

# ***NORTH FAIR OAKS AFFORDABLE HOUSING PROJECT***

## **Environmental Assessment Determinations and Compliance Findings for HUD-assisted Projects 24 CFR Part 58**

### **Prepared for:**

County of San Mateo Department of Housing  
264 Harbor Blvd, Building A  
Belmont, CA 94002

Affirmed Housing Group  
13520 Evening Creek Drive, Suite 160  
San Diego, CA 92128

### **Prepared by:**



December 2023



**U.S. Department of Housing and Urban  
Development**

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## **Environmental Assessment Determinations and Compliance Findings for HUD-assisted Projects 24 CFR Part 58**

### **Project Information**

**Project Name:** North Fair Oaks Affordable Housing Project

County of San Mateo Department of Housing  
264 Harbor Blvd, Building A  
Belmont, CA 94002

**Grant Recipient** (if different than Responsible Entity): Housing Authority of the County of San Mateo, 264 Harbor Blvd, Building A, Belmont, CA 94002

**State/Local Identifier:** Pending

**Preparer:** Ryan Birdseye, Principal  
Birdseye Planning Group, LLC  
P.O. Box 1956,  
Vista, CA 92085  
760-712-2199

**Certifying Officer Name and Title:** Rose Cade, Deputy Director  
County of San Mateo Department of Housing

**Grant Recipient** (if different than Responsible Entity): Affirmed Housing Group

**Consultant** (if applicable): Ryan Birdseye, Principal  
Birdseye Planning Group, LLC  
P.O. Box 1956, Vista, CA 92085  
760-712-2199

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Belmont, CA 94002  
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**Project Location:** The project site is located at 430-434 Douglas Avenue and 429-431 Macarthur Avenue, Redwood City, CA in North Fair Oaks, an unincorporated community in San Mateo County, California (APN 054-232-240). The site is 0.46 acres and surrounded by Douglas Avenue, San Mateo Avenue and MacArthur Avenue. The site is vacant but used for storage of miscellaneous material that would be removed to accommodate the proposed project. The project location is shown in Figure 1 – Regional Map and Figure 2 – Site Map. The target demographic is income qualifying families and individuals.

**Description of the Proposed Project** [24 CFR 50.12 & 58.32; 40 CFR 1508.25]: Affirmed Housing Group is proposing to develop the North Fair Oaks Affordable Housing project on a 0.46-acre site located at 430-434 Douglas Avenue and 429-431 Macarthur Avenue, Redwood City, CA in the North Fair Oaks community of unincorporated San Mateo County, California (APN 054-232-240). The subject property is used for storage of miscellaneous material that would be removed to accommodate the proposed project. The subject property is bordered to the north by San Mateo Avenue and then multi-family housing, to the west by Douglas Avenue and then single-family housing, to the south by commercial/light industrial uses and commercial light/industrial uses. The site is zoned Commercial Mixed Use (CMU)-3 and designated Commercial Mixed-Use in the County of Mateo General Plan. The site plan is shown in Figure 2.

The subject property is bordered to the north by Douglas Avenue and then single-family residential; to the east by San Mateo Avenue and single-family residential; to the west by one single-family residence and commercial uses and Middlefield Road; and to the south by MacArthur Avenue and commercial/light industrial businesses. The site is within walking distance of markets, restaurants, and shopping in the North Fair Oaks Community Plan area. The site plan is shown in Figure 3. Proposed elevations are shown in Figure 4a, 4b and 4c. An APN tax map is provided as Figure 5.

The proposed project would provide 86 units comprised of 47 studios, 29 one-bedroom units; five two-bedroom units and five three-bedroom units on five floors over the ground floor podium. One two-bedroom unit will be reserved for property management and maintenance personnel. The 47 studio units would be +/- 330 square feet; the one-bedroom units would be +/- 590 square feet; the two-bedroom units would be +/- 700 square feet and the three-bedroom units would be +/- 1,000 square feet. On-site amenities would include a community room, community kitchen, courtyard, bicycle storage and laundry facilities. The building would provide 24 parking spaces on the ground floor as allowed by San Mateo County Code reductions per State Density Bonus Law and related incentives. Of the total, 10 would be standard spaces, 12 would be compact spaces, and two would be accessible (e.g., one van space and one standard space). A total of two electric vehicle (EV) spaces would be installed and 11 would be EV ready and three would be EV capable. A total of 67 bicycle parking spaces would be provided on-site; 45 private spaces and 22 public spaces. The site would be accessed via MacArthur Avenue. The project would set aside 24 studio and one-bedroom units for tenants meeting the extremely low income (ELI) criteria and also meet Housing for Healthy California



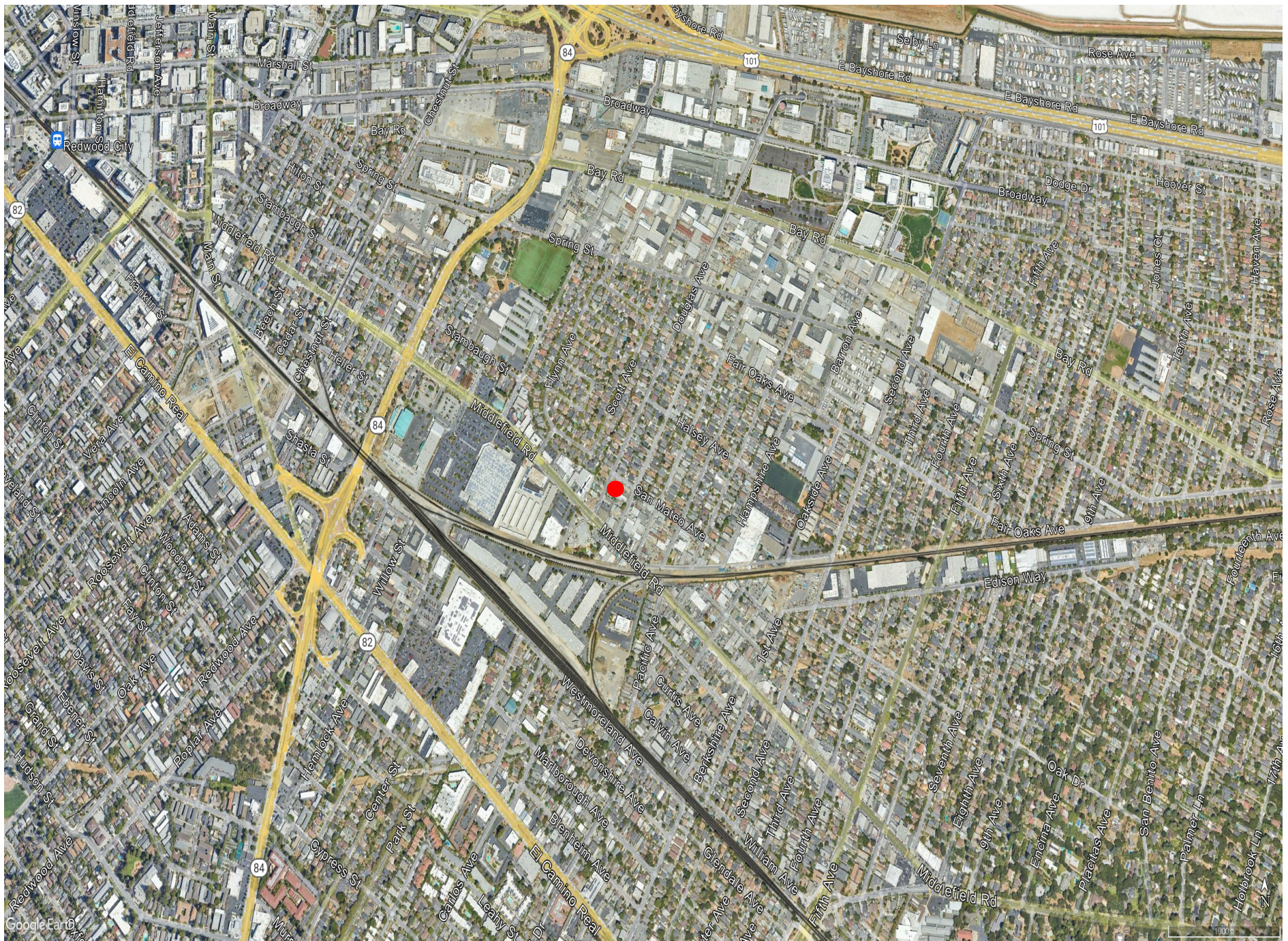


Figure 1—Regional Map

● - Project Site



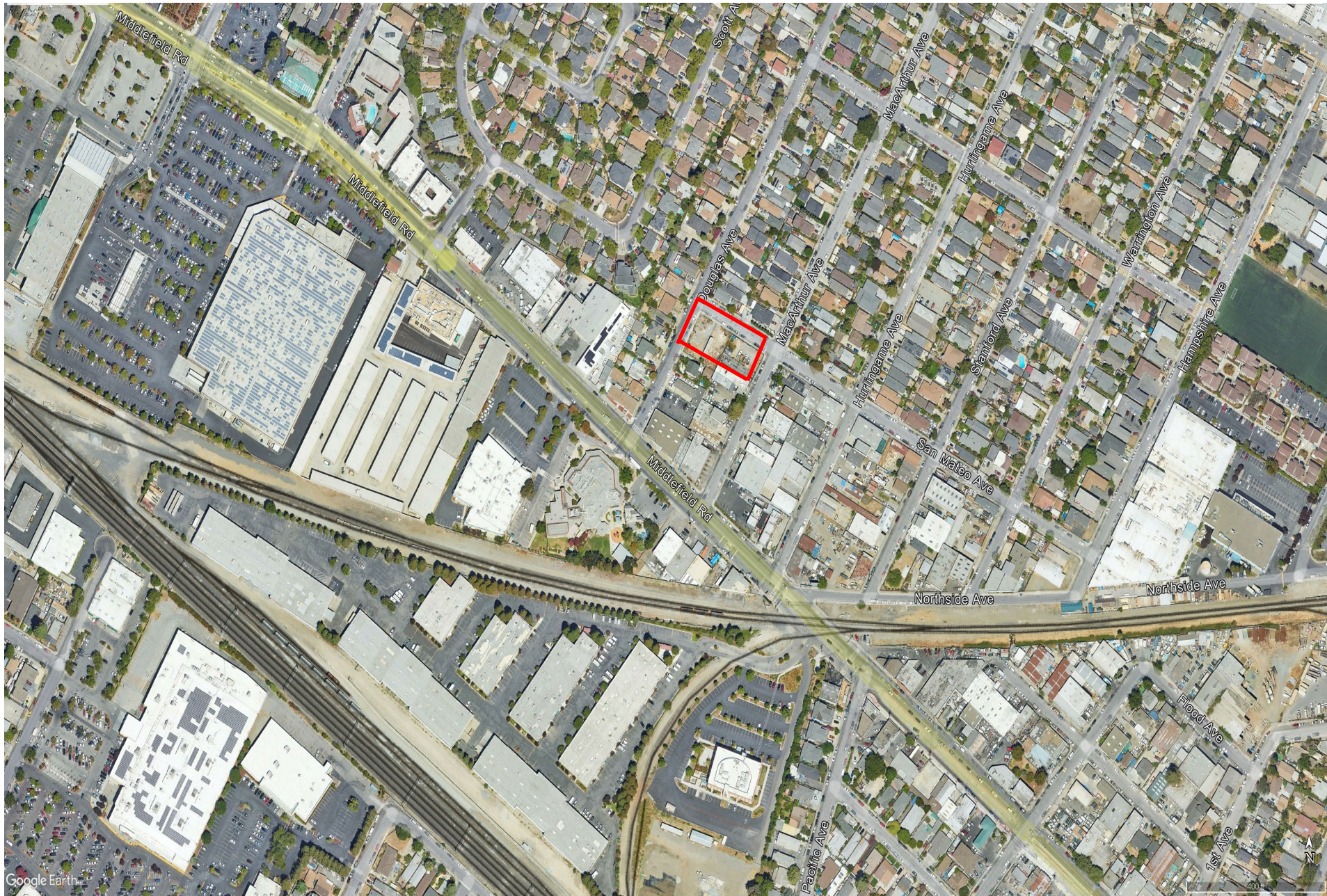


Figure 2—Vicinity Map

 - Project Site



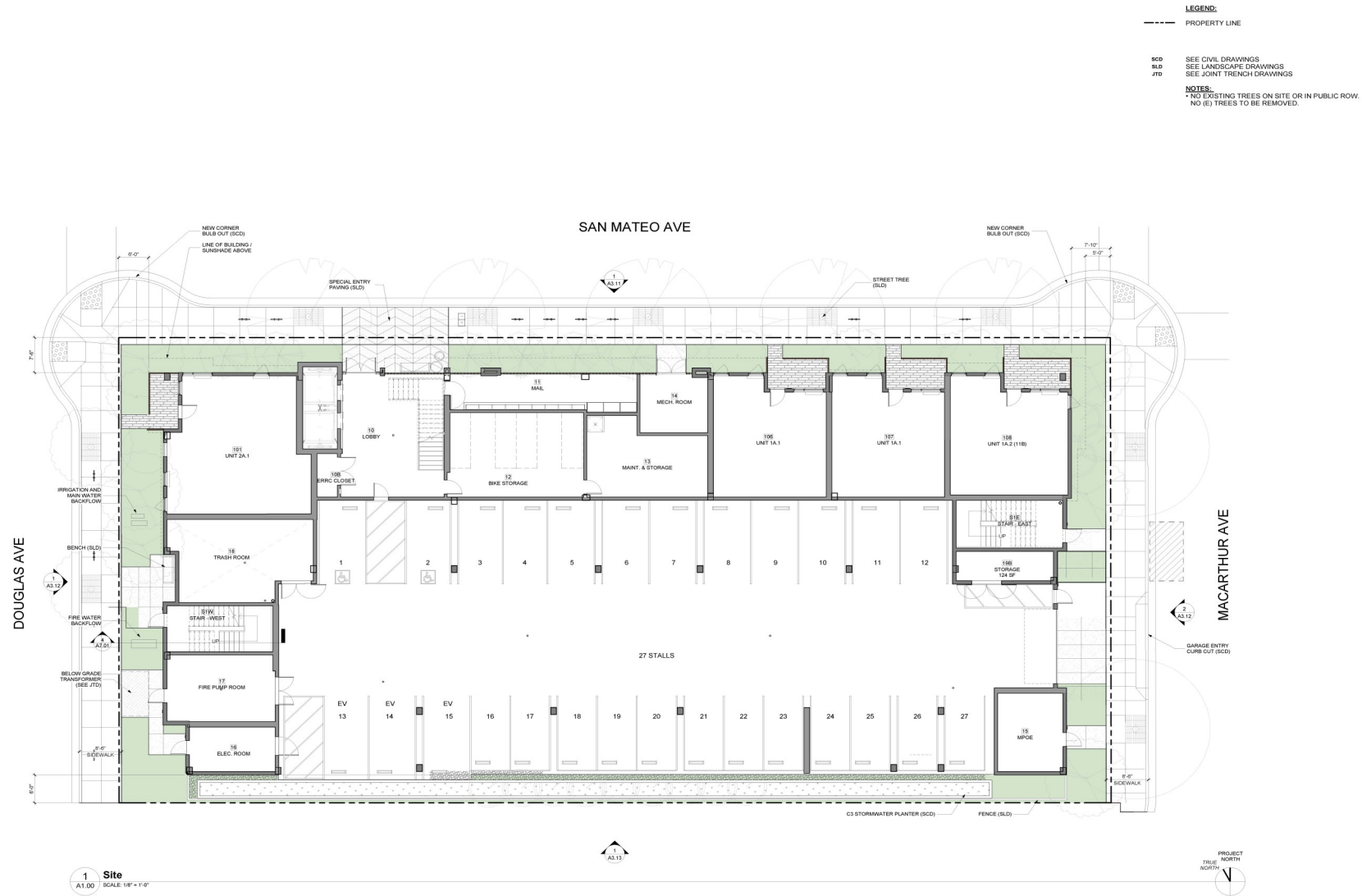


Figure 3—Site Plan



1 - SOUTH ELEVATION



ID	DATE	NAME

Project:

**NORTH  
FAIR OAKS**

429 MACARTHUR AVE  
REDWOOD CITY, CA 94063

Client:

**AFFIRMED  
HOUSING GROUP**  
13520 EVERING CREEK DRIVE  
NORTH #160  
SAN DIEGO, CA 92128

**ELEVATIONS - NORTH**

JOB # 2342

SCALE: 1/8" = 1'-0"

**A3.11**

DATE: 06/28/22

KEY PLAN

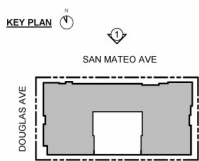


Figure 4a—Elevations



1 - SOUTH ELEVATION



ID	DATE	NAME

Project:

**NORTH  
FAIR OAKS**

429 MACARTHUR AVE  
REDWOOD CITY, CA 94063

Client:

**AFFIRMED  
HOUSING GROUP**  
13520 EVERING CREEK DRIVE  
NORTH #160  
SAN DIEGO, CA 92128

**ELEVATIONS - NORTH**

JOB # 2342

SCALE: 1/8" = 1'-0"

**A3.11**

DATE: 06/28/22

KEY PLAN

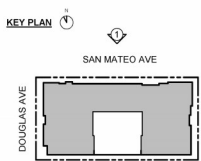


Figure 4a—North Elevation





1 - SOUTH ELEVATION

ID	DATE	NAME

Project:

**NORTH  
FAIR OAKS**

429 MACARTHUR AVE  
REDWOOD CITY, CA 94063

Client:

**AFFIRMED  
HOUSING GROUP**  
13520 EVENING CREEK DRIVE  
NORTH #160  
SAN DIEGO, CA 92128

ELEVATIONS - SOUTH

JOB # 2342  
SCALE: 1/8" = 1'-0"

**A3.13**

DATE: 12/06/23

KEY PLAN

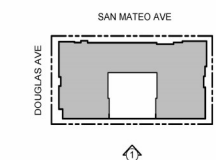


Figure 4c—South Elevation



0.07 0 0.04 0.07 Miles

WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere  
© Latitude Geographics Group Ltd.

1:2,257



This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

Figure 5— Tax Assessor Map



(HCC) limits. The remaining units would be reserved for tenants at 60 percent of the Area Median Income (AMI).

The project is currently entitled and all the necessary public funding (including \$13,500,000 from San Mateo County) has been secured. The applicant is seeking 24 Project Based Vouchers (PBVs) to cover a portion of the operating expenses. The estimated construction start for the project is February 2025 with an estimated completion date of June 2026. The proposed project addressed herein may receive PBVs as noted; and thus, it is subject to National Environmental Policy Act (NEPA) review by the Department of Housing and Urban Development (HUD).

The site is zoned Commercial Mixed Use (CMU)-3 and designated Commercial Mixed-Use in the County of Mateo General Plan. The base density is 120 dwelling units per acre. With the State Density Bonus and North Fair Oaks Community Plan density bonus, the maximum density would be 195 du/acre. The applicant is proposing a density of 187 du/acre. The proposed project would create 86 units of affordable rental housing. Because of the proposed project's proximity to high-quality public transit and its income-targeting, the project's height and density are within the bonuses and concessions allowed the project under AB 1763, California's Affordable Housing Density Bonus Law and the North Fair Oaks Community Plan density bonus. The proposed project also qualified for ministerial approval and exemption from California Environmental Quality Act (CEQA) under SB 35, California's law allowing for streamlined approval of qualifying affordable housing projects.

The project will be 100% affordable housing and will be subject to income and rent restrictions to ensure affordability by low-income individuals and families. The proposed project addressed herein will in part be constructed using federal funding; and thus, it is subject to National Environmental Policy Act (NEPA) review by the Department of Housing and Urban Development (HUD).

**Statement of Purpose and Need for the Proposal [40 CFR 1508.9(b)]:** The purpose of the proposed project is to increase the number of affordable housing rental units in the County of San Mateo building 86 new apartments for low-income residents. This addresses the County of San Mateo's need for affordable housing and is consistent with the goals of its 2023-2031 Housing Element. Under California law, San Mateo County must adopt and implement a Housing Element as an element of its General Plan. The Housing Element represents the County's plan for meeting its share of the San Francisco Bay Area region's need for housing that is affordable at different income levels.

The site of the proposed project was originally identified as an adequate site for multifamily residential development in the in the County of San Mateo 2015-2023 Housing Element. Because of the proximity to transit along Middlefield Road one block west of the site, the North Fair Oaks Community Plan area allows for the high residential densities, and the proposed project addresses the need for low-income housing by providing additional density and height allowed by the California Density Bonus Law and North Fair Oaks Community Plan density allowances.

The proposed project’s plan for residential re-use of an underutilized site adjacent to the existing residential uses implements the North Fair Oaks Community and CMU-3 zoning to develop higher density residential re-use in key commercial sites that take advantage of the regional transit access opportunities offered proximal to the site.

The County of San Mateo has recently drafted its 2023-2031 Housing Element, available at <https://www.smcgov.org/planning/san-mateo-county-housing-element-update-2023-2031>. The Housing Element addresses how the County of San Mateo will meet specific quantitative housing goals for different income categories assigned to it by the 2023-2031 Regional Housing Needs Allocation (RHNA), as set forth below:

Income Category	Very Low 50% AMI	Low 80% AMI	Moderate 120% AMI	Market Rate and higher	Total
2023-31 Allocation of Units	811	468	433	1,121	2,833

In its 2023-2031 Housing Element, the County of San Mateo included the proposed project in its list of entitled “pipeline” projects to be credited towards achievement of its 2023-2031 RHNA goals. The County expects that the proposed project’s 86 units will contribute 24 Very Low Income (50% of Area Median Income) and 62 Low Income (60% of AMI) to its RHNA goal of 811 Very Low-Income units and 468 Low-Income units for the eight-year cycle of its 2023-2031 Housing Element.

**Existing Conditions and Trends** [24 CFR 58.40(a)]: The project site is located at 430-434 Douglas Avenue in North Fair Oaks, an unincorporated community in San Mateo County, California. San Mateo County is located on south end of the San Francisco Peninsula. San Mateo County, situated along the Central California coastline, encompasses the major portion of the San Francisco Peninsula. The County covers approximately 554 square miles, with land accounting for approximately 448 square miles and inland waters and San Francisco Bay tidal areas accounting for the remainder. The County is roughly 42 miles in length and varies from seven to twenty miles in width. Approximately 55 miles of the County's western border is Pacific shoreline, and roughly 34 miles of the eastern border is Bay shoreline. The County is bounded on the north by the City and County of San Francisco and on the south and southeast by Santa Cruz and Santa Clara Counties. North Fair Oaks is an unincorporated part of San Mateo County comprising approximately 798 acres, bounded by the cities of Redwood City to the north, west and southwest, Atherton to the east, and Menlo Park to the northeast. Highway 101 is located approximately 0.75 miles to the northeast of the site. State Route 84 is located approximately 0.5 miles to the northwest. El Camino Real (State Route 82) is located approximately 0.5 miles to the southwest and is the primary north/south arterial located in eastern San Mateo County.

The North Fair Oaks Community Plan was updated in 2011 by the County of San Mateo. The updated Community Plan supported development of up to an additional 3,024 dwelling units, 180,000 square feet of retail uses, 155,000 square feet of office uses, 210,000 square feet of industrial uses, 11 0,000 square feet of institutional uses, and 3.8 acres of parks and recreation



uses within the Community Plan area by 2035. As stated in the 2023-2031 Housing Element, the unincorporated County's population has grown moderately over the last decade, largely keeping pace with the growth of the County overall. At 66,000 residents as of 2020, unincorporated population remains approximately 8% of total County population. While population growth in the unincorporated County did not change dramatically, it did outpace housing production.

The subject property is developed with an existing concrete building and towing storage yard containing miscellaneous debris. All existing improvements would be demolished to accommodate the proposed project. Vegetation on-site is limited to ruderal species located around the perimeter. The project site is currently served by San Mateo Transit (SamTrans). Routes 296 and 397 provides service in the area at stops located at the intersection of Middlefield Road and Douglas Avenue approximately one block southwest of the site.

The site is bordered by the following uses:

- Northwest: Single-family residential zoned R-1 in the City of Redwood City
- Southeast: Commercial/light industrial zoned Commercial Mixed-Use
- Northeast: Single-family residential zoned R-1 in the City of Redwood City
- Southwest: Commercial/light industrial zoned Commercial Mixed-Use

There are roughly 23,000 housing units in the unincorporated County. Of the total, approximately 18,000 are single-family detached units. A total of 2,028 multifamily housing units comprising five or more units, were located in the County in 2020. Housing production in the unincorporated County has increased in recent years. A total of 155 new units were added in 2020 and 138 units were added in 2021. In particular, accessory dwelling unit (ADU) production has significantly increased. This was facilitated by changes to ADU regulations at the state and local level. The number of multifamily projects has also increased, driven in large part by adoption of new higher density residential mixed-use districts in the North Fair Oaks community.

Housing shortages, driven by insufficient housing production and growing demand, contribute to a number of housing challenges, including issues of affordability and overpayment, overcrowding, and housing quality. The unincorporated County, like the Bay Area and the state as a whole, continues to face very high housing costs, for both rental and ownership housing. Housing production shortages coupled with rapid growth in demand have created affordability challenges for residents in most income categories. Two-thirds of owner-occupied units in the unincorporated County as of 2019 were valued over \$1 million, and 80% were valued above \$750,000. The home value index for the unincorporated County shows a steady increase in average home values over the past two decades, reaching \$1.6 million in 2020.

With respect to rental costs, as of 2019, 82 percent of all households living in rental housing paid rents ranging from \$1,500 to \$3,000 and more. The median contract rent in 2019 in San Mateo

County was \$2,208 for a typical two-bedroom apartment. To rent a typical apartment in the San Mateo County, a household would need to make more than \$82,250 annually, according to the 2023-2031 Housing Element.

Overpayment of housing costs is defined as payment of more than 30% of gross household income. Those paying 50 percent of the gross household income on housing is considered severe overpayment. Households that overpay for housing are referred to as “cost burdened.” Households earning below 30 percent and below 50 percent of AMI are significantly more likely to overpay for housing than upper income groups, and the majority of households in each of those categories severely overpay for housing. Renters are also more likely than owners to overpay for housing. In 2019, more than half of renter households paid more than 30 percent of income for housing, and roughly a third paid more than 50 percent. In contrast, only about 12 percent of owner households paid more than 30 percent of income for housing, and an equivalent percent paid more than 50 percent. In general lower-income categories are more likely to be cost-burdened, and renters more likely to be cost-burdened than owners. With the North Fair Oaks community, there approximately 2,010 rental households. Of the total, approximately 1,120 households, or 56 percent pay more than 30 percent of the household average monthly family income on housing. County-wide, in 2019 nearly 45,000 households paid over 50 percent of the monthly income on housing.

From 2021 to 2021, Sam Mateo County issued 585 building permits for single-family residential units and 175 permits for multifamily units. Housing production from 2015 to 2021 was primarily housing for above moderate income households, with shortfalls of housing affordable to very low-income households.

**Funding Information**

The draft EA covers the project implementation and activity delivery costs under CDBG-DR.

Grant Number	HUD Program	Funding Amount
	Project Based Section 8 vouchers—CFDA No. 14.871	24 vouchers totaling \$11,330,640

**Estimated Total HUD Funded Amount:** 24 Project-Based Section 8 Vouchers with an estimated 20-year value of \$11,330,640.

**Estimated Total Project Cost** (HUD and non-HUD funds) [24 CFR 58.32(d)]: **\$64,464,768**

**Compliance with 24 CFR 50.4, 58.5, and 58.6 Laws and Authorities**

Record below the compliance or conformance determinations for each statute, executive order, or regulation. Provide credible, traceable, and supportive source documentation for each authority. Where applicable, complete the necessary reviews or consultations and obtain or note



applicable permits of approvals. Clearly note citations, dates/names/titles of contacts, and page references. Attach additional documentation as appropriate.

<b>Compliance Factors:</b> Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
<b>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6</b>		
<b>Airport Hazards</b>  24 CFR Part 51 Subpart D	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The proposed project site is located 5.3 miles northwest of Palo Alto Airport, the closest airport. Per the Palo Alto Airport Comprehensive Land Use Plan, Figure 7 and Figure 8, the project site is outside the Airport Safety Zone and Airport Influence Area. No adverse effects associated with airport operation would occur on the project site.</p> <p><i>Source List: [b, c]</i></p>
<b>Coastal Barrier Resources</b>  Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>No coastal barrier resources under the protection of the Coastal Barrier Resources Act occur in California. The Coastal Barrier Resources Act does not apply.</p> <p><i>Source List: [a]</i></p>
<b>Flood Insurance</b>  Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001- 4128 and 42 USC 5154a]	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The site is designated Flood Hazard Zone X in Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map No. 06081C0302F (April 5, 2019).</p> <p>The Flood Disaster Protection Act of 1973 (42 U.S.C. 4012a) requires that projects receiving federal assistance and located in an area identified by FEMA as being within a Special Flood Hazard Area (SFHA) be covered by flood insurance under the National Flood Insurance Program (NFIP). The project is not within a SFHA; thus, no significant or adverse impacts associated with the Flood Disaster</p>

		<p>Protection Act of 1973 and National Flood Insurance Reform Act of 1994 would occur.</p> <p><i>Source List: [t]</i></p>
<p><b>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 &amp; 58.5</b></p>		
<p><b>Clean Air</b></p> <p>Clean Air Act, as amended, particularly section 176(c) &amp; (d); 40 CFR Parts 6, 51, 93</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>The project site is located within the San Francisco Bay Area Air Basin, which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). A significant adverse air quality impact may occur when a project individually or cumulatively interferes with progress toward the attainment of air standards for which the region is designated as nonattainment. The San Francisco Bay Area Air Basin is a nonattainment area for ozone, Particulate Matter 10 (PM<sub>10</sub>) and (PM<sub>2.5</sub>). Thus, a project-related impact to air quality would occur if emissions generated by the project are equal to or exceed the established long-term quantitative thresholds for pollutants or exceed a state or federal ambient air quality standard for any criteria pollutant. Emissions thresholds have been recommended by the BAAQMD for both project construction and operation.</p> <p><b>Construction Emissions</b></p> <p>Construction vehicles and equipment traveling within the project site excavation areas and site preparation activities have the potential to generate fugitive dust through the exposure of soil to wind erosion and dust entrainment. Dust is defined as particulate matter less than 10 microns in size and less than 2.5 microns in size (PM<sub>10</sub> and PM<sub>2.5</sub>, respectively). Project related construction activities would also emit ozone precursors (oxides of nitrogen (NO<sub>x</sub>), reactive organic gases (ROG)) as well as carbon monoxide (CO). The majority of construction-related emissions would result from site preparation and the use of heavy-duty construction equipment.</p> <p>The California Emissions Estimator Model (CalEEMod) version 2020.4.0 calculates daily</p>



maximum construction emissions during the various phases of project construction, including demolition, site preparation, excavation/grading, building construction, architectural coating (i.e., painting) and paving. It was assumed construction would begin in late 2023 and be completed in late 2024. Emission thresholds and estimated construction emissions are shown in Table 1. Maximum daily emissions from construction activities would not exceed BAAQMD construction thresholds. Therefore, construction impacts would be less than significant.

**Table 1  
BAAQMD Significance Thresholds and  
Construction Emissions**

Construction Emissions			
Pollutant	Standard <sup>1</sup> (lbs/day)	Emissions (lbs/day)	Exceed Standard?
ROG	54	28.7	No
NOx	54	12.8	No
SOx	<i>No Standard</i>	0.03	<i>N/A</i>
CO	<i>100 (tons per year)<sup>2</sup></i>	16.0 (2.9 tons per year)	No
PM <sub>10</sub>	82 (exhaust) <sup>3</sup>	3.3	No
PM <sub>2.5</sub>	54 (exhaust) <sup>3</sup>	1.8	No

Source: CalEEMod calculations (Appendix A)

Note: Summer emissions are reported as they are the highest emissions.

1. Concentrations reported in maximum daily emissions (pounds per day) which represent the worse-case scenario. Maximum daily emissions would not occur each day of the construction period.

2. Federal *De minimis* threshold reported for CO

3. PM emission standard applies only to exhaust emissions.

**Operating Emissions**

Operating emissions were calculated using CalEEMod version 2020.4.0. The basic modeling parameters assumed the project would operate like a high-rise multifamily apartment building. In addition to resident trips, employees, and vendors would also generate trips. Overall trip generation is assumed to be captured within the Institute of Traffic Engineers (ITE) rates included as default values for land use type selected in CalEEMod 2020.4.0. Operating emissions and thresholds of significance are shown below in Table 2.

**Table 2**  
**BAAQMD Air Quality Significance Thresholds and Operational Emissions**

Pollutant	Standard (lbs/day)	Operating Emissions (lbs/day)	Exceed Standard?
ROG	54	3.2	No
NO <sub>x</sub>	54	1.0	No
SO <sub>x</sub>	<i>No Standard</i>	0.01	<i>N/A</i>
CO	<i>100 tons per year<sup>1</sup></i>	14.8 (2.7 tons per year)	No
PM <sub>10</sub>	54	1.9	No
PM <sub>2.5</sub>	54	0.5	No

*Source: CalEEMod calculations*

<sup>1</sup> *Tons per year federal De minimis standard*

As shown in Table 2, project emissions would not exceed significance thresholds. While project operation would generate CO emissions, they would not exceed local BAAQMD standards.

**Toxic Air Contaminants.** Toxic Air Contaminants (TAC) are a defined set of airborne pollutants that may pose a present or potential hazard to human health. A wide range of sources, from industrial plants to motor vehicles, emit TACs. TACs can be emitted directly and can also be formed in the atmosphere through reactions among different pollutants. This evaluation addresses potential community health effects associated with direct TAC emissions, not those formed in the atmosphere. Common stationary source types of TAC include gasoline stations, dry cleaners, and diesel backup generators. There are no sources of TACs proximal to the proposed project site. The closest gas station is approximately 0.3 miles northwest of the site.

**Carbon Monoxide Hotspots.** Carbon monoxide is a colorless, odorless, poisonous gas that may be found in high concentrations near areas of high traffic volumes. CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. All air basins within California meet both state and federal CO standards. Numerous factors are

		<p>related to the formation of CO hotspots and under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthy levels. The BAAQMD CEQA Guidelines include a screening procedure for carbon monoxide which provides a conservative indication of whether the proposed project would result in the generation of CO concentrations that would substantially contribute to an exceedance of the significant threshold. If the screening criteria are met, the proposed project would result in a less-than-significant impact to air quality with respect to concentrations of local CO. The proposed project would result in a less-than-significant impact to localized CO concentrations if the following screening criteria is met:</p> <p><i>Project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan and local congestion management agency plans.</i></p> <p>The project is not large enough to trigger and traffic study. The project will not adversely affect regional and local transportation planning or result in an inconsistency with regional or local transportation plans.</p> <p><i>The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.</i></p> <p>Project build out traffic volumes were obtained from the North Fair Oaks Community Plan Update Draft EIR (August 2011). The projected peak hour traffic on Middlefield Road at the Woodside intersection (located approximately 0.5 miles northwest of the site), the closest intersection to the site evaluated was estimated to be 5,547 vehicles. The proposed project is consistent with existing zoning and anticipated development in the North Fair Oaks Community Plan Update thus, volumes have been incorporated in the build out projections. Build</p>
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		<p>volumes would not exceed the 44,000 vehicle per hour threshold.</p> <p><i>The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).</i></p> <p>There are no conditions proximal to the project site that would limit vertical or horizontal mixing of the air mass. As stated, there are no street segments or intersections in the area that are projected to carry 24,000. A total of 5,547 vehicles per hour are projects to pass through the Middlefield Road/Woodside Road, the closest intersection to the site evaluated in the North Fair Oaks Community Plan Update traffic analysis. No adverse impacts related to CO would occur.</p> <p><i>Source List: [a, d, f, h]</i></p>
<p><b>Coastal Zone Management</b></p> <p>Coastal Zone Management Act, sections 307(c) &amp; (d)</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>The project site is not located in a coastal zone, as defined by the California Coastal Act (Public Resources Code, Division 20, Section 3000 Et. Seq.). Therefore, no adverse coastal zone impacts are anticipated.</p> <p>The site was evaluated for potential impacts to lands within the San Francisco Bay Conservation and Development Commission (BCDC) and San Mateo County Local Coastal Program jurisdiction. The BCDC, in addition to its permit authority under California state law, exercises authority under Section 307 of the federal Coastal Zone Management Act (CZMA)(16 U.S.C. section 1456) over federal activities and development projects and non-federal projects that require a federal permit or license or are supported by federal funding. The consistency provisions of Section 307 of the California Coastal Zone Management Act (CZMA) states that any federal activity, including a federal development project, that affects any land or water use or natural</p>

		<p>resource of the BCDC’s coastal zone, must be conducted in a manner that is “consistent to the maximum extent practicable” with the enforceable policies of the BCDC’s federally- approved coastal management program. Per the San Francisco Bay Plan (May 2020) Plan Map 6, the project site is not located within BCDC jurisdiction nor is it proximal to identified resources within the Redwood City waterfront. The closest resource identified with the BCDC jurisdiction is the Bidwell Bayfront Park which is located approximately 2.0 miles northeast of the site.</p> <p>Per the California Coastal Commission Local Program Area Maps for San Mateo County, all areas within the County subject to the Local Coastal Program (LCP) are located on west side the County along the Pacific Ocean. There are no LCP areas on the San Francisco Bay side of San Mateo County.</p> <p><i>Source List: [bb]</i></p>
<p><b>Contamination and Toxic Substances</b></p> <p>24 CFR Part 50.3(i) &amp; 58.5(i)(2)</p>	<p>Yes    No</p> <p><input checked="" type="checkbox"/>    <input type="checkbox"/></p>	<p>The Phase I ESA (Weis Environmental, Inc., September 2021 and updated July 2023) prepared for the project concluded that no recognized environmental conditions were noted in connection with the land use of the Site and improvements at the Site. In addition, the land uses of adjoining properties and properties in the vicinity of the Site do not represent recognized environmental conditions to the Site.</p> <p>A Phase II was prepared for the project site by Advantage Environmental, Inc., (June 2020) and documents soil testing results performed on the project site. The Phase II content is incorporated into the July 2023 Phase I ESA referenced above. Conclusions and recommendations of this assessment are as follows:</p> <ul style="list-style-type: none"> <li>• Total Petroleum Hydrocarbons (TPH), Volatile Organic Compounds (VOCs) and metals are not considered to be contaminants of significant concern in soil at the Site. All detected</li> </ul>

		<p>concentrations were below residential screening levels.</p> <p>In the event that soil is exported from the site during construction, it will require proper disposal at a licensed landfill or other receiving facility. This is addressed as Mitigation Measure HAZ-1.</p> <ul style="list-style-type: none"> <li>• Soil gas sampling and analysis revealed benzene above the residential Environmental Screening Level (ESL). For reference purposes, the detected benzene concentrations also exceed the commercial ESL of 14 micrograms per cubic meter (<math>\mu\text{g}/\text{m}^3</math>).</li> </ul> <p>For this reason, additional testing will be performed after demolition and prior to grading to verify the vapor concentrations in the soil and determine at that time, the most effective method to address potential impacts, if any. This has been incorporated herein as Mitigation Measure HAZ-2.</p> <p>With implementation of these recommendations as conditions of approval, <b>no impact</b> would occur under this threshold.  <i>Source List: [y, z, cc]</i></p>
<p><b>Endangered Species</b></p> <p>Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>The project site is 100 percent developed and/or disturbed and located within a developed area of San Mateo County. Because the site is located adjacent to the City of Redwood City municipal boundary, the General Plan Conservation Element (2010) was reviewed to determine if there are any known natural resources or areas of sensitive habitat proximal to the site. No resources were identified in the area.</p> <p>The only federally designated critical habitat in San Mateo County is for the California Red-legged frog and that is located around San Andreas Lake and Lower Crystal Reservoir. The closest point is approximately eight miles northwest of the site in unincorporated San Mateo County. There is no critical habitat for any species proximal to the site.</p>



		<p>Based on the developed condition of the project site and surrounding properties and lack of critical habitat for federally-listed species, there is no potential for project-related impacts to federally-listed wildlife, plant, and migratory bird and raptor species to be impacted by the project. No federally-listed animal species are known to occur on or proximal to the site within San Mateo County or City of Redwood City.</p> <p><i>Source List: [a, l, o, p]</i></p>
<p><b>Explosive and Flammable Hazards</b></p> <p>24 CFR Part 51 Subpart C</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>The proposed project is a residential project designed to provide affordable housing for income qualifying tenants. It would not require the ongoing use, storage or routine transport of hazardous, explosive or flammable materials. Aside from common household chemicals, no hazardous materials would be used on-site. The project would not emit or release hazardous waste or emissions. As stated above, the project site is not on a list of hazardous material sites nor would the project introduce hazardous materials to the site or otherwise have any adverse impacts related to toxic substances, explosive or flammable operations.</p> <p>With respect to proximity to above ground storage tanks, the project area is comprised of commercial and office uses. The closest above ground fuel tanks are located at the San Francisco International Airport fueling facility located on the northside of the airport approximately 14.5 miles northwest of the site. There are no visible above ground fuel tanks or other tanks within one mile of the project site that could contain flammable material or hazardous facilities which store, handle, or process hazardous substances of a flammable or explosive nature.</p> <p><i>Source List: [a, y, z]</i></p>
<p><b>Farmlands Protection</b></p> <p>Farmland Protection Policy Act of 1981, particularly</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>The project site is developed and located within an urbanized area adjacent to the City of Redwood City in unincorporated San Mateo County. The site is categorized as Urban and Built-Up Land, as indicated on the State Farmland Mapping and</p>

<p>sections 1504(b) and 1541; 7 CFR Part 658</p>		<p>Monitoring Program maps for San Mateo County. The site does not include prime or unique farmland, or other farmland of statewide or local importance. No impact to farmland resources defined under the Farmland Protection Policy Act per 7 CFR 658 would occur.</p> <p><i>Source List: [f]</i></p>
<p><b>Floodplain Management</b></p> <p><b>Executive Order 11988</b>, particularly section 2(a); 24 CFR Part 55</p>	<p>Yes    No  <input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>All federally funded development projects are evaluated per Executive Order 11988 as discussed below. Those occurring in mapped flood zones require evaluation consistent with Part II of EO 11988.</p> <p>The site is designated Flood Hazard Zone X in Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map No. Flood Insurance Rate Map No. 06081C0302F (April 5, 2019). It is outside the 100-year flood zone. No analysis per Part II of Executive Order 11988 is required.</p> <p><i>Source List: [t]</i></p>
<p><b>Historic Preservation</b></p> <p>National Historic Preservation Act of 1966, particularly Sections 106 and 110; 36 CFR Part 800</p>	<p>Yes    No  <input checked="" type="checkbox"/>    <input type="checkbox"/></p>	<p>A Phase I Cultural Resource Assessment was completed by PaleoWest (April 2023). The report presents the results of a records search of the California Historical Resources Information System (CHRIS) by the Northwest Information Center (NWIC), Native American Heritage Commission (NAHC) outreach, archival review, fieldwork, analysis, and management recommendations. In addition, a historic evaluation of the existing building located on the project was performed to determine whether the building is eligible for placement on the National Register of Historic Places (NRHP) or the California Register of Historic Places (CRHP).</p> <p>As stated, the site is developed with a historic period building at 429 MacArthur Avenue. The building is a one-story, 2,176 square foot office and garage with enclosed paved lot. A total of 26 historic-era (45 years or older) buildings were identified in the immediate vicinity (within 200 ft) of the APE, and 15</p>

		<p>of which are in a one-parcel buffer of the APE. Within the entire 400-500 blocks of Douglas and MacArthur Avenues, and along Middlefield Road between the Douglas Avenue and MacArthur Avenue intersections, only one building does not date to the historic period. PaleoWest staff completed the built environment survey of the APE on February 13, 2023. At that time PaleoWest documented the existing structure and current conditions of the APE. It was determined that the building at 429 MacArthur Avenue does not possess historical significance under any evaluation criteria; thus, a formal evaluation of historical integrity was not prepared. As a result of the historic resource evaluation, it is recommended that the building not be determined eligible for inclusion in the NRHP or CRHR.</p> <p>The results of the NWIC records search indicate that although no cultural resources have been observed within the APE, 21 have been documented within 0.5 mile. Of the 21 recorded sites, one dates to the pre-contact period. P-41-000238 was a shell mound site containing crushed mussel and oyster, sea mammal bone fragments, fire cracked rock, and abalone shell fragments. The mound was bulldozed during its first recording in 1982, and subsequent investigation in 2012 did not identify any cultural materials in the mapped locations. The other 20 previously recorded resources within 0.5 mile of the APE date to the historic period and include 13 single family properties, two multi-family properties, two commercial buildings, a culvert, the Hetch Hetchy Aqueduct, and a portion of the Peninsula Commute Service railway.</p> <p>PaleoWest contacted the NAHC on January 31, 2023, to request a review of the SLF. The objective of the SLF search is to determine if the NAHC has any knowledge of Native American cultural resources (e.g., traditional use or gathering area, place of religious or sacred activity, etc.) within the immediate vicinity of the APE. The NAHC responded on February 18, 2023, indicating that the</p>
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		<p>result of the SLF search was positive and provided a contact list of eight representatives from six tribes who are traditionally affiliated with the area to contact for additional information.</p> <p>On March 1, 2023, PaleoWest sent letters by email to notify eight affiliated tribal contacts of the proposed Project and results of this assessment, and to request any information about known tribal cultural resources in the vicinity of the APE. On March 9, 2023, Kanyon Sayers-Roods of the Indian Canyon Mutsun Band of Costanoan responded by email and requested that they engage in consultation. Sayers-Roods also recommended cultural sensitivity training for construction workers and monitoring of ground disturbance.</p> <p>Follow-up calls were made to the remaining seven contacts on March 21, 2023. Irene Zwierlein of the Amah Mutsun Tribal Band of Mission San Juan Bautista recommended a monitoring program and sensitivity training due to the positive SLF search.</p> <p>The records search and field survey did not identify any historic period or pre-contact archaeological sites in the APE and the site has been completely disturbed with construction of the concrete block building and parking lot/storage area. However, pre-contact shell mounds and middens have been documented within 0.5 mile of the site. The NAHC reported that tribal cultural resources exist in the Project vicinity. Thus, the Phase I Cultural Resources Report states that the APE has a moderate to high sensitivity for buried cultural materials that may be encountered during Project construction.</p> <p>The Phase I Cultural Resources Report recommends implementation of Mitigation Measures CUL-1, CUL-2 and CUL-3, at the local agency's discretion, if grading and/or excavation extends into native soil. Further, it is recommended that pre-construction training be provided and that standard protocols for inadvertent discoveries be followed should any cultural materials be identified during Project ground disturbance.</p>
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		<p><b>Unanticipated Discovery of Human Remains</b></p> <p>Ground disturbing activities associated with construction activities in the APE could disturb previously unknown human remains, including those interred outside formal cemeteries. The potential to uncover Native American human remains exists in locations throughout California. Although not anticipated, human remains may be identified during site preparation and grading activities.</p> <p>Section 7050.5(b) of the California Health and Safety code will be implemented if human remains, or possible human remains, are located during Project-related construction excavation. Section 7050.5(b) states:</p> <p>In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the excavation, or to their authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code.</p> <p>Upon recognizing the remains as being of Native American origin, the San Mateo County Coroner is responsible for contacting the NAHC within 24 hours. The NAHC has various powers and duties, including the appointment of a Most Likely Descendant (MLD) to the Project. The MLD, or in lieu of the MLD, the NAHC, has the responsibility to provide guidance as to the ultimate disposition of any Native American remains.</p>
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<p><b>Noise Abatement and Control</b></p> <p>Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</p>	<p>Yes    No  <input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p><i>Construction</i></p> <p>The proposed project would generate short-term noise during project construction. As shown in the table below, maximum noise levels related to construction would be approximately 85 A-weighted decibels (dBA) at a distance of 25 feet (EPA, 2010).</p> <p><b>Typical Noise Levels at Construction Sites</b></p> <table border="1" data-bbox="870 1497 1422 1894"> <thead> <tr> <th>Construction Phase</th> <th>Average Noise Level at 25 Feet</th> </tr> </thead> <tbody> <tr> <td>Clearing</td> <td>84 dBA</td> </tr> <tr> <td>Excavation</td> <td>85 dBA</td> </tr> <tr> <td>Foundation/Conditioning</td> <td>85 dBA</td> </tr> <tr> <td>Laying Sub-base/Paving</td> <td>81 dBA</td> </tr> <tr> <td>Finishing</td> <td>84 dBA</td> </tr> </tbody> </table>	Construction Phase	Average Noise Level at 25 Feet	Clearing	84 dBA	Excavation	85 dBA	Foundation/Conditioning	85 dBA	Laying Sub-base/Paving	81 dBA	Finishing	84 dBA
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		<p>These numbers correlate with the noise analysis prepared for the North Fair Oaks Community Plan (2011) Draft Environmental Impact Report which states that typical hourly average construction-generated noise levels would be approximately 81 dBA to 89 dBA measured at a distance of 50 feet from the center of the site during busy construction periods.</p> <p><b>Construction Noise</b> Chapter 4.88.360 of the San Mateo County Code of Ordinances regulates noise. Construction is exempted from the County's noise ordinance provided activities do not take place between the hours of 6:00 p.m. and 7:00 a.m. weekdays, 5:00 p.m. and 9:00 a.m. on Saturdays or at any time on Sundays, Thanksgiving and Christmas. Single-family residences are located adjacent to the subject property.</p> <p>Vehicular traffic noise levels in North Fair Oaks result from a combination of local and distant traffic. Most streets within the Plan area have relatively low traffic speeds and moderate to low volumes. The combination of local and distant traffic, together with Caltrain results in an ambient noise environment that generally exceeds 60 dBA CNEL throughout the community. However, construction noise would be audible at these locations. Provided construction occurs during the time specified in the San Mateo County Code as referenced above, construction noise impacts would be less than significant.</p> <p><b>Operation Noise.</b> Daytime and nighttime noise standards are provided in Section 4.88.330 of the San Mateo Municipal Code limits exterior noise levels proximal to single and multifamily areas to 55 dBA during daytime hours (7:00 a.m. to 10:00 p.m.) and 50 dBA from 10:00 p.m. to 7:00 a.m. As stated above, per the North Fair Oaks Community Plan Draft Environmental Impact Report (2011), the CNEL (24-</p>
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		<p>hour average) exceeds 60 dBA throughout most of the planning area.</p> <p>HUD considers exterior noise levels between 65 dBA but not exceeding 75 dBA CNEL/Ldn to be conditionally acceptable. Interior noise is limited to 45 dBA Ldn/CNEL. As stated above, the CNEL/Ldn within the North Fair Oaks area is approximately 60 dBA. The ambient noise environment is dominated by traffic on Douglas, McArthur and San Mateo Avenues with Middlefield Road as a secondary source.</p> <p>The project is conservatively estimated to generate 468 vehicle trips per day (86 x 5.44 trips per unit). A portion of the project trips would replace the existing trips generated by the towing business operating on the site. The addition of daily project trips will not cause the CNEL/Ldn to reach or exceed 65 dBA.</p> <p>The interior noise standard is 45 dBA CNEL. Interior noise levels are estimated using exterior noise levels as the baseline and subtracting the typical insertion loss or attenuation achieved by adhering to Title 24 of the California Building Code. The insertion loss associated with the sound reduction properties of proposed exterior walls, window, and door construction design can range from 25 to 30 dBA with doors and windows closed. Using the estimated noise level of 60 dBA CNEL as the baseline exterior noise level, an insertion loss of 25 to 30 dBA would result in an interior noise level of 30 to 35 dBA DNL, which would meet the interior noise standard. No adverse interior noise impacts are identified.</p> <p>The project site is not located proximal to any airports. The closest is Palo Alto Airport located approximately 5.3 miles to the southeast. According to the Consolidated Airport Land Use Compatibility Plan (November 18, 2020), the project site is outside the 65 Ldn/CNEL noise (see Figure 5). This would be</p>
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		<p>consistent with HUD standards; thus, no adverse aircraft noise impacts would occur.</p> <p><i>Source List: [a, i, q, u]</i></p>
<p><b>Sole Source Aquifers</b></p> <p>Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149</p>	<p>Yes    No</p> <p><input type="checkbox"/>   <input checked="" type="checkbox"/></p>	<p>There are no sole source aquifers in San Mateo County as designated by the US Environmental Protection Agency Pacific Southwest Region 9. The closest sole source aquifer is approximately 127 miles southeast of the site in the Fresno, California area. The project would not use groundwater or otherwise impact groundwater recharge. No impacts to sole source aquifers as defined per 40 CFR 149 would occur.</p> <p><i>Source List: [m]</i></p>
<p><b>Wetlands Protection</b></p> <p>Executive Order 11990, particularly sections 2 and 5</p>	<p>Yes    No</p> <p><input type="checkbox"/>   <input checked="" type="checkbox"/></p>	<p>The site is in an urbanized area. According to the U.S. Fish and Wildlife Service’s Wetlands Online Mapper, no wetlands are located on or immediately adjacent to the project site. No adverse impacts related to wetlands protection are anticipated.</p> <p><i>Source List: [l, o, p]</i></p>
<p><b>Wild and Scenic Rivers</b></p> <p>Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)</p>	<p>Yes    No</p> <p><input type="checkbox"/>   <input checked="" type="checkbox"/></p>	<p>The project site is located within the County of San Mateo adjacent to and south of the City of Redwood City. There are no river segments located proximal to the site. The closest river segment designated wild and scenic is the Tuolumne River located in the western Sierra Mountains located approximately 110 miles east of San Mateo County. The project would have no adverse impacts on wild or scenic rivers.</p> <p><i>Source List: [k, p]</i></p>
<b>ENVIRONMENTAL JUSTICE</b>		
<p><b>Environmental Justice</b></p> <p>Executive Order 12898</p>	<p>Yes    No</p> <p><input type="checkbox"/>   <input checked="" type="checkbox"/></p>	<p>The project would provide 86 affordable apartment units for income qualifying families and individuals. The project site is vacant. The project would not remove housing or otherwise displace minority or low-income communities to accommodate construction.</p> <p>Neighboring uses are comprised of residential, commercial and light industrial uses. With incorporation of a vapor barrier into the foundation,</p>

		<p>existing benzene remaining on-site after grading would not pose a potential health effect to future residents. The site is not of any biological or cultural significance. The project is not known to be located in an area subject to climate change nor would affects from climate change disproportionately impact low income or minority populations.</p> <p>As reported in the draft County of San Mateo General Plan 2023-2031 Housing Element, the projected housing need obligation for the planning period is 2,833 units. Of these units, the County will need to accommodate 1,279 low to extremely low-income housing units. There is no evidence based on project scope and location of the proposed project, that any populations with limited housing choices or that otherwise are considered to have special life challenges would be adversely affected by the project. Further, to date, no public comment known to the applicant, either in favor of or opposing the project because of potential environmental justice concerns, has been received.</p> <p>The project site is proximal to commercial uses that may benefit future project residents. As addressed below, the project site is also proximal to transit services on Middlefield Road one block southwest of the site.</p> <p>Based on evidence presented herein, the project would be consistent with Executive Order 12898.</p> <p><i>Source List: [a, v]</i></p>
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**Environmental Assessment Factors** [24 CFR 58.40; Ref. 40 CFR 1508.8 &1508.27] Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits or approvals have been obtained or noted. Citations, dates/names/titles

of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

**Impact Codes:** Use an impact code from the following list to make the determination of impact for each factor.

- (1) Minor beneficial impact
- (2) No impact anticipated
- (3) Minor Adverse Impact – May require mitigation
- (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
<b>LAND DEVELOPMENT</b>		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	1	<p>The site is zoned Commercial Mixed Use (CMU)-3 and designated Commercial Mixed-Use in the County of Mateo General Plan. The site is also within the North Fair Oaks Community Plan area. The project is proposing 86 units or a density of 187 du/acre. A total density of 195 units per acre is allowed with application of State Density Bonus Law and the North Fair Oaks Community Plan Density Bonus. The site currently does not provide a public thoroughfare, nor would it impede on any existing or planned roadway though the area. Because the project area is developed currently with a light industrial office and storage uses, the project would not result in the construction of improvements that would physically divide an existing community. Improvements would facilitate circulation to/from the site and on public roads surrounding the site consistent with that anticipated in the General Plan and North Fair Oaks Community Plan.</p> <p>The project would remove the existing concrete building and debris and construct a new 6-story building designed to reflect contemporary architecture. Surrounding buildings are primarily one and two story residential, commercial and light industrial buildings. Other structures in the area are comprised of single and multistory commercial, office and warehouse buildings. The scale and design of the project would be consistent with urban infill projects. The total proposed height would be 74 feet at the top of the parapet. The current height</p>



		<p>limits is 70 feet. The increased height would be approved with a waiver allowed per State Density Bonus law. The building would be consistent with the purpose and intent of the CMU-3 zone. A less than significant impact would occur under this criterion.</p> <p>The building would be taller than those immediately adjacent to the site. The scale and design of the project would be different than other buildings comprising the existing aesthetic and built environmental characteristics of the area. The project has been designed with contemporary architecture and would improve the visual environment by replacing a blighted condition on the site with a new modern building. This would a beneficial impact under this threshold.</p> <p><i>Source List: [a, o, p, v]</i></p>
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	2	<p><b>Soils.</b> The site is located on the southern end of San Francisco Peninsula, which is part of the Coast Ranges Province. The Coast Ranges Province are a series of parallel ranges running northwest to southeast. They are dominated by northwest trending, sedimentary foundations. These foundations are a result of collisions between the North American plate and the Pacific Ocean plate, which formed mountains and valleys. Plate boundary fault movements in this area are mostly concentrated along the San Andreas, Hayward, and Calaveras faults, with the San Andreas fault lying due west of the site.</p> <p>Based on geologic reconnaissance and field observations, alluvial materials encountered during the investigation are considered consistent with Quaternary deposits as shown on the California Geological Survey, Geologic Data Map. The subject site is not located within a seismic hazard zone for susceptibility to liquefaction or landslides. The subject site is not in an Alquist-Priolo special studies zone. The site is not in a tsunami inundation hazard zone. Oscillatory waves (seiches) are considered unlikely to affect the site because there are no large confined bodies of water in the area. With implementation of recommendations in the geotechnical report regarding soil preparation and foundation construction, the potential</p>

	<p>impacts associated with on-site geology and soils issues would be less than significant.</p> <p>The surficial soil is comprised of a hard, fat clay extending to 7 feet below ground level (bgs) followed by a hard, lean clay extending to 12 feet bgs. The clay becomes sandier at approximately 17 feet bgs and then becomes very stiff and with gravel at 33 feet bgs.</p> <p>Recommendations in the Geotechnical Report related to remedial grading and compaction summarized above would minimize settlement or compaction post-construction.</p> <p><b>Slope Erosion.</b> The site is flat and not located within and adjacent to a mapped earthquake landslide zone. With implementation of recommendations in the Geotechnical Report, construction and post-construction impacts related to landslides or other impacts associated with slope stability will be less than significant.</p> <p><b>Stormwater Runoff.</b> The site is nearly 100 percent pervious under existing conditions. Precipitation is presumed to runoff the site and into adjacent storm drains. The project would disturb less than one acre of soil during construction; thus, the applicant would not be required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity. Further, the project would be subject to requirements in the County of San Mateo C.3 Regulated Projects Guide (May 2022) regarding stormwater management post-construction. Prior to construction, the applicant would be required to submit a Best Management Practices (BMP) plan sheet and related documents required for approval of a stormwater construction pollution prevention permit.</p> <p>With implementation of BMPs specified in the construction permit documentation and post-construction water quality management plan, no adverse impacts would occur.</p> <p><i>Source List: [a, o, p, y]</i></p>
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<p>Hazards and Nuisances including Site Safety and Noise</p>	<p>2</p>	<p><b>Hazards and Nuisances.</b> The proposed project is a residential project designed to provide housing for income qualifying tenants. It would not require the ongoing use, storage or routine transport of hazardous materials. Aside from common household chemicals, no hazardous materials would be used on-site. The project would not emit or release hazardous waste or emissions.</p> <p>As referenced, Advantage Environmental, Inc., prepared a Phase II ESA (June 2020) for the project site. The content is provided in the July 2023 updated Phase I ESA. As summarized above, the Phase II ESA recommend integration of a vapor barrier or other measures into the foundation and slab design to address remnant benzene concentrations in the soil as defined in Mitigation Measures HAZ-1.</p> <p>The project would not introduce hazardous materials to the site or otherwise have any adverse impacts related to toxic substances, explosive or flammable operations.</p> <p>The project site would be constructed consistent with current San Mateo County requirements for fencing, lighting and other features related to site safety. No impacts related to hazards, nuisance or site safety would occur.</p> <p>Regarding noise, the proposed project would not be exposed to exterior noise levels that currently exceed HUD acceptability limits. HUD considers exterior noise levels between 65 dBA but not exceeding 75 dBA CNEL/Ldn to be conditionally acceptable. Interior noise is limited to 45 dBA Ldn/CNEL. As stated above, the CNEL/Ldn within the North Fair Oaks area is approximately 60 dBA. The ambient noise environment is dominated by traffic on Douglas, McArthur and San Mateo Avenues with Middlefield Road as a secondary source.</p> <p>The project is conservatively estimated to generate 468 vehicle trips per day (86 x 5.44 trips per unit). A portion of the project trips would replace the existing trips generated by the towing business operating on the site. The addition of</p>
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		<p>daily project trips will not cause the CNEL/Ldn to reach or exceed 65 dBA.</p> <p>The interior noise standard is 45 dBA CNEL. Interior noise levels are estimated using exterior noise levels as the baseline and subtracting the typical insertion loss or attenuation achieved by adhering to Title 24 of the California Building Code. The insertion loss associated with the sound reduction properties of proposed exterior walls, window, and door construction design can range from 25 to 30 dBA with doors and windows closed. Using the estimated noise level of 60 dBA DNL as the baseline exterior noise level, an insertion loss of 25 to 30 dBA would result in an interior noise level of 35 to 40 dBA DNL, which would meet the interior noise standard. No adverse interior noise impacts are identified.</p> <p><i>Source List: [a, h, i, o, p, s, u, y, z, cc]</i></p>
Energy Consumption	2	<p>Neither construction nor operation of the project would require significant amounts of energy. During construction, the proposed project would require the use of electricity, gasoline and diesel fuel to power the construction equipment. However, this energy consumption would be short-term and temporary and would not have adverse impacts on long-term energy consumption for the overall housing complex.</p> <p>Further, the project will comply with California Energy Code Title 24 requirements as well as implement water conservation strategies focused on achieving the goals set forth by Senate Bill X7-7 (2010) which mandates a statewide 20% per capita reduction in water consumption by 2020. This would be accomplished in part by using low flow plumbing fixtures (i.e., faucets, shower heads and toilets) and well as installation of drought tolerant native landscaping and on-site recycling as require per AB 939. The proposed project will also meet Title 24 energy requirements and comply with California Building Code's (CBC) Zero Net Energy requirements if in affect at time the building permits are issued for each building.</p> <p>The proposed project is intended to achieve a Greenpoint Rating for sustainability. Therefore, no adverse energy</p>



	consumption impacts would occur and the proposed project should provide a minor beneficial impact.  <i>Source List: [a, w]</i>
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Environmental Assessment Factor	Impact Code	Impact Evaluation
<b>SOCIOECONOMIC</b>		
Employment and Income Patterns	1	<p>During construction, the project would generate temporary employment opportunities. These jobs would not substantially affect overall employment patterns in the city. Operation of the project would require two full-time building managers and 1-2 case managers. Staff required to manage the project would be 3-4 FTE and provided by a third-party vendor. The number of jobs would not substantively increase employment opportunities in the City; however, new jobs would be a minor benefit associated with the proposed project.</p> <p>Based on CalEEMod 2020.4.0 population estimates, the project would house approximately 246 residents. It is unknown whether new residents would retain existing jobs or seek new employment opportunities proximal to the project site. Regardless, the addition of 86 new housing units would increase the number of residents in the County of San Mateo; however, it is not anticipated to change existing employment patterns or otherwise induce growth to the extent income patterns were adversely affected.</p> <p><i>Source List: [a]</i></p>
Demographic Character Changes, Displacement	2	<p>The proposed project site is developed with an existing concrete block building and storage area for a towing company. The project would develop 86 new units designed to house income qualifying tenants. According to the California Department of Finance, the 2022 population of San Mateo County was 744,662. Based on CalEEMod 2020.4.0 population estimates, the project would house approximately 246 residents. This would be 0.003 percent increase.</p> <p>The existing development would be removed prior to construction of the proposed project. All construction would be confined to the proposed site. It would not</p>

		<p>impact adjacent street and utility corridors. The project area includes primarily commercial uses, light industrial and residential uses. The project would be allowed on the site per existing zoning. Redevelopment of the site would not adversely affect community character or displace existing residents.</p> <p>The North Fair Oaks Community Plan Density Bonus allowance was designed to facilitate projects of the height and density proposed by the project such that it would be feasible for the housing to be affordable to low income and very low-income households and further the goals of the County’s 2023-2031 Housing Element.</p> <p>Further, redevelopment of the site would not adversely affect the character or displace any existing residents.</p> <p>Because the proposed project facilitates the land use plan envisioned for the North Fair Oaks Community Plan and contributes to the housing production and affordability goals of the County’s 2023-2031 Housing Element, the proposed project has a minor beneficial effect on the Demographic Character of the area.</p> <p><i>Source List: [a]</i></p>
Environmental Justice	1	<p>The socioeconomic evaluation of potential environmental justice impacts considers whether low-income and/or minority communities would be disproportionately and/or adversely affected by the construction and operation of a proposed project.</p> <p>As stated, the proposed project would provide 86 residential units for income qualifying individuals. The proposed project site is developed with a concrete block building and asphalt/concrete surfaces. It is surrounded by existing commercial, light industrial and residential buildings. There is no evidence of undetected hazardous materials or previous use, manufacturing or storage of on-site of hazardous materials on the site. There are no existing manufacturing or other uses proximal to the project that emit air emissions or that would otherwise cause or contribute to adverse environmental conditions in the project area. There is no evidence of cultural resources</p>

	<p>on or proximal to the site. The project site is not located proximal to coastal resources that could be adversely affected as a result of sea level rise. The project site is not located proximal to wildfire hazard areas or steep slopes that could become unstable or otherwise cause landslide or mudflow hazards in the event a wildfire were to occur.</p> <p>The project would not require the construction of new roads or utility infrastructure into areas that are currently undeveloped. All stormwater would be managed on-site to ensure compliance with state water quality standards. Project-relate air emissions would be well below the daily standards established for the San Francisco Bay Area Air Basin. Both interior and exterior noise levels would meet HUD standards.</p> <p>The project is not located in an area that is significantly pollution-burdened according to CalEnviroScreen. It is not a Disadvantaged Community that is already adversely pollution burdened.</p> <p>According to the draft County of San Mateo Housing Element (2023-2031), the projected housing need obligation for the 2023 to 2031 planning period is 2,833 units. Of the total, the city will need to accommodate 1,279 low to extremely low-income housing units. The 86 units provided the project would provide approximately 7% of the low income housing goal.</p> <p>The project would not require the construction of new roads or utility infrastructure into areas that are currently undeveloped. All stormwater would be managed on-site to ensure compliance with state water quality standards. Project-relate air emissions would be well below the daily standards established for the San Francisco Bay Area Air Basin. Both interior and exterior noise levels would meet HUD standards.</p> <p>The project would have no adverse direct or indirect environmental effects; thus, no low-income or minority populations residing on or proximal to the site would be adversely affected by construction and operation of the project. No adverse environmental justice impacts would occur for the population that the project will introduce to the area.</p>
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		Source List: [a, v]
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Environmental Assessment Factor	Impact Code	Impact Evaluation
<b>COMMUNITY FACILITIES AND SERVICES</b>		
Educational and Cultural Facilities	1	<p>The school nearest the site is Connect Community Charter School located at 635 Oakside Avenue approximately 0.3 miles southeast of the site. Hoover Elementary School is located in the City of Redwood City approximately 0.3 miles to the northeast at 701 Charter Street. Library services are provided by the City of Redwood City Public Library located at 1044 Middlefield Road approximately one mile northwest of the site. Other cultural facilities in the area include the Fair Oaks Community Center, Redwood City Community Theatre and the Fox Theatre which hosts live musical and other performing arts shows.</p> <p>The development of new school facilities occurs as part of an ongoing District-wide planning effort to ensure adequate facilities are available to serve the student population. Thus, while increase in demand for school services would occur, impacts would be less than significant with payment of developer fees.</p> <p>With respect to library services, it is possible that residents may visit the library; however, the addition of approximately 246 residents (CalEEMod 2020.4.0) would not exceed the service population to the extent that new library facilities are required. Furthermore, a portion of the impact fees paid by the applicant will be allocated to the expansion of library facilities.</p> <p>Regarding other cultural facilities, the performing arts venues referenced above may host events that would be of interest to project residents. The addition of 246 new residents is not anticipated to adversely affect these venues.</p> <p>Source List: [a]</p>
Commercial Facilities	2	<p>The proposed project would not provide commercial space. Existing businesses proximal to the site include restaurants, bakeries and others that provide miscellaneous goods and services are located approximately one block west of the site along Middlefield</p>



		<p>Road. A Costco Wholesale store is located approximately 0.2 miles northwest of the site on the west side of Middlefield Road. Groceries, pharmaceuticals, clothing and household goods are available at various locations proximal to the site.</p> <p>The need for goods and services required by approximately 246 new residents would be met by existing businesses within the area. No adverse impact to commercial facilities would occur as a result of the project.</p> <p><i>Source List: [a]</i></p>
Health Care and Social Services	1	<p>The proposed project would provide new residential units to serve families. The project is expected to accommodate up to 246 new residents. This would not increase the general population to the degree that expanded health care services would be required.</p> <p>The Kaiser-Permanente Medical Center is located approximately one mile northwest of the site at 1100 Veteran’s Boulevard. These facilities would be accessible to project residents. No adverse impacts related to health care are anticipated.</p> <p>The project would provide limited social services on-site; however, as noted, it is expected that the residents currently live in San Mateo County. While on-site services may benefit residents, it may also relieve demand on existing social services.</p> <p>The San Mateo County Health System provides a full range of health and social services for low-income residents, as well as pregnancy, children and family services, services for teens, adults and aging, and mental health and substance abuse services. The project does not represent a significant change in the demographics of the area such that there would likely be increased demand for social services.</p> <p>The proposed project would provide limited social services on-site designed to help residents benefit from the existing health care and social services for which they are eligible. The limited social services planned at the proposed project may foster the use of preventative health and social services</p>

		<p>that will lower the long-term health and social service needs of the residents.</p> <p>No impact to existing health care or social services is expected.</p> <p><i>Source List: [a]</i></p>
<p>Solid Waste Disposal / Recycling</p>	<p>2</p>	<p>Construction activities would temporarily generate solid waste in the form of construction debris (e.g., drywall, asphalt, lumber, and concrete) and household waste associated with a residential living facility. San Mateo County Code Section 4.04 identifies requirements to meet statewide recycling goals. Section 4.105 addresses the recycling and disposal of waste material from construction sites. Section 4.105.030 requires that one hundred percent (100%) of inert solids, and at least fifty percent (50%) of the remaining construction and demolition debris tonnage shall be diverted.</p> <p>Section 4.105.040 requires submission and approval of a Waste Management Plan prior to the issuance of a demolition and/or building permit. This applies to projects with a valuation of \$5,000 or more, to new construction, and to demolition of entire structures. The Waste Management Plan includes details regarding methods that would be implemented to recycle waste including separating materials into that would be reused, recycled and disposed of in a landfill.</p> <p>Recology of San Mateo County, a private company, provides solid waste collection service to unincorporated San Mateo County and municipalities within the County. The County is part of a regional joint powers authority that manages solid waste collection and recycling services for several cities. Solid waste collected in the County and incorporated cities is disposed of at the Corinda Los Trancos (Ox Mountain) Class III Municipal Solid Waste Landfill, Half Moon Bay, California, approximately 12 miles northwest of the North Fair Oaks area. The facility is permitted to accept 3,598 tons per day. As of 2015, the facility has a remaining capacity of 22,180,000 tons based on a capacity of 60,500,000 tons.</p>

		<p>The project is projected to generate approximately 10 tons of solid waste annually (44 pounds daily) that would be landfilled assuming 75 percent is recycled as required per AB 939. The landfill is permitted to accept 3,598 tons of solid waste daily as stated. The addition of 55 pounds daily would be a negligible increase in daily volumes landfilled.</p> <p>The project would be required to provide domestic waste recycling containers to reduce the volume of waste entering area landfills and support statewide recycling mandates required by the California Integrated Waste Management Act of 1989 (Assembly Bill 939) and Assembly Bill 341 (2011). Assembly Bill (AB) 341 amended AB 939 to include a provision stating that at least 75% of solid waste be source-reduced, recycled, or composted by the year 2020 and annually thereafter. No adverse impact to landfills associated with project-related waste disposal would occur.</p> <p><i>Source List: [a, d, j]</i></p>
Waste Water / Sanitary Sewers	2	<p>Within the North Fair Oaks planning area, wastewater collection service 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 FOSMD has jurisdiction over wastewater conveyance within North Fair Oaks, to a connection point near the Chestnut Street/Veterans Boulevard intersection, where the Redwood City sewer system begins. Redwood City has jurisdiction over conveyance from that point to the Maple Street Pump Station. SBSA has jurisdiction from the Maple Street Pump Station to the SBSA treatment plant. Both average dry weather flows and peak wet weather flows were estimated based on the anticipated land use within the North Fair Oaks planning area which was estimated to be well within the 13.8 million gallons per day (mgd) of treatment capacity allocated to Redwood City by the West Bay Sanitary District.</p> <p>The project site is located in an urbanized area that is connected to existing infrastructure. The project would</p>

		<p>connect to the existing wastewater infrastructure serving the site pursuant to the County of San Mateo Code requirements. The Redwood City Engineering Division plans its capital improvement projects several years prior to pipelines actually reaching capacity. Thus, prior to the issuance of building permits, wastewater impact fees would be paid to the City to cover fair share costs associated with adequate wastewater conveyance, treatment and disposal.</p> <p><i>Source List: [a, o, p]</i></p>
Water Supply	2	<p>The water distribution system within most of North Fair Oaks is owned and operated by Cal Water. The northern portion of North Fair Oaks, including the project site, is served by the City of Redwood City. The water system consists of a network of 4-inch through 10-inch pipes located within public street rights-of-way. Water is delivered to the system through various connections to San Francisco Public Utilities Commission transmission pipelines and from the Bear Gulch Reservoir treatment system in Atherton.</p> <p>The North Fair Oaks Community Plan would provide for the development of up to an additional 3,024 dwelling 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 Community Plan area by 2035. This additional development would generate an increase in water demand of approximately 555,560 gallons per day (gpd). The project is estimated to generate a water demand of approximately 7.2 million gallons annually or 19,726 gallons per day, or 3.5 percent of the projected daily demand, assuming implementation of SB X7-7 water demand reduction requirements. As stated, the project is consistent with the CMU-3 mixed-use zoning and would provide 86 (4.2 percent) of the 2,040 multifamily units allocated to the North Fair Oaks Community Planning area. The water demand would be within the estimated demand for the planning area.</p> <p><i>Source List: [a, d, o, p]</i></p>

<p>Public Safety - Police, Fire and Emergency Medical</p>	<p>2</p>	<p>The Redwood City Fire Department provides fire and emergency medical services to the North Fair Oaks area. The closest station is Station 11 located at 1091 Second Avenue, approximately 0.6 miles northeast of the site. Given the nature of the project, demand for fire and emergency service may increase over existing conditions. The project would be designed and constructed consistent with applicable codes and standards for access, fire suppression infrastructure and fuel management. The payment of impact fees would fund any additional staffing required to maintain or improve the efficiency of department operations. Thus, the project would not require the construction of a new fire station to maintain service ratios.</p> <p>Law enforcement services are provided by the City of Redwood City Police Department. The Police Department operates from the local headquarters building located at 1301 Maple Street which is located just over one mile northwest from the project site. The project may generate demand for police services beyond existing conditions. However, the project is consistent with the land use designation for the site. The payment of impact fees would fund any additional staffing required to maintain or improve the efficiency of department operations. Thus, the project would not require the construction of new or expanded law enforcement facilities.</p> <p>While the project would increase the residential population within and adjacent to Redwood City, demand for fire and police services are evaluated cumulatively as part of the project review process. The proposed project would increase demand for fire services or police protection services; however, not to the extent that new facilities would be required. Staffing needs are evaluated based on changing demographics within each service area and adjustments made within each department. No adverse impacts related to police services would occur.</p> <p><i>Source List: [r, bb]</i></p>
<p>Parks, Open Space and Recreation</p>	<p>2</p>	<p>The project would construct 86 new apartment units. On-site amenities would be provided by the project for use by the residents. Existing parks located proximal to the site</p>



		<p>include Hoover Park located approximately 0.3 miles northwest of the site. Other parks including the Andrew Spinas Park which is located 0.6 miles northeast of the site.</p> <p>No additional off-site park land would be provided to accommodate the project. The payment of impact fees by the project applicant will contribute to funding available for improvements to existing park resources proximal to the site.</p> <p><i>Source List: [a]</i></p>
<p>Transportation and Accessibility</p>	<p>2</p>	<p>Project construction and material staging would occur on the project site. During construction, some temporary traffic control measures may be required to allow vehicles to safely enter and exit the site.</p> <p>The project site is currently served by San Mateo Transit (SamTrans). Routes 296 and 397 provides service in the area at stops located at the intersection of Middlefield Road and Douglas Avenue approximately one block southwest of the site. The project will not affect transit services.</p> <p>Pedestrian access is also provided throughout the area. No marked bicycle lanes are provided adjacent to the site or along Middlefield Road. According to the rating methodology available at Walkscore.com, the site is in an area with a Walk Score of 87, which qualifies as very walkable and a Bike Score of 78, which is considered to be very accessible for bicycles.</p> <p><i>The San Mateo County VMT Analysis Interim Guidelines (September 2020)</i> identifies the screening criteria for a Vehicle Miles Traveled (VMT) impact analysis. The requirements to prepare a detailed VMT analysis apply to all land development projects, except for those that meet at least one of eight screening criteria. The project would provide 100 percent affordable housing; and thus, would meet one of the criteria. Therefore, no VMT analysis was required or performed. The project is presumed to have a less than significant VMT or traffic impact. Because transit is readily accessible and project operational impacts would be mitigated, the project would not adversely affect transportation or accessibility.</p>

	<p>The project would provide 27 parking spaces, a portion of which would be reserved for staff. Fewer parking spaces are provided because of the site's proximity to public transit and the low-income targeting of the intended resident population. Two parking spaces would be accessible. One space would be dedicated for accessible van parking. In addition, 65 on-site bicycle parking spaces would be provided. Residents would be assigned remaining spaces.</p> <p>While not all residents are expected to have personal vehicles, some will and those not assigned parking on the site would be required to park their vehicles off-site along street corridors. Street parking is available along Douglas Avenue, San Mateo Avenue and MacArthur Avenue which border the site to the north, east and south. The applicant will work with residents to obtain free or discounted transit passes as needed to encourage the use of transit rather than personal vehicles.</p> <p>Of the 86 total units in the proposed project, five would be ADA mobility units. Additional units will be adapted for those with visual or auditory disabilities. One elevator would be provided to allow ADA access to/from the ground floor. The building and project site would be developed with ADA compliant sidewalks connecting to the existing sidewalk system. The proximity to existing transit along Middlefield Road increases accessibility of people with disabilities to regional employment opportunities. The project will have a minor beneficial effect on accessibility.</p> <p>Because the project will facilitate resident access to adjacent streets and transit services and project operational impacts would be less than significant, the project would not adversely affect transportation or accessibility.</p> <p><i>Source List: [a, o, aa]</i></p>
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Environmental Assessment Factor	Impact Code	Impact Evaluation
<b>NATURAL FEATURES</b>		

Unique Natural Features, Water Resources	2	<p>The proposed project site is located within an urbanized area and on a developed site within the County of San Mateo. No federally listed plant or animal species occur on or proximal to the site. No jurisdictional features occur on the site.</p> <p><i>Source List: [a, l, o, p]</i></p>
Vegetation, Wildlife	2	<p>There are no federally listed sensitive plants or animal species, habitats, or wildlife migration corridors in the area or on-site. No local or federally listed species would be adversely affected by the project.</p> <p>The proposed project site does not contain any trees or vegetation under existing conditions. Native tree species will be added along Douglas Avenue, San Mateo Avenue and MacArthur Avenue as well as within the exterior courtyard. The courtyard and landscaped planters around the building will be planted with native shrubs and accent vegetation.</p> <p><i>Source List: [a, l, o, p]</i></p>
Other Factors:  Climate Change; and Energy	2	<p>There are no federally listed sensitive plants or animal species, habitats, or wildlife migration corridors in the area or on-site. No local species would be adversely affected by the project.</p> <p><b>Climate Change.</b> The Bay Area Air Quality Management District (BAAQMD) has not formally adopted thresholds of significance for GHG emissions. Rather the agency leaves the determination to each local agency for determination. These thresholds indicate that project emissions that exceed 1,100 tons of CO<sub>2</sub>e per year could be considered significant.</p> <p>Air impact modeling was conducted using CalEEMod version 2020.4.0 which estimates the project will generate approximately 367 metric tons of CO<sub>2</sub>e annually which includes all construction emissions amortized over a 30-year period. This would be less than the 1,100 annual metric ton standard referenced above. Thus, impacts related to GHG emissions would be less than significant.</p> <p>The project site is approximately 22 feet above sea level and upland from not located proximal to coastal areas that</p>

	<p>may be subject to sea level rise, wildland areas that may be subject to wildfire or other natural conditions that could be affected by climate change.</p> <p>As stated, the project site is located proximal to bus and rail transit and will have a limited parking supply which in part, is intended to increase the unit count on the site and disincentivize vehicle ownership. Proximity to transit services will contribute to an overall reduction in GHG emissions associated with commuting to/from work and other destinations. Impacts associated with mobile source air emissions would be less than significant.</p> <p><b>Energy.</b> Project construction would utilize common methods for site preparation, grading and installation of all infrastructure. Construction vehicles and equipment would utilize fossil fuels such as gasoline, diesel fuel, and motor oil. However, construction would be short-term and temporary. The project is not anticipated to include any unique features or construction techniques that would generate high energy demand or be wasteful or otherwise result in inefficient use of fuels or other sources of energy. The project would conform with all state and local requirements regarding construction-related energy use, including anti-idling regulations.</p> <p>The project would be required to comply with California Energy Code Title 24 requirements. Further, the project would implement water conservation strategies focused on achieving the goals set forth by Senate Bill X7 7 (2010) which mandates a statewide 20% per capita reduction in water consumption by 2020. The proposed project will have to meet Title 24 energy requirements and comply with California Building Code's (CBC) Zero Net Energy requirements if in affect at time of building permit issuance.</p> <p>The project would comply with applicable elements of state and local plans through the implementation of measures addressing energy efficient design, water conservation and related features that reduce energy demand. While the project would increase demand for public utilities in the region; for reasons stated above, this</p>
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	<p>would not represent a significant impact with respect to energy consumption.</p> <p><i>Source List: [a, d, w]</i></p>
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**Additional Studies Performed:** The following additional studies were performed:

- Air Emission Calculations, February 2023
- Phase I Cultural Resource Assessment and Historical Evaluation, March 2023
- Phase I Environmental Site Assessment, September 2021
- Phase II Subsurface Investigation Report, June 2020
- Updated Phase I Environmental Site Assessment, July 2023
- Geotechnical Engineering Study, October 2019

**Field Inspection** (Date and completed by): Multiple field inspections were performed during preparation of the technical reports. Most recent, the site was inspected by PaleoWest, LLC , March 2023.

**List of Sources, Agencies and Persons Consulted** [40 CFR 1508.9(b)]:

- a. Project Plans and Site Inspection, January 2022
- b. Comprehensive Airport Land Use Compatibility Plan, Santa Clara County, Palo Alto Airport, Walter Windus, PE, Aviation Consultant, amended November 18, 2020  
[https://stgenpln.blob.core.windows.net/document/ALUC\\_PAO\\_CLUP.pdf](https://stgenpln.blob.core.windows.net/document/ALUC_PAO_CLUP.pdf)
- c. Birdseye Planning Group, LLC, Air Emission Calculations, February 2023
- d. California Emission Estimator Model, 2020.4.0.
- e. California Department of Conservation, Division of Land Resource Protection. Farmland Mapping and Monitoring Program Map. Available at <http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx>. Accessed online February 2023.
- f. California Department of Forestry and Fire Protection, Fire Hazard Severity Zone, February 2023. <https://egis.fire.ca.gov/FHSZ/>

- g. California State Department of Water Resources, Water Resources Control Board, Geotracker website,  
<https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=430+Douglas+Avenue%2C+Redwood+City%2C+CA>
- h. Federal Transit Administration's (FTA's) *Transit Noise and Vibration Impact Assessment Manual* (September 2018)
- i. CalRecycle, Corinda Los Trancos (Ox Mountain) Landfill, SWIS Facility/Site Activity Details Fact Sheet  
<https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1561?siteID=3223>
- j. National Wild and Scenic Rivers System, accessed online February 2023.  
<https://www.nps.gov/subjects/rivers/index.htm>
- k. United States Fish & Wildlife Service, Wetlands Mapper, accessed February 2023  
<https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>
- l. US Environmental Protection Agency, Sole Source Aquifer website accessed February 2023 <https://www3.epa.gov/region9/water/groundwater/ssa.html>.
- m. California Department of Transportation. *Officially Designated State Scenic Highways*, website visited February 2023
- n. San Mateo County General Plan Draft Housing Element Update, January 2023  
<https://www.smcgov.org/planning/san-mateo-county-housing-element-update-2023-2031>
- o. North Fair Oaks Community Plan, November 2011.  
<https://www.smcgov.org/planning/north-fair-oaks-community-plan>
- p. North Fair Oaks Community Plan Draft Environmental Impact Report, August 2011.  
<https://www.smcgov.org/media/73641/download?inline=>
- q. San Mateo County Code, Section 4.88.330 and 360, Exterior Noise and Construction Noise, respectively.  
[https://library.municode.com/ca/san\\_mateo\\_county/codes/code\\_of\\_ordinances/164330?nodeId=TIT4SAHE\\_CH4.88NOCO\\_4.88.450APBOSU#:~:text=4.88.,as%20specified%20in%20this%20chapter.](https://library.municode.com/ca/san_mateo_county/codes/code_of_ordinances/164330?nodeId=TIT4SAHE_CH4.88NOCO_4.88.450APBOSU#:~:text=4.88.,as%20specified%20in%20this%20chapter.)
- r. Redwood City, Police Department website, accessed February 2023  
<https://www.redwoodcity.org/departments/police-department>



- s. Redwood City Fire Department website, accessed February 2023  
<https://www.redwoodcity.org/departments/fire-department>
- t. San Mateo County *C.3 Regulated Projects Guide*, updated January 2020  
<https://www.flowstobay.org/preventing-stormwater-pollution/with-new-redevelopment/c-3-regulated-projects>
- u. Federal Emergency Management Agency. *Flood Insurance Rate Map No. 06081C0302F*, April 5, 2019.  
<https://msc.fema.gov/portal/search?AddressQuery=430%20Douglas%20Avenue%2C%20Redwood%20City%20CA#searchresultsanchor>
- v. HUD DNL Calculator, accessed December 2022  
<https://www.hudexchange.info/programs/environmental-review/dnl-calculator/>
- w. California Energy Code, Title 2022 Building Energy Efficiency Standards, 2022  
<https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards>
- x. PaleoWest, LLC, Cultural Resource Assessment for the North Fair Oaks Affordable Housing Project, April 2023
- y. Advantage Environmental, Inc., Phase II Environmental Site Assessment for Douglas and McArthur Property, San Mateo County, CA, June 2020
- z. Weis Environmental, Inc., Phase I Environmental Site Assessment for Douglas and McArthur Property, San Mateo County, CA, September 2021
- aa. County of San Mateo, *San Mateo County VMT Analysis Interim Guidelines (September 2020)*
- bb. Bay Conservation and Development Commission, San Francisco Bay Plan.  
[https://www.bcdc.ca.gov/plans/sfbay\\_plan.html](https://www.bcdc.ca.gov/plans/sfbay_plan.html)
- cc. Wies Environmental, Inc., Updated Phase I Environmental Site Assessment, 429 McArthur Avenue, Redwood City, CA, July 2023

**List of Permits Obtained:** The following permits and/or discretionary actions will be obtained by the project applicant:

- SB35 Entitlement Approval;
- Building Permits;
- State of California approval for modular component.

**Public Outreach** [24 CFR 50.23 & 58.43]: No outreach has been completed at this time because the proposed project has qualified for ministerial approval and exemption from California Environmental Quality Act (CEQA) under SB 35, California's law allowing streamlined approval of qualifying affordable housing projects. Tribal outreach was performed during preparation of the Cultural Resource Assessment. The project results in a Finding of No Significant Impact (FONSI) which will be published in the newspaper and on the County's website for a 15-day review period. The FONSI Notice will include information about where the public may find the Environmental Review Record pertinent to the proposed Project.

**Cumulative Impact Analysis** [24 CFR 58.32]: The proposed project is the construction of an affordable housing building that would provide 86 affordable units to income qualifying tenants. The project would be consistent with zoning regulations and the Commercial Mixed-Use-3 designation in the San Mateo County General Plan. No cumulative impacts different from or greater than what was evaluated as part of the environmental review process for approval of the Mixed-Use designation would occur as a result of the project.

**Alternatives** [24 CFR 58.40(e); 40 CFR 1508.9]

A reduced density was considered but determined not to be feasible. Because the site is located within 1/2 mile of a major transit stop, there is no maximum density per Public Resource Code Section 21155. The base density is 120 dwelling units per acre. With the State Density Bonus and North Fair Oaks Community Plan density bonus, the maximum density would be 195 du/acre. The applicant is proposing a density of 187 du/acre because of the impact of the State Density Bonus law and North Fair Oaks Community Plan density bonus, which are expressly designed to increase the financial feasibility of creating low-income housing. The unit count, in part, was limited by construction methods and related costs associated with taller buildings. The proposed building height allows the project to exceed the minimum density and maximize the unit count while balancing related construction and operational costs. This enables the project to house the target population of low-income residents. A lower density project would not have been financially feasible for the applicant. According to the County of San Mateo's 2023-2031 Housing Element, the projected housing need obligation for the 2023 to 2031 planning period is 2,833 units.

Of the total, the county will need to accommodate 1,279 low to extremely low-income housing units. The 86 proposed units would provide approximately 7% of the low-income housing goal. The use, density and height of the proposed project will assist in meeting the allocated share of the Regional Housing Need, as determined by the Association of Bay Area Governments.

No alternatives to the proposed project were considered. Because the site is located within 1/2 mile of a major transit stop, there is no maximum density per Public Resource Code Section 21155. The base density is 120 dwelling units per acre. With the State Density Bonus and North Fair Oaks Community Plan density bonus, the maximum density would be 195 du/acre. The applicant is proposing a density of 187 du/acre. The unit count, in part, was limited by construction methods and related costs associated with taller buildings. The proposed building

height allows the project to exceed the minimum density, maximize the unit count while balancing related construction and operational costs. A lower density project would not have been financially feasible for the applicant. As stated, according to the draft San Mateo County Housing Element, the projected housing need obligation for the planning period is 2,833 units. Of these units, the County will need to accommodate 1,279 low to extremely low-income housing units. The 86 proposed units would provide approximately 7% of the low-income housing goal.

**Offsite Alternative:** Consideration of an offsite alternative is not warranted because no significant impacts that cannot be avoided or mitigated to less than significant were identified.

**Reduced Project:** Reducing the size of the proposed project would incrementally reduce impacts across a range of issue areas such as air quality, water supply and wastewater. As stated, the project would construct 86 units. No significant or adverse environmental impacts would occur with the project; reducing the project size is not warranted. Reducing the building footprint or number of units below the minimum proposed is not a feasible or economically viable alternative.

**No Action Alternative** [24 CFR 58.40(e)]: If the proposed project was not implemented, the site would likely remain vacant until another applicant proposed to develop on the site consistent with the zoning designation. It is not known if or when another development would be proposed on the site. Without construction of the proposed project, the benefits associated with the affordable housing project would not occur and blighted conditions on the site would remain.

**Summary of Findings and Conclusions:** Affirmed Housing Group is proposing to develop the North Fair Oaks Affordable Housing project on a 0.46-acre site located at 430-434 Douglas Avenue and 429-431 Macarthur Avenue, Redwood City, CA in North Fair Oaks, an unincorporated community in San Mateo County, California (APN 054-232-240). The subject property is developed with a concrete block office building and used for storage of miscellaneous material. All existing improvements would be removed to accommodate the proposed project. The subject property is bordered to the northeast by San Mateo Avenue and then multi-family housing, to the northwest by Douglas Avenue and then single-family housing, to the southwest by commercial/light industrial uses and commercial light/industrial uses. The site is zoned Commercial Mixed Use (CMU)-3 and designated Commercial Mixed-Use in the County of Mateo General Plan.

The proposed project would provide 86 units comprised of 47 studios, 29 one-bedroom units; five two-bedroom units and five three-bedroom units on five floors over the ground floor podium. One two-bedroom unit will be reserved for property management and maintenance personnel. The 47 studio units would be +/- 330 square feet; the one-bedroom units would be +/- 590 square feet; the two-bedroom units would be +/- 700 square feet and the three-bedroom units would be +/- 1,000 square feet. On-site amenities would include a community room,

community kitchen, courtyard, bicycle storage and laundry facilities. The building would provide 24 parking spaces on the ground floor as allowed by San Mateo County Code reductions per State Density Bonus Law and related incentives. Of the total, 10 would be standard spaces, 12 would be compact spaces, and two would be accessible (e.g., one van space and one standard space). A total of two electric vehicle (EV) spaces would be installed and 11 would be EV ready and three would be EV capable. A total of 67 bicycle parking spaces would be provided on-site; 45 private spaces and 22 public spaces. The site would be accessed via MacArthur Avenue. The project would set aside 24 studio and one-bedroom units for tenants meeting the extremely low income (ELI) criteria and also meet Housing for Healthy California (HCC) limits. The remaining units would be reserved for tenants at 60 percent of the Area Median Income (AMI).

The subject property is bordered by residential properties to the north and east and commercial properties to the south and west. The site is disturbed and currently used to store miscellaneous materials. All existing improvements would be demolished to accommodate the project. Vegetation on-site is limited to ruderal species located around the perimeter. The project site is located within Flood Zone X; and thus, not within a special flood hazard area. No adverse impacts associated with a 100-year flood event would occur. No significant air quality impacts would occur.

No historic or archaeological resources are known to be present onsite. The proposed project exterior noise levels along Douglas Avenue, San Mateo Street and McArthur Avenue would be less than the HUD and County of San Mateo standards for residential areas. The project would not noticeably change exterior noise levels. Interior noise standards would be met. The project would not change the existing noise environment.

The project would not adversely affect public services. The proposed project would not result in adverse effects on water or energy or generate the need for new or expanded water, wastewater, or solid waste facilities. Proper disposal of on-site soils and incorporation of a vapor barrier into the building foundation and slab would mitigate the potential for adverse hazardous materials impacts. The proposed project would increase the intensity of the use on-site; however, because the project would be 100% affordable, it would not have an adverse effect on VMT or cause operational traffic impacts. The project would conform to applicable Federal, State, and regional regulations affecting air emission, water quality, cultural resources, geologic hazards and related environmental resources addressed herein.

### **Mitigation Measures and Conditions [40 CFR 1505.2(c)]**

Summarize below all mitigation measures adopted by the Responsible Entity to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts, development agreements, and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.

Law, Authority, or Factor	Mitigation Measures and Conditions
<p><b>Contamination and Toxic Substances</b></p> <p>24 CFR Part 50.3(i) &amp; 58.5(i)(2)</p>	<p><b>HAZ-1:</b> If soil is exported from the site during construction, it shall be properly disposed of at a licensed landfill or other receiving facility.</p> <p><b>HAZ-2:</b> To avoid impacts associated with benzene concentrations in the on-site soils, further testing shall be conducted after building demolition to determine the most effective method for addressing soil vapor, if any, remaining in the soil.</p>
<p><b>Historic Preservation</b></p> <p>National Historic Preservation Act of 1966, particularly Sections 106 and 110; 36 CFR Part 800</p>	<p><b>CUL-1: Archaeological Monitoring.</b> It is recommended, and the Agency Official has agreed, that adverse effects or significant impacts on historic properties or historical resources not identified during this assessment be mitigated through the implementation of a monitoring program to address the risk that grading and/or excavation may extend to native soil. Native American consultation will also be undertaken as part of this mitigation measure. The monitoring program should include the following:</p> <ul style="list-style-type: none"> <li>• <b>Retention of a Qualified Archaeologist.</b> A qualified archaeologist should be retained to implement a monitoring and recovery program during all ground-disturbing activity associated with the project, including grubbing, grading, and excavation. The qualified archaeologist should meet the Secretary of Interior’s Professional Standards for prehistoric and historic archaeology. The identified Tribal representatives will also be invited to participate in the monitoring and recovery program.</li> <li>• <b>Agreement for Disposition of Recovered Artifacts.</b> A written agreement should be secured with a recognized museum repository regarding the final disposition and permanent storage and maintenance of any unique archaeological resources or historical resources recovered as a result of the archaeological monitoring, as well as corresponding geographic site data that might be recovered as a result of the specified monitoring program.</li> <li>• <b>Preconstruction Briefing.</b> Construction personnel should be briefed by the qualified archaeologist on procedures to</li> </ul>

be followed in the event that a significant cultural resource or human remains are encountered during construction. The qualified archaeologist should be required to provide a telephone number where they can be reached by the construction contractor, as necessary.

- **Construction Monitoring.** An archaeological monitor working under the supervision of the qualified archaeologist should observe all initial ground-disturbing activities associated with the project, including grubbing, grading, and excavations. The monitor should be authorized to halt construction, if necessary, in the immediate area where buried cultural remains are encountered. Prior to the resumption of grading activities in the immediate vicinity of the cultural remains, the qualified archaeologist should be provided with the necessary resources to identify and implement a program for the appropriate disposition of those remains.
- **Monitoring Report.** A complete set of the daily monitoring logs should be kept on site throughout the earth-moving activities and be available for inspection. The daily monitoring log should be keyed to a location map to indicate the area monitored, date, assigned personnel, and results of monitoring, including the recovery of archaeological material, sketches of recovered materials, and associated geographic site data. Within 90 days of the completion of the archaeological monitoring, a monitoring report should be submitted to the NWIC.

**CUL-2: Preconstruction Training.** In addition to monitoring, pre-construction training for the unanticipated discovery of archaeological resources shall be provided. A qualified archaeologist should be retained to conduct a Worker's Environmental Awareness Program (WEAP) training on archaeological sensitivity for all construction personnel prior to the commencement of any ground disturbing activities. The training will inform construction personnel of the procedures to be followed upon the discovery of archaeological materials, including Native American burials. Construction personnel will be instructed that cultural resources must be avoided and that all travel and construction activity must be confined to





Name/Title/Organization: Ryan Birdseye, Principal Birdseye Planning Group

Certifying Officer Signature: *Rose Cade* Date: 12/13/2023

Name/Title: Rose Cade, Deputy Director, San Mateo County Department of Housing

This original, signed document and related supporting material must be retained on file by the Responsible Entity in an Environmental Review Record (ERR) for the activity/project (ref: 24 CFR Part 58.38) and in accordance with recordkeeping requirements for the HUD program(s).