall observe and approve all applicable work during construction and sign Section II of the Geotechnical Consultant Approval form, for submittal to the Planning and Building Department’s Geotechnical Engineer and the Current Planning Section.
 20. An Erosion Control and/or Tree Protection Inspection is required prior to the issuance of a building permit for construction and demolition purposes, as the project requires tree protection of significant trees. Once all review agencies have approved your building permit, you will be notified that an approved job copy of the Erosion Control and/or Tree Protection Plan is ready for pick-up at the Planning counter of the Planning and Building Department. Once the Erosion Control and/or Tree Protection measures have been installed per the approved plans, please contact the Building Inspection Section at 650/599-7311 to schedule an inspection. A \$144 inspection fee will be assessed to the building permit for the inspection. If the initial pre-site inspection is not approved, an additional inspection fee will be assessed for each required re-inspection until the job site passes the Pre-Site Inspection.
 21. Archaeological and historical resources and human remains are protected from unauthorized disturbance by State law, and supervisory and construction personnel therefore must notify the County and proper authorities if any possible

archaeological or historic resources or human remains are encountered during construction activities and halt construction to allow qualified Archaeologists to identify, record, and evaluate such resources and recommend an appropriate course of action.

22. In the event that cultural, paleontological, or archeological resources are encountered during site grading or other site work, such work shall immediately be halted in the area of discovery and the project sponsor shall immediately notify the Community Development Director of the discovery. The applicant shall be required to retain the services of a qualified archeologist for the purpose of recording, protecting, or curating the discovery as appropriate. The cost of the qualified archeologist and any recording, protecting, or curating shall be borne solely by the project sponsor. The archeologist shall be required to submit to the Community Development Director for review and approval a report of the findings and methods of curation or protection of the resources. No further grading or site work within the area of discovery shall be allowed until the preceding has occurred. Disposition of Native American remains shall comply with CEQA Guidelines Section 15064.5(e).
23. The applicant and contractors must carry out the requirements of California State law with regard to the discovery of human remains, whether historic or prehistoric, during grading and construction. In the event that any human remains are encountered during site disturbance, all ground-disturbing work shall cease immediately and the 47 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

M-1/NFO Zoning District Requirements

24. The applicant shall provide a lighting photometric plan which demonstrates that all exterior lighting, including sign lighting, shall be located and directed so that direct rays and glare are confined to the premises, as required in the M-1/NFO Zoning District.
25. Signage shall require a building permit and comply with the M-1/NFO Zoning District sign regulations.
26. At the time of building permit application, the applicant shall demonstrate compliance with the M-1/NFO Zoning District screening requirements:
 - a. Refuse, waste removal, and outdoor service/storage areas, where allowed, shall be screened with a six (6) foot solid wall or opaque fence/gate when visible from a public way or residentially zoned parcel.

- b. A minimum six (6), not to exceed eight (8), foot masonry wall shall be erected along the entire common property line where an industrial use abuts a residentially zoned parcel. Other fencing along property lines shall be of opaque materials when visible from a public way or residentially zoned parcel and shall not include barbed wire.
 - c. Mechanical equipment (e.g., air conditioning, heating, compressor, generator, venting units) or other utility hardware on roof, ground, or buildings shall be screened with opaque materials compatible with the building, when visible from a public way or residentially zoned parcel.
 - d. All outdoor operations not otherwise subject to the above screening requirements shall be screened with a six (6) foot solid wall or opaque fence/gate, or other material approved by the Community Development Director.
27. Throughout the term of project grading and construction, project construction vehicle access and parking shall comply with the Logistics Plans as approved by County staff, including the following:
- a. All trucks to enter the site from Bay Road for all phases of construction, except as allowed below.
 - b. Construction parking will be at an offsite location.
 - c. During grading and mass excavation phases, trucks shall enter the site from Bay Road and exit onto Second Avenue and proceed back to Bay Road.
 - d. Barron Avenue is not to be used during grading and mass excavation activities.
 - e. No construction traffic north of Bay Road on Second Avenue (residential area).
 - f. To maximize pedestrian and local traffic safety, construction vehicle access along Barron Ave shall be limited to large equipment and deliveries necessary for construction of the West elevation and concrete pump trucks only, where flagmen are required for these functions. Project traffic that would add to same-direction residential traffic during commute hours should be minimized.
 - g. Coordinate with mobile home park residents as much as possible, including bulletin board for noise complaints and announcements located on the Barron Avenue side.
 - h. Minimize constraint of traffic lanes during construction. Minimize lane closures.

Water Efficiency Landscape Ordinance (WELO)/ Landscaping

The following requirements shall apply to the building permit application. For questions, please contact Gene Ferrero (eferrero@4LEAFINC.com) of 4LEAF, Inc. at 925/ 462-5959 or direct at 559/ 730-6203.

28. At the Building Permit stage, please address the following plan review comments:

- a. All new plans shall have a wet signature of the designer or the registration number, expiration date and wet signature of the responsible professional (architect, engineer, etc.) on all sheets. (Electronic signatures are not allowed.)
 - b. Provide an itemized list which clearly indicates how each review comment(s) is addressed and the specific location on the plans, specifications or calculations where the correction(s) is provided. Include on the itemized list any changes to the plans or previously submitted documents that are not the result of the plan check correction process.
 - c. Changes made to the plans not a result of responses to the plan review comments may result in additional comments on future rounds. Upon resubmittal, if any changes have been made to the plan documents unrelated to those items identified in the comment lists, please list the changes on a separate sheet and include in your submittal documentation.
 - d. Irrigation Plans (492.7):
 - Provide the location and size of the water sub-meters for landscape.
 - Please amend the plans to include a complete irrigation system design layout and all related components.
 - Please provide the static water pressure at the point of connection.
 - Provide manual shut-off valves as required.
 - Please provide flow rate application rate and design operation pressure for each station.
 - Please indicate the location of the Weather Sensor.
 - e. Irrigation Scheduling (492.10): Please provide the irrigation schedule. Include this schedule in the plan set.
 - f. Irrigation Audit, Survey, and Water Use Analysis (492.12): Please provide upon completion of job and prior to final inspection.
 - g. Soils Analysis-Soil Management Report (Section 492.5):
 - Please provide the Soils Analysis-Soils Management Report as identified in the checklist. Include the report in the plan set and in packet form.
 - Please include copies of delivery receipts for soil amendments.
 - h. Certificate of Completion Documents (492.9) must be provided at time of final inspection.
29. At the time of building permit application, the applicant shall submit landscaping plans that demonstrate compliance with the following requirements:
- a. Applicant shall move trees in pots proposed at Bay Road in the public right-of-way to in-ground tree planting within the property boundaries.

- b. New trees shall be planted in a manner to accommodate deep root growth and growth to a mature size, subject to review and approval by the County Arborist.
- c. The applicant shall incorporate continuous landscaping along Barron Avenue, and a planted green screen at the Level 1 parking garage to provide screening of the building and parking as viewed from the trailer park across the street.

Building Inspection Section

- 30. Building permits will be required for the removal and replacement of all structures. Payment of building permit fees, including the Affordable Housing Impact Fee, is due at the time of building permit approval. More information regarding the Affordable Housing Impact Fee may be found at:
<https://planning.smcgov.org/building-permit-fees>

Drainage Section

- 31. The project is a Provision C.3 Regulated Project. Project shall comply with County drainage policy to prevent stormwater from development from flowing across property lines. Prior to the issuance of the building permit, the applicant shall have prepared, by a registered civil engineer, a drainage analysis of the proposed project and submit it to the Building Department for review and approval. The drainage analysis shall consist of a written narrative and a plan. The flow of the stormwater onto, over, and off of the property shall be detailed on the plan and shall include adjacent lands as appropriate to clearly depict the pattern of flow. The analysis shall detail the measures necessary to certify adequate drainage. Post-development flows and velocities shall not exceed those that existed in the pre-developed state. Recommended measures shall be designed and included in the improvement plans and submitted to the Building Department for review and approval.
- 32. A final C.3 and C.6 Development Review Checklist drainage analysis/drainage report, and drainage plan prepared by a registered Civil Engineer will be provided at the time of building permit submittal.
- 33. Project shall comply with all requirements of the Municipal Regional Stormwater NPDES Permit Provision C.3. Please refer to the San Mateo Countywide Water Pollution Prevention Program's (SMCWPPP) C.3 Regulated Projects Guide for assistance in implementing LID measures at the site.
- 34. Design of biotreatment measures shall be consistent with technical guidance for the applicable type of biotreatment measure provided in Chapter 6 of the C.3 Regulated Projects Guide.

35. Plant species used within the biotreatment measure area shall be consistent with Appendix A of the C.3 Technical Guidance.
36. Prior to the final of the building permit for the project, the property owner shall coordinate with the Drainage Section to enter into an Operation and Maintenance Agreement (O&M Agreement) with the County (executed by the Community Development Director) to ensure long-term maintenance and servicing by the property owner of stormwater site design and treatment control measures according the approved Maintenance Plan(s), for the life of the project. The O&M Agreement shall provide County access to the property for inspection. The Maintenance Agreement(s) shall be recorded for the property and/or made part of the CC&Rs.
37. Property owner shall be responsible for conducting all servicing and maintenance as described and required by the treatment measure(s) Maintenance Plan(s). Maintenance of all site design and treatment control measures shall be the owner's responsibility.
38. The property owner is responsible for submitting an Annual Report accompanied by a review fee to the County by December 31 of each year, as required by the O&M Agreement. The property owner is also responsible for the payment of an inspection fee for County inspections of the stormwater facility, conducted as required by the NPDES Municipal Regional Permit.
39. Approved Maintenance Plan(s) shall be kept on-site and made readily available to maintenance crews. Maintenance Plan(s) shall be strictly adhered to.
40. Site access shall be granted to representatives of the County, the San Mateo County Mosquito and Vector Control District, and the Water Board, at any time, for the sole purpose of performing operation and maintenance inspections of the installed stormwater treatment systems. A statement to that effect shall be made a part of the Maintenance Agreement and/or CC&Rs recorded for the property.
41. Property owner shall be required to pay for all County inspections of installed stormwater treatment systems as required by the Regional Water Quality Control Board or the County.
42. Per Provision 12.f of the Municipal Regional Permit, the Applicant shall complete required forms and follow County protocols pertaining to controlling PCBs during building demolition so that PCBs are not transmitted to storm drains via vehicle trackout, airborne releases, soil erosion or stormwater runoff during or after demolition.

Geotechnical Section

43. The submitted Geotechnical Report (Rockridge Geotechnical, Aug 18, 2021) indicated highly expansive soils and liquefaction potential. The report also provided grading and foundation design measures to mitigate the potential hazards. The liquefaction analysis sheets shall be provided in the report at building permit submittal.
44. A geotechnical report shall be submitted at time of building permit application. Significant grading profiles, grading proposals, foundation design recommendations, retaining wall design recommendations, and basement design recommendations, if any, shall be provided in the geotechnical report at time of building permit application. For a vacant site, the Geotechnical Report shall provide sufficient soil investigation data to evaluate the potential hazards, for example, expansive soils, soil corrosivity, weak soil strength, and liquefaction. If any hazards are found, mitigation shall be provided in foundation design and grading proposal.

Fair Oaks Sewer Maintenance District (Sewer District)

45. It is our understanding that multiple parcels will be merged into one parcel. Please note that the Sewer District only allows one sewer lateral connection at its sewer main, and that other existing lateral connections must be removed and the sewer mains repaired to the satisfaction of the Sewer District.
46. The applicant shall submit building plans to the Sewer District for review when the building permit application is submitted to County of San Mateo Building Department. The plans shall indicate the location of the existing and proposed sewer laterals to the Sewer District main. The County Sanitary Sewer and Streetlight Requirements Checklist can be found on our website at <http://publicworks.smcgov.org/sewer-services>. All appropriate information and notes shall be included on the plans.
47. A Sewer Inspection Permit (SIP) must be obtained to cap the existing sewer lateral prior to demolition of the existing building. SIP may be obtained from the Sewer District office at 555 County Center, 5th Floor, Redwood City.
48. The Sewer District has performed a capacity analysis of the additional sewage anticipated to be generated by the new development and delivered into the Sewer District facilities and has determined that the Sewer District facilities have sufficient capacity to accommodate the increased flow. As provided in that analysis, no upgrades or improvements are required.

Redwood City Water DepartmentThe property is within Redwood City Water Service Area.

49. The buildings shall be equipped with dual plumbing to allow use of recycled water in the future. Fire Marshal shall comment on the sufficiency of the fire flows in the local water system and the need of improvements, if any.
50. Prior to issuance of building permits, obtain an Encroachment Permit from City of Redwood City Engineering and Transportation Division for public street, water and stormwater infrastructure improvements required of the project within Redwood City's jurisdiction, such as water mains, water services, water meters, fire hydrants, sewer manholes, drain inlets, sidewalks and driveway approaches.
51. The applicant shall underground all existing overhead utility services to the building from Second Avenue, which shall be shown on the building permit plans.
52. All public improvements within Redwood City's right of way (i.e., Second Avenue) shall be designed and constructed in accordance with Redwood City's Engineering Standards.
53. Initial conditions of service:
 - a. The buildings shall be equipped with dual plumbing to allow use of recycled water in the future;
 - b. After approval of the construction drawings by the San Mateo County Building Department and upon application for new water service, property owner's payment of all applicable City fees, including connection fees associated with providing proposed water service;
 - c. Property owner's installation, of new water service lines;
 - d. Property owner is responsible for the design, construction, and connection of any water main modifications or extensions necessary to provide adequate flow for domestic use and fire suppression, in accordance to City Code Section 38.26 and as determined by the City and the Fire Marshal within the local jurisdiction;
 - e. Property owner shall pay the fees for any construction permit in connection with improvements for new water service, and shall pay associated costs for plan review and inspections;
 - f. Property owner shall adhere to all the review comments and conditions of service stated by the City; and
 - g. Property owner shall submit a signed Declaration of Restriction to the City, and record it with the County of San Mateo.

Department of Public Works

54. The County of San Mateo is subject to the City/County Association of Governments of San Mateo County (C/CAG) Land Use Impact Analysis Program Policy, also known as the "Transportation Demand Management (TDM) Policy". Any new development project that would generate at least 100 Average Daily Trips (ADT) must comply with the TDM Policy. Projects subject to the TDM Policy

must prepare a TDM Checklist that meets C/CAG's required trip reduction targets through required and recommended TDM measures. Requirements are detailed on C/CAG's website at <https://ccagtdm.org/>.

The proposed project is projected to generate at least 100 ADT and therefore must comply with the TDM Policy. The applicant has submitted a preliminary TDM Checklist in accordance with the C/CAG policy, which has been reviewed by staff.

Prior to the issuance of any building permit, the property owner(s) shall submit a Final TDM Plan with TDM Checklist to the Current Planning Section that demonstrates of compliance with the C/CAG TDM Policy, subject to review and approval by the Community Development Director. The Final TDM Plan shall:

- Describe how the project will achieve the minimum percentage trip reduction requirements as defined by C/CAG through a combination of C/CAG's required and recommended TDM measures, as outlined in the C/CAG TDM Checklist;
- Detail how the project will achieve each identified TDM measure; and
- Commit to monitoring and reporting requirements, including providing an ongoing point of contact for TDM measure implementation and coordination, completion of TDM Self-Certification Forms and project occupant surveys every two years for the initial six years after project occupancy, and completion of TDM Self-Certification Forms and project occupant surveys every three years after the initial six years, until post-occupancy year 20.

The approved Final TDM Plan must be implemented to the satisfaction of the Community Development Director prior to the occupancy of any project structures. Facilities, programs, monitoring, and reporting requirements of the approved Final TDM Plan, or comparable measures approved by C/CAG and/or the Community Development Director, shall be maintained and implemented for the life of the project. The County reserves the right to assess and monitor compliance with the Final TDM Plan. In the event there are concerns regarding compliance with implementation of the Final TDM Plan, the County and property owner(s) shall confer to discuss appropriate corrective actions.

55. The Project's Transportation Impact Analysis has determined that the project will result in traffic impacts to an existing intersection at Middlefield Road and Second Avenue. The County has determined that signalization of the intersection is warranted. The Applicant is required to contribute funds proportional to the project's impact to offset the costs of installing a signal at this intersection.

Prior to the issuance of a building permit, the Applicant shall pay the County an amount proportional to the project's traffic impact on the Middlefield

Road/Second Avenue intersection. The cost of the traffic signal shall include the total cost of installing the signal, including but not limited to design, permitting, construction, and construction administration. The Department of Public Works will provide the estimated total cost of the signal to the Applicant. The calculation of the project's proportional contribution to the intersection improvement will be based on the data contained in an updated Transportation Analysis Report, to be submitted prior to building permit issuance and subject to Department of Public Works review and approval.

The County, by accepting this contribution to the traffic signal at Middlefield Road and Second Avenue is not required to construct this signal until sufficient studies have been completed and funds have been collected to complete the signalization. The Applicant's payment may alternatively be used to address project-related traffic impacts in neighboring areas.

56. Prior to the issuance of the building permit, the applicant shall submit a driveway "Plan and Profile," to the Department of Public Works, showing the driveway access to the parcel (garage slab) complying with County Standards for driveway slopes (not to exceed 20%) and to County Standards for driveways (at the property line) being the same elevation as the center of the access roadway. When appropriate, as determined by the Department of Public Works, this plan and profile shall be prepared from elevations and alignment shown on the roadway improvement plans. The driveway plan shall also include and show specific provisions and details for both the existing and the proposed drainage patterns and drainage facilities.
57. No proposed construction work within the County right-of-way shall begin until County requirements for the issuance of an encroachment permit, including review of the plans, have been met and an encroachment permit issued. Applicant shall contact a Department of Public Works Inspector 48 hours prior to commencing work in the right-of-way.
58. Prior to the issuance of the Building Permit, the applicant will be required to provide payment of "roadway mitigation fees" based on the square footage (assessable space) of the proposed building per Ordinance No.3277.

Redwood City Fire Department

60. The Applicant's request for Alternate Materials or Methods_of Construction or Alternate Design, as allowed under Section 104.9 of the 2019 Edition of the California Fire Code, has been approved by the Redwood City Fire Department, contingent on design approval of Wet Manual Standpipe System.