

FINDING OF NO SIGNIFICANT IMPACT
AND
NOTICE OF INTENT TO REQUEST RELEASE OF FUNDS

January 17, 2025

California Housing Finance Agency
500 Capitol Mall, Suite 1400
Sacramento, CA 95814

This Notice shall satisfy the above-cited two separate but related procedural notification requirements for activities to be undertaken by the California Housing Finance Agency.

REQUEST FOR RELEASE OF FUNDS

On or about February 3, 2025, California Housing Finance Agency will submit a request to the U.S. Department of Housing and Urban Development (HUD) for the reservation of \$29,610,000 in funds from the Housing Finance Agency Risk-sharing: Section 542(c) program, as authorized by the Housing and Community Development Act of 1992 (12 U.S.C. 1707) and Section 235 of HUD's FY 2001 Appropriation Act, Public Law 106-377, as amended, a program of the U.S. Department of Housing and Urban Development (HUD) to undertake a project known as **Vera Avenue Apartments** for the purpose of providing affordable housing. The Program provides new insurance authority independent of the National Housing Act. Section 542(c) provides credit enhancement for mortgages of multifamily housing projects whose loans are underwritten, processed, serviced, and disposed of by California Housing Finance Agency (CalHFA). HUD and CalHFA share in the risk of the mortgage.

The Vera Avenue Apartments project proposes new construction of affordable housing on one 0.6-acre parcel (APN 053-064-130) with address 112 Vera Avenue, Redwood City, San Mateo County, California 94061. The site contains five partially constructed single family homes that will be demolished to construct a new, seven-story elevator-served high rise building with 178 residential units. The unit mix will be 25 studios and 151 one-bedroom units. A total of six (6) parking spaces will be provided onsite. Amenities include community room, gym, laundry facilities and business center. The project includes demolition, reconstruction and trenching work required to provide utilities to the site and to upgrade any required facilities that may be in the public right-of-way, including curb, gutter and sidewalk as needed. A total of 176 units will be affordable from 30% to 70% of San Mateo County Area Median Income (AMI). Two of the one-bedroom units will be for onsite management.

The total project cost is estimated to be \$104,738,612

FINDING OF NO SIGNIFICANT IMPACT

California Housing Finance Agency has determined that the project will have no significant impact on the human environment. Therefore, an Environmental Impact Statement under the National Environmental Policy Act (NEPA) of 1969 is not required. Additional project information is contained in the

Environmental Review Record (ERR). The ERR will be made available to the public for review electronically. Please submit your request by email to Barbara Stribling, bstribling@calhfa.ca.gov. The ERR can be accessed online at the following website:

<https://www.calhfa.ca.gov/about/press/public-notice/index.htm>

PUBLIC COMMENTS

Any individual, group or agency disagreeing with this determination or wishing to comment on the project may submit written comments to Barbara Stribling, Loan Administrator, California Housing Finance Agency, via email to bstribling@calhfa.ca.gov. All comments received on or before February 1, 2025 will be considered by California Housing Finance Agency prior to submission of a request for release of funds. Comments should specify which Notice they are addressing.

ENVIRONMENTAL CERTIFICATION

The California Housing Finance Agency certifies to HUD that Rebecca Franklin, Chief Deputy Director, in her capacity as NEPA Certifying Officer, consents to accept the jurisdiction of the Federal Courts if an action is brought to enforce responsibilities in relation to the environmental review process and that these responsibilities have been satisfied. HUD's approval of the certification satisfies its responsibilities under NEPA and related laws and authorities, and allows the California Housing Finance Agency to use Program funds.

OBJECTIONS

HUD will accept objections to the Responsible Entity's (RE) Request for Release of Funds and Environmental Certification for a period of fifteen days following the submission date specified above or the actual receipt of the request (whichever is later) only if they are on the following bases: (a) the certification was not executed by the Certifying Officer or other officer of the California Housing Finance Agency approved by HUD; (b) the RE has omitted a step or failed to make a determination or finding required by HUD regulations at 24 CFR Part 58 or by CEQ regulations at 40 CFR 1500-1508, as applicable; (c) the RE has omitted one or more steps in the preparation, completion or publication of the Environmental Assessment or Environmental Impact Study per 24 CFR Subparts E, F or G of Part 58, as applicable; (d) the grant recipient or other participants in the development process has committed funds for or undertaken activities not authorized by 24 CFR Part 58 before release of funds and approval of the environmental certification; (e) another Federal, State or local agency has submitted a written finding that the project is unsatisfactory from the standpoint of environmental quality. Objections must be prepared and submitted in accordance with the required procedures (24 CFR Part 58) and shall be emailed to the HUD grant administration office at: MFW-Public-Notices@HUD.gov or mailed to U.S. HUD San Francisco Regional Office, Region IX, Office of Housing-Federal Housing Commission, One Sansome Street, Suite 1200, San Francisco, CA 94104. Potential objectors should contact HUD to verify the actual last day of the objection period.

Rebecca Franklin, Chief Deputy Director and NEPA Certifying Officer

Environmental Assessment

Vera Avenue Apartments

112 Vera Avenue, Redwood City, San Mateo County, California 94061



Determinations and Compliance Findings

for HUD-assisted Projects

24 CFR Part 58

January 2025



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

451 Seventh Street, SW
Washington, DC 20410
www.hud.gov
espanol.hud.gov

Environmental Assessment

Determinations and Compliance Findings for HUD-assisted Projects

24 CFR Part 58

Project Identification: Vera Avenue Apartments

Responsible Entity: California Housing Finance Agency

Preparer: Bay Desert, Inc.

Month/Year: January 2025

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

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Washington, DC 20410
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Environmental Assessment

Determinations and Compliance Findings for HUD-assisted Projects
24 CFR Part 58

Project Information

Project Name: Vera Avenue Apartments

Responsible Entity: California Housing Finance Agency
500 Capitol Mall, Suite 1400
Sacramento, CA 95814

Grant Recipient (if different than Responsible Entity):

State/Local Identifier:

Preparer: Cinnamon Crake, President, Bay Desert, Inc.

Certifying Officer Name and Title: Rebecca Franklin, Chief Deputy Director

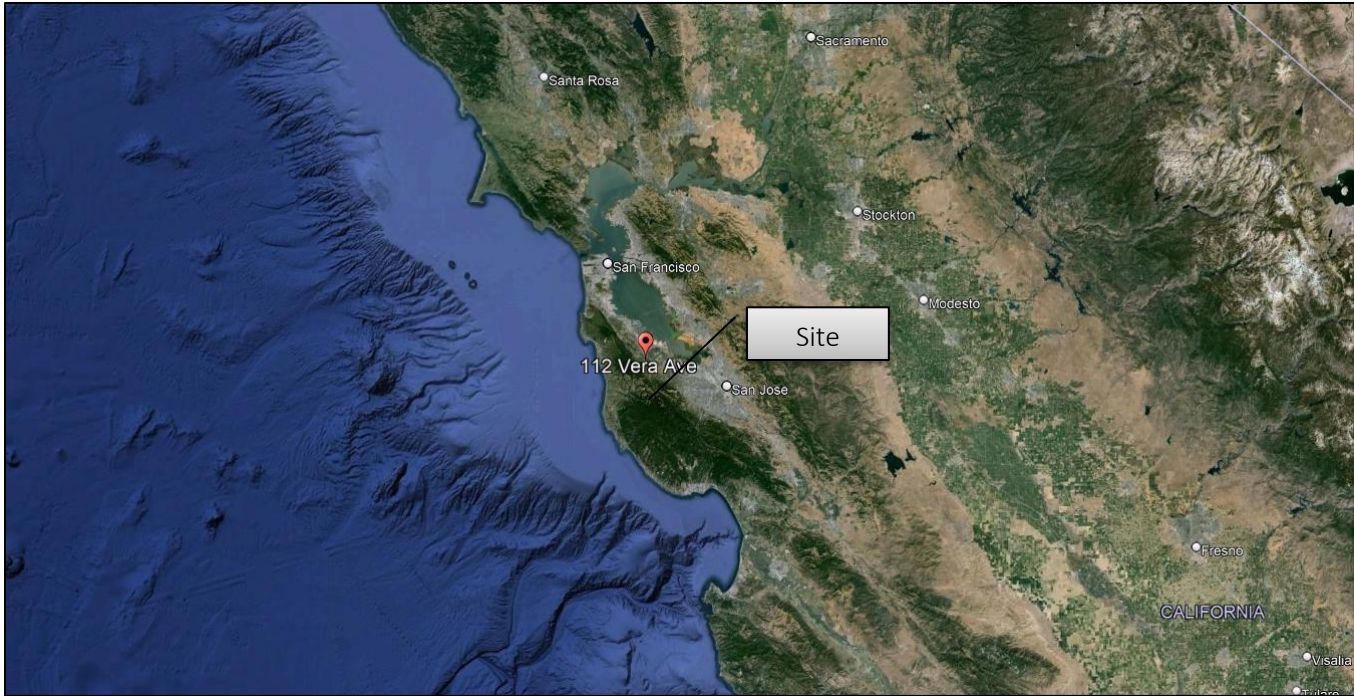
Consultant (if applicable): Bay Desert, Inc.
422 Larkfield Center #104
Santa Rosa, CA 95403
(707) 523-3710
ccrake@baydesert.com

Direct Comments to: Barbara Stribling, Loan Administrator
(916) 326-8622
bstribling@calhfa.ca.gov

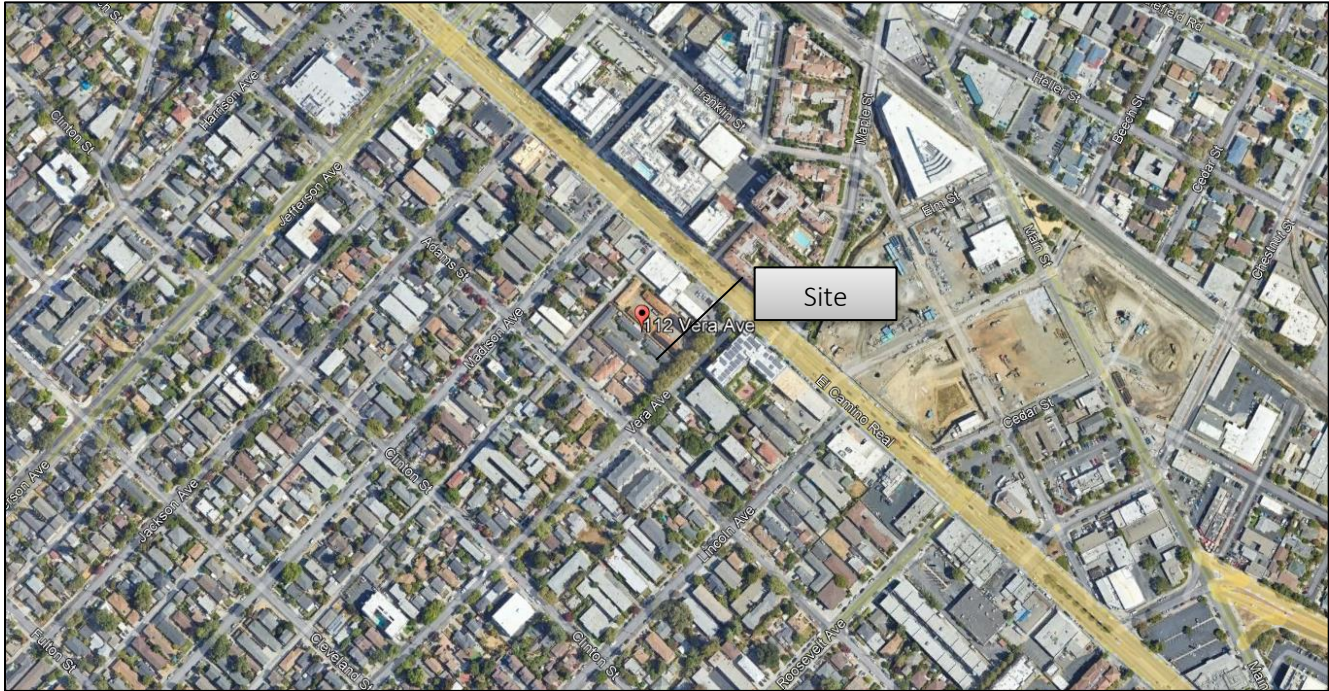
Project Location: 112 Vera Avenue, Redwood City, San Mateo County, California 94061 (APN 053-064-130)

Project Location

Vera Avenue Apartments
112 Vera Avenue, Redwood City, San Mateo County, California 94061



Map 1 Regional Setting



Map 2 Local Setting

Vera Avenue Apartments
112 Vera Avenue, Redwood City, San Mateo County, California 94061



Map 3 View from Vera Avenue looking west (existing conditions)



Map 4 Assessor Parcel Map

Description of the Proposed Project [24 CFR 50.12 & 58.32; 40 CFR 1508.25]:

Vera Avenue Apartments, 112 Vera Avenue, Redwood City, San Mateo County, California 94061 (APN 053-064-130):

The Vera Avenue Apartments project proposes new construction of affordable housing on one 0.6-acre parcel (APN 053-064-130) with address 112 Vera Avenue, Redwood City, San Mateo County, California 94061. The site contains five partially constructed single family homes that will be demolished to construct a new, seven-story elevator-served high rise building with 178 residential units. The unit mix will be 25 studios and 151 one-bedroom units. A total of six (6) parking spaces will be provided onsite. Amenities include community room, gym, laundry facilities and business center.

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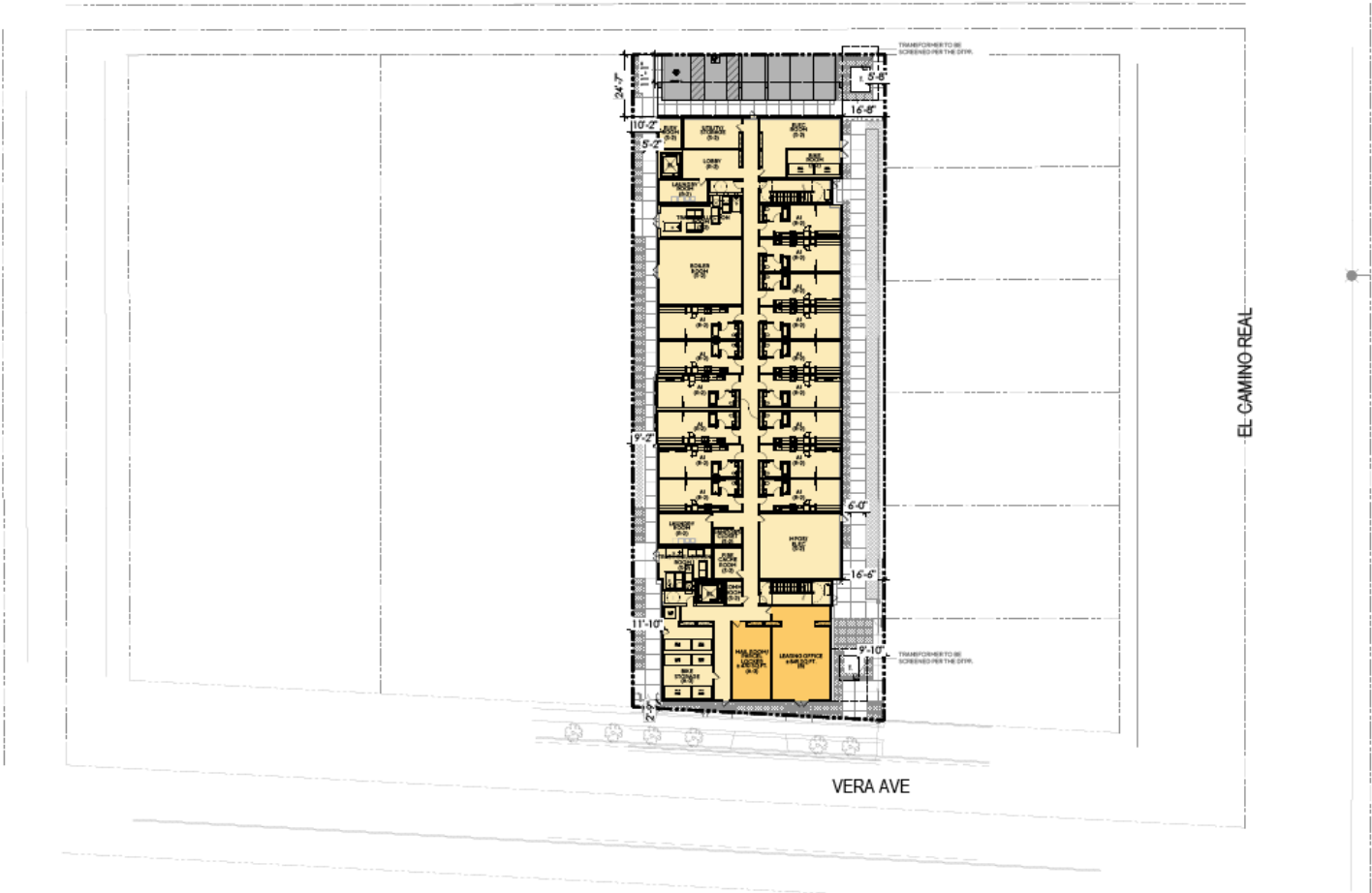
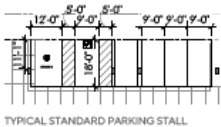
Source: (1) (2) (3) (Appendix A)

- LEGEND**
- LEASING & AMENITIES
 - RESIDENTIAL
 - PARKING

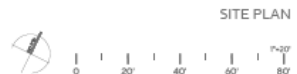
NOTES

BUILDING SHALL BE EQUIPPED WITH AN AUTOMATIC NFPA 13 FIRE SPRINKLER SYSTEM

REFER TO CIVIL AND LANDSCAPE EXHIBITS FOR MORE INFORMATION



112 VERA AVE., LP **112 VERA AVE.**
 Redwood City, CA



AO **A1.0**

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 Job No.: 2023-10260
 Date: 06-28-2024

Figure 1 Site Plan/First Floor



LEGEND

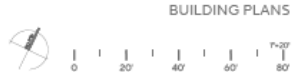
- LEASING & AMENITIES
- RESIDENTIAL
- PARKING

NOTES

BUILDING SHALL BE EQUIPPED WITH AN AUTOMATIC NFPA 13 FIRE SPRINKLER SYSTEM



112 VERA AVE., LP | **112 VERA AVE.**
Redwood City, CA



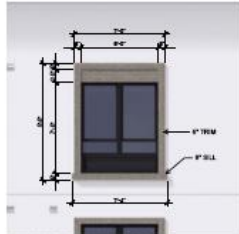
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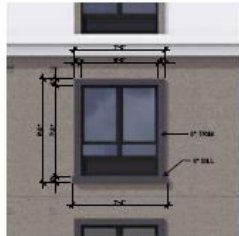
Figure 2 Building Floors



WINDOW TYPES



BUILDING TOP - WINDOW DETAIL



BUILDING MIDDLE - WINDOW DETAIL



BUILDING BASE - TYPICAL WINDOW DETAIL



1. EAST ELEVATION



2. NORTH ELEVATION



3. WEST ELEVATION



4. SOUTH ELEVATION

NOTES

PLINTHS WILL NOT TERMINATE ABOVE SIDEWALK AND WILL TERMINATE AT SIDEWALK WITHOUT INTERRUPTION.

EXTERIOR MATERIAL

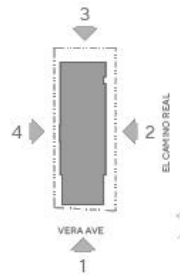
EAST FACADE BRICK	± 5,732 SQ. FT. (13%)
NORTH FACADE BRICK	± 20,492 SQ. FT. (5%)
WEST FACADE BRICK	± 6,207 SQ. FT. (0%)
SOUTH FACADE BRICK	± 20,329 SQ. FT. (5%)



BASE CAP DETAIL



BASE DETAIL



112 VERA AVE., LP

112 VERA AVE.
Redwood City, CA

BUILDING ELEVATIONS



A4.0
Scale 1" = 20'-0"
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Date 06-25-2024

Figure 3 Elevations





TREE LEGEND						
SYMBOL	BOTANICAL NAME COMMON NAME	C.A. NATIVE	SIZE	QTY.	WUCOLS	DESCRIPTION
	PRUNUS ILICIFOLIA SSP. LYONII CATALINA CHERRY	X	24" BOX	28	L	SCREENING TREE
	QUERCUS VIRGINIANA SOUTHERN LIVE OAK	X	36" BOX	3	M	LARGE CANOPY TREE (CA NATIVE)

NOTE:
ALL PROPOSED PLANTS HAVE BEEN CROSS REFERENCED FOR INVASIVENESS IN CALIFORNIA

112 VERA AVE., LP 112 VERA AVE.
Redwood City, CA

LANDSCAPE TREE PLAN
SCALE: 1" = 20'-0"



L2.0
Scale
Job No. 2023-1080
Date 06-21-2024

Figure 4 Landscape Tree Plan





112 VERA AVE., LP | **112 VERA AVE.**
Redwood City, CA

3D RENDERING - AERIAL VIEW FROM VERA AVE.

AO | **GO.3**
 Scale: 2003-4080
 Job No.: 06-25-2026
 Date:

Figure 5 3D Rendering - View from Vera Avenue

Statement of Purpose and Need for the Proposal [40 CFR 1508.9(b)]:

The purpose of the proposed affordable housing project is to help fulfill the goals of the Redwood City General Plan by redeveloping an underutilized, unattractive infill site in Downtown with a high-density development with proximity to high quality transit facilities. The 100% affordable housing development of well-designed apartments will provide 178 units for smaller households within a pedestrian-oriented neighborhood with convenient access to transportation, job centers, retail, entertainment, schools, and community services. The seven-story building provides a ground floor community room, fitness room, outdoor courtyard space, a lounge / lobby area, residential units, secure bicycle storage and a small parking garage with access from the alley. Floors two through seven will be accessed by an elevator and provide laundry facilities and deck space on each floor. The seventh floor has a deck that will overlook Vera Avenue, El Camino Real and beyond. The elevations are in production but will take inspiration from the new development along El Camino Real with modern lines and sophisticated finishes. The Vera Avenue Apartments project will provide a future where working-class residents will have access to safe, affordable, efficient homes with access to the Downtown core and surrounding region.

Need

The City of Redwood City, California (City) is a leader in providing resources to facilitate the development of both market-rate and affordable housing within its borders. The City's land use policy provides ample opportunities for higher-density development, which increases the feasibility of affordable housing projects and provides excess capacity to meet the local share of the region's future housing needs. In addition, a number of financial resources and administrative resources are available to assist in the development of affordable housing and implementation of the City's housing programs. The City coordinates the use of federal, State, and local funds to facilitate the development of affordable housing.

A critical component of the Housing Element is the identification of sites for future housing development, and evaluation of the ability of these sites to accommodate the City's share of regional housing needs as determined by the Association of Bay Area Governments (ABAG). Redwood City is a highly urbanized community that has very little vacant, uncommitted land for new development. In Redwood City, additional residential growth will occur on properties with development capacity in the low, medium, and moderate density residential zones, along the major corridors, and in Downtown.

California State law requires that each city and county has land zoned to accommodate its fair share of regional housing needs over the course of the housing element planning period. The Association of Bay Area Governments (ABAG) allocated projected growth to the various cities and unincorporated county areas within the ABAG region, creating the Regional Housing Needs Allocation (RHNA). Redwood City's RHNA for the 2023-2031 planning period is 4,588 housing units, with the units distributed among the four income categories as shown in the table below. As further illustrated in the Housing Resources Chapter, Redwood City has sufficient capacity under existing land use policy to meet its 2023-2031 RHNA obligations.

State law requires the City to plan for 100 percent of RHNA goals. However, targeting 150 percent of RHNA helps make Redwood City eligible for a "pro-housing" designation, which would allow the City to be more competitive for certain State grants. Planning for more housing than the RHNA minimum would also allow for flexibility in future development and create additional opportunities to address the jobs/housing imbalance. It would also increase opportunities for affordable housing to be constructed, benefiting low-income households. For these reasons, the City is targeting 150 percent of the required RHNA, or approximately 6,882 homes.

Table 1 Redwood City Regional Housing Needs Allocation

Income Group	% of County Area Median Income (AMI)	RHNA (Housing Units)	Percentage of Units
Extremely Low/Very Low	0-50%	1,115	24%
Low	51-80%	643	14%
Moderate	81-120%	789	17%
Above Moderate	120% +	2,041	45%
Total		4,588	100%

Source: (4)

Existing Conditions and Trends [24 CFR 58.40(a)]:

The subject property is addressed as 112 Vera Avenue, Redwood City, San Mateo County, California 94061, comprised of one parcel (APN 053-064-130) that is 0.6 acres in size. The parcel is rectangular and relatively flat.

The subject property is situated on the San Francisco Bay Peninsula that extends from San Jose in the south to San Francisco in the north and is bordered on the east by the San Francisco Bay and on the west by the Pacific Ocean. The subject property is located centrally within a densely developed urban area of Redwood City, approximately 4,600 feet south of Highway 101-, and 2,300-feet northwest of the Highway 84 and El Camino Real interchange. The nearest surface water body is Redwood Creek located approximately 380 feet to the east of the subject property. The subject property is located in an area with limited topographic relief and is situated at an approximate elevation of 19 feet above mean sea level (msl).

The subject property parcel is indicated to have been undeveloped lands from at least 1888 until development of the property with the five current duplex buildings in 1946. The subject property is indicated to have remained in residential use until the duplex structures were reportedly razed in 2019 after sitting unoccupied for a number of years due to apparent code violations for squalid conditions. Reconstruction of five new duplex structures began in 2020 but construction was halted due to the COVID-19 pandemic and the buildings remain partially rebuilt and unoccupied. The duplex structures and internal street will be demolished to construct the proposal.

Source: (5)

Trends

The City of Redwood City *Housing Element 2023-2031* identified the following key trends.

Population Growth

Redwood City experienced approximately 13 percent population growth between 2010 and 2020, with an additional 20 percent growth expected by 2045.

Increased Senior Population with Related Needs

The Baby Boomer generation (generally born between 1946 and 1964) is aging, and the senior population increased by 2% with a corresponding decrease in children 14 years or younger. Senior-headed households are

smaller in size and can have special needs due to relatively low incomes, disabilities or limitations, and dependency needs.

The Millennial Generation Needs Housing

Millennials (generally born between 1981 and 1996) recently surpassed the Baby Boomers as the largest generation in the United States. As Millennials enter their 40s, they will continue to shape housing needs. By 2026, people 25-44 and 45-64 will make up more than 50 percent of the local countywide population.

People With Disabilities Need Affordable and Accessible Housing

Seven percent of Redwood City residents have disabilities, some of which prevent them from working, restrict their mobility, or make it difficult to care for themselves. In addition to the need for housing that is accessible or ADA compliant, housing affordability is a key limitation as many persons with disabilities live on disability incomes or fixed income.

Overcrowding

In Redwood City, nine percent of housing units are overcrowded. According to both California and federal standards, a housing unit is considered overcrowded if it is occupied by more than one person per room (excluding kitchens, bathrooms and halls). Overcrowding is more prevalent in rental households and lower income households than owner households. Overcrowding is also more likely to affect Hispanic/Latinx and residents that identify as “other race” or multiple races (combined these two groups comprise 59 percent of overcrowded households but only 42 percent of the total population in the City). Redwood City experiences slightly more overcrowding than San Mateo County at large, where eight percent of households are overcrowded.

Source: (4)

The project will positively contribute to alleviating the housing issues described above.

Funding Information

Grant Number	HUD Program	Funding Amount
121-98128	YHC – 542(c) HFA Risk Sharing – FFB NC – CFDA No. 14.188	\$29,610,000

Estimated Total HUD Funded Amount: \$29,610,000 in HUD HFA Loan Risk-Sharing program funds

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]: \$104,738,612

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.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6		
Airport Hazards 24 CFR Part 51 Subpart D	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>There are six (6) airports within 15 miles of the subject property. Major airport San Francisco International lies 12.7 miles to the north. Moffett Field lies 10.93 miles south.</p> <p>There are four minor airports within 15 miles. The nearest airport is San Carlos Airport, 2.61 miles to the north. The project site lies within Airport Influence Area B. Area B has the following policies applied:</p> <p>GP-8.3 Advisory Review of Development Proposals</p> <p>Under state law, local governments may submit development proposals to the Airport Land Use Commission for non-binding advisory review. City/County Area Government shall encourage local governments to submit the following types of development proposals within Area B of the AIA to the Airport Land Use Commission for advisory review:</p> <ul style="list-style-type: none"> • Commercial or mixed use development of more than 100,000 square feet of gross building area; • Residential or mixed use development that includes more than 50 dwelling units; • Public or private schools; • Hospitals or other inpatient medical care facilities; • Libraries; • Places of public assembly. <p>Project Impacts</p> <p>The project site does not lie within 15,000 feet of a military airport or 2,500 feet of a civilian airport.</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>The site does not lie within any airport Accident Potential Zone (APZ) or Runway Protection Zone/Clear Zone (RPZ/CZ).</p> <p>This NEPA review is in response to multifamily loan financing. The unit of local government is responsible for maintaining compatibility with Area B land use policies and may advise the Airport Land Use Commission of the project, as it is over 50 units.</p> <p>There are no airport hazards, and no mitigation is needed.</p> <p>Source Documentation: (6) (7) (8) (Appendix B)</p>
Coastal Barrier Resources 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>There are no Coastal Barrier Resources in California.</p> <p>Source Documentation: (9)</p>
Flood Insurance 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 checked="" type="checkbox"/> <input type="checkbox"/>	<p>The entire project site is located in the Federal Flood Risk Management Standard (FFRMS) floodplain (500-year floodplain).</p> <p>The 500-year floodplain is identified by the Federal Emergency Management Agency (FEMA) as an area of floodplain risk that invokes the <i>8-Step Decision Making Process for projects located in a Floodplain</i>, including Noticing, public comment, and an alternatives analysis. The 8-Step Process determined that there was no alternative than to locate the project in a floodplain.</p> <p>The project Finish Floor Elevation 7.5 feet above the Base Flood Elevation (BFE) where 2 feet is required. Until the applicant can obtain a Final Letter of Map Amendment (LOMA) post-construction, the project sponsor is required to carry FEMA flood insurance.</p> <p><i>Mitigations Required</i></p> <p>FL1. It is understood that the project site will be elevated outside of the 500-year floodplain per plans. The project sponsor will</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>construct the building with the Finish Floor Elevation at or 2' above Base Flood Elevation (BFE) of 10'.</p> <p>FL2. The project applicant must do one of the following:</p> <ul style="list-style-type: none"> a. Seek a Letter of Map Amendment (LOMA) from FEMA based on Fill (LOMA-F) or other FIRM Map Amendment as appropriate, showing the site is 2' above the BFE of 10'; b. Provide evidence of FEMA flood insurance; or c. Provide a Pre-Construction Elevation Certificate and a (post-construction) Final Elevation Certificate, showing the building 2' above the 10' BFE. <p>Source Documentation: (10) (11) (12) (Appendix C)</p>
<p>Clean Air</p> <p>Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>MD Acoustics, LLC prepared an <i>Air Quality, Greenhouse Gas, and Health Risk Impact Study</i> for the project in April 2024. Excerpts follow.</p> <p>Air Quality, Greenhouse Gas, and Health Risk Impact Study</p> <p>The air quality and greenhouse gas (GHG) analysis was prepared to evaluate whether the estimated criteria pollutants and GHG emissions generated from the project would cause a significant impact to the air resources in the project area. The assessment was conducted within the context of the California Environmental Quality Act (CEQA, California Public Resources Code Sections 21000, et seq.). The assessment is consistent with the methodology and emission factors endorsed by the United States Department of Housing and Urban Development (HUD), the Bay Area Air Management District (BAAQMD), California Air Resource Board (CARB), and the United States Environmental Protection Agency (US EPA).</p> <p><u>Project Description</u></p> <p>The project consists of the development of a seven-story, 178-unit multi-family development with a community room, fitness room, laundry facilities, business center, and community deck on approximately 0.6 acres. Construction activities within the Project area</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>will consist of on-site demolition, grading, building, paving, and architectural coating. Six parking spaces will be provided.</p> <p>Land uses surrounding the site include residential to the northwest, southwest, and southeast and commercial to the north with Vera Avenue adjacent to the southeast.</p> <p><u>Sensitive Receptors</u></p> <p>The project itself is residential and therefore involves the siting of sensitive receptors (residents). There are also residential uses 5 feet to the southwest.</p> <p><u>Regulatory Setting</u></p> <p>The EPA is responsible for global, international, and interstate air pollution issues and policies. The EPA sets national vehicle and stationary source emission standards, oversees approval of all State Implementation Plans, provides research and guidance for air pollution programs, and sets National Air Quality Standards, also known as federal standards. There are six common air pollutants, called criteria pollutants, which were identified from the provisions of the Clean Air Act of 1970.</p> <ul style="list-style-type: none"> • Ozone (O₃) • Nitrogen Dioxide (NO₂) • Lead • Particulate Matter (PM₁₀ and PM_{2.5}) • Carbon Monoxide (C) • Sulfur Dioxide (SO₂) <p>The federal standards were set to protect public health, including that of sensitive individuals; thus, the standards continue to change as more medical research is available regarding the health effects of the criteria pollutants. Primary federal standards are the levels of air quality necessary, with an adequate margin of safety, to protect the public health.</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>A State Implementation Plan is a document prepared by each state describing existing air quality conditions and measures that will be followed to attain and maintain federal standards. The State Implementation Plan for the State of California is administered by the ARB, which has overall responsibility for statewide air quality maintenance and air pollution prevention.</p> <p><u>Bay Area Air Quality Management District (BAAQMD)</u></p> <p>The BAAQMD is primarily responsible for assuring that the national and state ambient air quality standards are attained and maintained in the Bay Area. BAAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for and inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, conducting public education campaigns, as well as many other activities. BAAQMD has jurisdiction over much of the nine Bay Area counties, including San Mateo County, where the project site is located.</p> <p><u>Attainment Status</u></p> <p>The County has been designated by the Federal Environmental Protection Agency (EPA) as a nonattainment area for ozone. Currently, the Air Basin is in attainment with the ambient air quality standards for CO, SO₂, NO₂, PM₁₀, and PM_{2.5}.</p> <p><u>Construction-related Emissions</u></p> <p>Typical emission rates from construction activities were obtained from CalEEMod Version 2022.1.1.22 The CalEEMod program uses the EMFAC2017 computer program to calculate the emission rates specific for San Mateo County for construction-related employee vehicle trips and the OFFROAD2011 computer program to calculate emission rates for heavy truck operations. EMFAC2017 and OFFROAD2011 are computer programs generated by CARB that calculates composite emission rates for vehicles. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour. Using CalEEMod, the peak daily air pollutant</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>emissions were calculated and presented below. These emissions represent the highest level of emissions for each of the construction phases in terms of air pollutant emissions.</p> <p><u>Operational Emissions</u></p> <p>Operational or long-term emissions occur over the life of the Project. Both mobile and area sources generate operational emissions. Area source emissions arise from consumer product usage, heaters that consume natural gas, gasoline-powered landscape equipment, and architectural coatings (painting). Mobile source emissions from motor vehicles are the largest single long-term source of air pollutants from the operation of the Project. Small amounts of emissions would also occur from area sources such as the consumption of natural gas for heating, hearths, from landscaping emissions, and consumer product usage. The operational emissions were estimated using the latest version of CalEEMod.</p> <p>Mobile sources include emissions from the additional vehicle miles generated from the proposed project. The vehicle trips associated with the proposed project are based upon the trip generation rates from CalEEMod, which shows a trip generation rate of 792 trips per day.</p> <p>Area sources include emissions from consumer products, landscape equipment and architectural coatings. Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers, as well as air compressors, generators, and pumps. As specifics were not known about the landscaping equipment fleet, CalEEMod defaults were used to estimate emissions from landscaping equipment.</p> <p><u>CEQA Thresholds of Significance</u></p> <p>The CEQA Thresholds of Significance were used to determine if the project would result in adverse impacts under NEPA and were also applied to make a General Conformity determination under the Clean Air Act. The <i>de minimus</i> threshold for Ozone is 50 tons per year (Volatile organic compounds/VOCs or Nitrogen Oxides/NOx).</p>

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		<p>The daily thresholds below apply to both operation and construction emissions and annual threshold only apply to operational emissions.</p> <p>Table 2 CEQA Thresholds of Significance – Air Quality</p> <table border="1" data-bbox="636 558 1469 711"> <tr> <td> <ul style="list-style-type: none"> Daily thresholds 54 pounds per day (lbs/day) of VOC 54 lbs/day of NO_x 82 lb/day of PM₁₀ 54 lbs/day of PM_{2.5} </td> <td> <ul style="list-style-type: none"> Annual thresholds 10 tons per year (tpy) of VOC 10 tpy of NO_x 15 tpy of PM₁₀ 10 tpy of PM_{2.5} </td> </tr> </table> <p>Project Impacts</p> <p>The construction emissions for the project would not exceed BAAQMD’s daily emissions thresholds as demonstrated in the table below, and therefore would be considered less than significant or not adverse.</p> <p>Table 3 Estimated Maximum Daily Construction Criteria Air Pollutant Emissions</p> <table border="1" data-bbox="636 1062 1461 1247"> <thead> <tr> <th rowspan="2">Activity</th> <th colspan="6">Pollutant Emissions (pounds/day)¹</th> </tr> <tr> <th>VOC</th> <th>NO_x</th> <th>CO</th> <th>SO₂</th> <th>PM₁₀</th> <th>PM_{2.5}</th> </tr> </thead> <tbody> <tr> <td>2024</td> <td>1.21</td> <td>11.90</td> <td>11.80</td> <td>0.02</td> <td>2.75</td> <td>1.53</td> </tr> <tr> <td>2025</td> <td>50.30</td> <td>6.27</td> <td>11.10</td> <td>0.02</td> <td>1.42</td> <td>0.49</td> </tr> <tr> <td>Maximum Daily Emissions</td> <td>50.30</td> <td>11.90</td> <td>11.80</td> <td>0.02</td> <td>2.75</td> <td>1.53</td> </tr> <tr> <td>BAAQMD Threshold</td> <td>54</td> <td>54</td> <td>*</td> <td>*</td> <td>82</td> <td>54</td> </tr> <tr> <td>Exceeds Threshold?</td> <td>No</td> <td>No</td> <td>No</td> <td>No</td> <td>No</td> <td>No</td> </tr> </tbody> </table> <p><small>Notes: Source: CalEEMod Version 2022.1.1.22</small></p> <p>The data in the table below shows that emissions from the operation of the proposed project does not exceed BAAQMD thresholds. Therefore, the impact is considered less than significant or not adverse.</p> <p>Table 4 Estimated Maximum Daily Operational Criteria Air Pollutant Emissions</p>	<ul style="list-style-type: none"> Daily thresholds 54 pounds per day (lbs/day) of VOC 54 lbs/day of NO_x 82 lb/day of PM₁₀ 54 lbs/day of PM_{2.5} 	<ul style="list-style-type: none"> Annual thresholds 10 tons per year (tpy) of VOC 10 tpy of NO_x 15 tpy of PM₁₀ 10 tpy of PM_{2.5} 	Activity	Pollutant Emissions (pounds/day) ¹						VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}	2024	1.21	11.90	11.80	0.02	2.75	1.53	2025	50.30	6.27	11.10	0.02	1.42	0.49	Maximum Daily Emissions	50.30	11.90	11.80	0.02	2.75	1.53	BAAQMD Threshold	54	54	*	*	82	54	Exceeds Threshold?	No	No	No	No	No	No
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		<p>Based on the ultra-conservative assumptions in the report, the 30-year, cumulative carcinogenic health risk to an individual born during the opening year of the project and located in the project vicinity for the entire 30-year duration, is a maximum of 17.94 in a million at receptor location 1, as shown in the table below per the Hot Spots Analysis and Reporting Program (HARP). Therefore, as the 30-year exposure cancer risk exceeds the BAAQMD threshold of 10 in a million, mitigation is required.</p> <p>Table 5 Cumulative Carcinogenic Risk, 30-Year Exposure Scenario</p> <table border="1" data-bbox="641 804 1461 1010"> <thead> <tr> <th>Receptor ID</th> <th>Average Annual Concentration (ug/m3)</th> <th>Peak Hour Concentration (ug/m3)</th> <th>Unmitigated Cumulative RISK (per million)</th> <th>Mitigated Cumulative RISK (per million)</th> <th>Noncarcinogenic Hazards Index</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>0.0207</td> <td>0.0749</td> <td>17.94</td> <td>2.69</td> <td>0.0150</td> </tr> <tr> <td>2</td> <td>0.0207</td> <td>0.0746</td> <td>17.93</td> <td>2.69</td> <td>0.0149</td> </tr> <tr> <td>3</td> <td>0.0189</td> <td>0.0686</td> <td>16.31</td> <td>2.45</td> <td>0.0137</td> </tr> <tr> <td>4</td> <td>0.0144</td> <td>0.0543</td> <td>12.48</td> <td>1.87</td> <td>0.0109</td> </tr> </tbody> </table> <p>AQ1 requires minimum efficiency reporting value (MERV) 13 filters that would remove a substantial amount of particulates, including DPM. MERV 13 filters have a particle size removal efficiency rating of greater than 90 percent for particulates 3 micron to 10 microns in size and a rating of 85 percent for particles 1.0 to 3.0 micron in size. A MERV 13 filter creates more resistance to airflow because the filter media becomes denser as efficiency increases. The MERV filters do not remove gaseous pollutants; however. Therefore, indoor (interior) exposure to DPM (of particles greater than 1.0 micron) and consequently cancer risk would be reduced by 85 percent, to 2.69 in one million; less than the 10 in one million BAAQMD threshold. Outdoor levels would still present a risk level exceeding the BAAQMD threshold of 10 in one million.</p> <p><u>Project-Specific Mitigation Measure:</u></p> <p>AQ1. Install minimum efficiency reporting value (MERV) 13 filters in the project. Heating, air conditioning and ventilation (HVAC) systems shall be installed with a fan unit power designed to force air through the MERV filter. To ensure long-term maintenance and replacement of the MERV filters in the individual units, the owner/property manager shall maintain</p>	Receptor ID	Average Annual Concentration (ug/m3)	Peak Hour Concentration (ug/m3)	Unmitigated Cumulative RISK (per million)	Mitigated Cumulative RISK (per million)	Noncarcinogenic Hazards Index	1	0.0207	0.0749	17.94	2.69	0.0150	2	0.0207	0.0746	17.93	2.69	0.0149	3	0.0189	0.0686	16.31	2.45	0.0137	4	0.0144	0.0543	12.48	1.87	0.0109
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4	0.0144	0.0543	12.48	1.87	0.0109																											

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>and replace MERV filters in accordance with the manufacturer’s recommendations. The property owner shall inform renters of increased risk of exposure to diesel particulates when windows are open.</p> <p>Source Documentation: (13) (14) (15) (16) (Appendix D)</p>
<p>Coastal Zone Management Coastal Zone Management Act, sections 307(c) & (d)</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The project site is located in the City of Redwood City within an urban area of the San Francisco Bay Area. Approximately halfway between San Francisco to the north and San Jose to the south. The project is subject to requirements of the San Francisco Bay Conservation and Development Commission, as the designated governing body over the Local Coastal Program in the greater Bay Area. Activities requiring permit approval include:</p> <p>Filling: Placing solid material, building pile-supported or cantilevered structures, disposing of material or permanently mooring vessels in the Bay or in certain tributaries of the Bay.</p> <p>Dredging: Extracting material from the tidal waters.</p> <p>Shoreline Projects: Nearly all work, including grading, on the land within 100 feet of the Bay shoreline.</p> <p>Other Projects: Any filling, new construction, major remodeling, substantial change in use, and many land subdivisions in the Bay, along the shoreline, in salt ponds, duck hunting preserves or other managed wetlands adjacent to the Bay.</p> <p>The proposed project does not involve activities within 100 feet of the Bay shoreline or any of the other activities described above that requires a permit. The project site is over ½ mile from the shoreline/San Francisco Bay and therefore not immediately adjacent to the Bay.</p> <p>A Coastal Development Permit is not required, and the project is not in the Coastal Zone.</p> <p>Source Documentation: (6) (17)</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
<p>Contamination and Toxic Substances 24 CFR Part 50.3(i) & 58.5(i)(2)</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>EBA Engineering conducted a <i>Phase I Environmental Site Assessment Update</i> in April 2024. Excerpts follow.</p> <p>Phase I Environmental Site Assessment Update</p> <p>The following presents the findings of a Phase I Environmental Site Assessment (ESA) Update performed by EBA Engineering (EBA) for the property located at 112 Vera Avenue in Redwood City, California that is further designated as San Mateo County Assessor’s Parcel Number (APN) 053-064-130. The Phase I ESA was performed in conformance with American Society of Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM E1527-21).</p> <p>The purpose of the environmental site investigation is to assess the possible contamination of the subject property with hazardous or toxic substances or wastes. A site may contain these substances or wastes as a result of current or past site activities, unauthorized dumping or disposal, or migration of contaminants from adjacent or nearby properties.</p> <p>The scope of services performed was in general accordance with the scope and limitations of ASTM’s Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM E1527-21) and included records review, research of historical records, interviews with past and present owners and occupants, interviews with state and/or local government officials, a site reconnaissance, and an analysis of the subject property’s physical setting.</p> <p><u>Site and Setting</u></p> <p>The subject property is developed with five partially constructed residential duplex structures, totaling approximately 8,430 square feet, which are currently vacant. The subject property is bordered to the north by Firestone Complete Auto Care, to the east by Vera Avenue, to the west by an alley and residential structures, and to the south by multifamily residential structures.</p> <p><u>Historical Uses of the site</u></p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>The subject property parcel is indicated to have been undeveloped lands from at least 1888 until development of the property with the five current duplex buildings in 1946. The subject property is indicated to have remained in residential use until the duplex structures were reportedly razed in 2019 after sitting unoccupied for a number of years due to apparent code violations for squalid conditions. EBA understands that reconstruction of five new duplex structures began in 2020 but construction was halted due to the COVID-19 pandemic and the buildings remain partially rebuilt and unoccupied.</p> <p><u>Regulatory Records Review</u></p> <p>EBA contracted EDR to conduct a comprehensive Federal, State, and local environmental records search for the subject property and properties within a one-mile radius of the subject property boundary. The purpose of the database search was to identify potential exposure to the subject property from various environmental concerns and/or hazardous materials releases. The Environmental Record Search (ERS) consists of a map showing the location of the identified sites relative to the subject property, a summary listing the identified sites by street names, and a final report describing the sources investigated and the resulting findings. It should be noted that the findings are those noted on the regulatory database(s) and that accuracy and completeness of record information varies among information sources, including government sources. The ERS findings are supplemented by interviews with owners/occupants/employees, and local government officials, as necessary. Agency records review and historical data review are also used to ascertain the potential environmental significance of sites reported in the ERS. In some instances, to avoid an exhaustive discussion of the numerous sites identified by EDR, the facilities are discussed together, and conclusions consolidated.</p> <p>The subject property is not identified in regulatory agency databases or files as having issues of environmental concern. Further, there is no indication of the use, storage or disposal of hazardous materials or wastes at the subject property. Lastly, there is no indication of the current or historical use of underground fuel storage tanks (USTs) or dump sites at the subject property.</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>The EDR records search identified numerous offsite environmentally regulated facilities within the requested search radii of the subject property, most of which are leaking underground storage tank (LUST), Cleanup Program Site (CPS) facilities, Department of Toxic Substances Control (DTSC) investigation and cleanup sites, or Military Cleanup sites. Many of the listings included in the EDR records search are identified on multiple databases. Of the EDR database listings, the LUST, CPS, DTSC and Military cleanup listings typically pose the greatest threat of an impact as these database listings are the result of an unauthorized release of hazardous chemicals to the environment.</p> <p>The EDR records search also identified several properties within the requested search radii of the subject property as currently or having historically operated USTs. These databases include the SWEEPS UST (Statewide Environmental Evaluation and Planning System), HIST UST (Historical UST Registered Database), CERS Tanks (list of sites in the California Environmental Protection Agency Regulated Site Portal), and CA FID UST (this Facility Inventory Database contains active and inactive UST locations) listings. Many of these facilities are also listed on the LUST, CPS and/or DTSC Cleanup databases.</p> <p>The facilities which are closest to the subject property, and/or which warrant additional discussion are discussed in detail below.</p> <p><u>Firestone Store #3671, 1458 El Camino Real (Closed LUST)</u></p> <p>The Firestone Store #3671 facility is adjacent to the east-northeast of the subject property and is listed on the LUST database due to the reported historical release of petroleum hydrocarbons from a former UST at the site. EBA understands that one 550-gallon waste oil UST was removed from the site in December 1998 under the supervision of the San Mateo County Health, Environmental Health Services. EBA further understands that the UST was constructed of double-wall fiberglass materials and was installed in 1987 to replace a previous steel UST in the same location. Visible hydrocarbon impacts on soils at a depth of approximately two feet bgs surrounding the manhole of the UST were reportedly observed and petroleum staining on pea gravel backfill was noted. According to the overseeing SMCEHS inspector, the removed UST indicated evidence of leakage, as free product was</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>observed on the surface of the groundwater encountered within the UST excavation. The top of the removed UST prior to its removal was reportedly approximately four feet bgs and the UST excavation extended to nine feet bgs, at which depth groundwater was encountered. Approximately four cubic yards of soil were reported removed from the excavation and stockpiled onsite, and water with product was pumped from the excavation prior to backfilling</p> <p><i>See Appendix E for a complete case file summary of constituents of concern and testing levels.</i></p> <p>Based on EBA's review of available information, combined with the reported northeasterly groundwater flow direction (away from the subject property), the historical release from the former UST at this site is not seen as posing a threat of significant impact to the subject property.</p> <p><u>Former Chevron #9-4256, 1502 El Camino Real (Closed LUST)</u></p> <p>The former Chevron facility is located approximately 75 feet to the east of the subject property, across Vera Avenue and is listed as a closed LUST facility as a result of the reported historical releases of petroleum hydrocarbons and VOCs from former USTs (Weiss Associates, 1995). In 1987 the Chevron station was reportedly demolished, and all aboveground and subsurface installations and surrounding soil were removed. Between 1987 and 1989, eight monitoring wells were reportedly installed to characterize the extent of hydrocarbons in soil and ground water beneath the site. In 1989, an additional 2,350 cubic yards of soil were excavated in the vicinity of the former UST complex and former pump islands. Subsequently, one additional downgradient monitoring well and a groundwater extraction system were installed at the site.</p> <p>It is reported that groundwater extraction was performed at the site over a six-year period that resulted in the removal of 4.5 million gallons of groundwater and a subsequent decrease in benzene concentrations in former onsite monitoring wells from 10,000 µg/L to 5 µg/L. Following shut-down of the remediation system and subsequent post-remedial groundwater monitoring, Weiss Associates concluded that petroleum hydrocarbon and VOC concentrations</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>within groundwater had reached asymptotic levels, and the groundwater plume was not migrating. Over the course of the groundwater monitoring program a north-northeasterly groundwater flow direction was documented.</p> <p>The LUST case received regulatory agency closure on May 19, 1997 from the SMCEHS indicating that source materials had been removed to the extent practicable, the extent of the groundwater impacts was defined, and the groundwater plume was not migrating. Based on EBA's review of available information, combined with the documented groundwater flow direction and distance, this site is not seen as posing a threat of significant impact to the subject property.</p> <p><u>Former RMC Lonestar, 25 Maple Street (Closed LUST)</u></p> <p>The former RMC Lonestar facility is a closed LUST facility located approximately 450 feet to the northeast of the subject property. This facility reportedly historically operated as a concrete ready mix and concrete batch plant from 1927 until 1990 after which time the facility was shut down (RMC Lonestar Environmental Services Department [RMC], 1996). EBA understands that one 500-gallon kerosene UST, one 2,000-gallon gasoline UST, and one 5,000-gallon diesel UST were removed from the site in 1991. Analytical results from the testing laboratory indicated that the soil around the tanks contained elevated levels of TPHg and BTEX. Diesel contamination was reportedly only detected in a relatively small amount of stockpiled soil from around the former diesel tank. Following UST removal activities, approximately 260 cubic yards of contaminated soil were reportedly over-excavated from the site. Confirmation soil samples and a grab groundwater sample collected from the excavation reportedly indicated concentrations of TPHg and BTEX above LRLs. As such, an additional 500 cubic yards of contaminated soil were over-excavated from the site. Confirmation soil samples reportedly indicated residual impacted soils remained at select locations. However, the grab groundwater sample was reportedly below LRLs for all target analytes.</p> <p><i>See Appendix E for a complete case file summary of constituents of concern and testing levels.</i></p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p><i>Please see Appendix E for a complete discussion of nearby sites</i></p> <p>Asbestos</p> <p>The Occupational Safety and Health Administration (OSHA) regulation 29 CFR 1926.1101 requires certain construction materials to be presumed to contain asbestos, for purposes of this regulation. All thermal system insulation (TSI), surfacing material, and asphalt/vinyl flooring that are present in a building constructed prior to 1981 and have not been appropriately tested are presumed asbestos containing material (PACM). The existing structures were reportedly razed down to the foundations in 2019 and were partially rebuilt before construction ceased at the property in 2020. A pre-demolition asbestos inspection was completed at the subject property by NorBay Consulting in 2023. Since the various residences will be demolished, the inspection is required as per Cal-OSHA and Bay Area Air Quality Management District (BAAQMD) regulations. A total of eighteen (18) samples of building materials and concrete foundational materials were collected during the inspection by NorBay. Upon analysis by Polarized Light Microscopy (PLM), none of the materials were found to contain varying percentages of asbestiform minerals or asbestos. As reported by NorBay, analytical results indicated that no asbestos was present in the suspected materials thus there appears to be no asbestos impacts involved with the demolition of the five residential structures.</p> <p>Lead Based Paint</p> <p>Lead based paint is defined as any paint, varnish, stain, or other applied coating that has 1 milligram per square centimeter (or 5,000 ug/g or 0.5% by weight) or more of lead. The United States Congress passed the Residential Lead-Based Paint Hazard Reduction Act of 1992, also known as Title X, to protect families from exposure to lead from paint, dust, and soil. Under Section 1017 of Title X, intact LBP on most walls and ceilings is not considered a hazard, although the condition of the paint should be monitored and maintained to ensure that it does not become deteriorated. Further, Section 1018 of this law directed the Housing and Urban Development and the U.S. Environmental Protection Agency to require the disclosure of known</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>information on lead-based paint and hazards associated with lead-based paint before the sale or lease of most housing built before 1978.</p> <p>The on-site structures were razed down to the foundations in 2019 and only partially reconstructed that contain wooden siding with no painted surfaces. Due to the recently partially constructed buildings and lack of any painted surfaces, no sampling is required per the Certified Asbestos Inspector (see Appendix E).</p> <p>Radon</p> <p>The U.S. Environmental Protection Agency Radon Zone Classification for San Mateo County is 2, which is defined as having a moderate potential risk due to a predicted average indoor radon screening concentration from 2 picocuries per liter (pCi/L) to 4 pCi/L. The U.S. EPA action level for radon is 4.0 pCi/L. Based on the radon concentration information, it is unlikely that radon abatement activities would be required at the subject property.</p> <p>Vapor Encroachment Conditions</p> <p>EBA conducted an evaluation for vapor encroachment conditions (VECs) using methodology established in ASTM Standard of Practice E2600-10. The minimum distance criteria for the assessment of petroleum hydrocarbon releases pursuant to ASTM 2600-10 is one-tenth mile (528 feet) and one-third mile (1,720 feet) for volatile organic compounds. The objective of the VEC screen was to evaluate if a VEC exists, is likely to exist, can or cannot be ruled out.</p> <p>Groundwater in the vicinity of the subject property has been demonstrated to vary in depth seasonally from approximately eight to 10 feet bgs and the groundwater flow direction is reported to be northeasterly.</p> <p>There is no indication of the use, storage or disposal of hazardous materials or wastes at the subject property. Also, as discussed herein, there are several properties located within approximately 500 feet of the subject property that have had documented releases of petroleum products and/or VOCs, including the adjacent Firestone Auto Center to the east-northeast, and the ELCO Yards properties to the east across El</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>Camino Real. However, as discussed herein, groundwater beneath the subject property is unlikely to contain concentrations of petroleum hydrocarbons and/or VOCs associated with the Firestone and the ELCO Yards properties which would exceed respective Groundwater VI Risk Levels and represent a vapor intrusion concern at the subject property. As such, A VEC that represents a vapor intrusion concern at the subject property can be ruled out as it is not likely to exist.</p> <p>Recognized Environmental Conditions</p> <p>Recognized Environmental Conditions (RECs) are defined by ASTM Standard Practice E1527-21 as the presence of hazardous substances or petroleum products in, on, or at the subject property due to a release to the environment; (2) the likely presence of hazardous substances or petroleum products in, on, or at the subject property due to a release or likely release to the environment; or (3) the presence of hazardous substances or petroleum products in, on, or at the subject property under conditions that pose a material threat of a future release to the environment. In the course of performing this ESA, EBA did not identify any RECs associated with the subject property or any of the adjoining parcels.</p> <p><u>Conclusions</u></p> <p>EBA Engineering performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E1527-21 of the property located at 112 Vera Avenue in Redwood City, California that is designated as San Mateo County Assessor’s Parcel Number (APN) 053-064-130. Based on conclusions from the environmental records search, historical data review, and the site reconnaissance EBA finds no recognized environmental conditions in direct connection with the current or historical use of the subject property.</p> <p>EBA had no recommendations for additional environmental assessment of the subject property.</p> <p>No mitigation is needed.</p> <p>Source Documentation: (18) (Appendix E)</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
<p>Endangered Species</p> <p>Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>Context</p> <p>The project site is located in an urban area within San Mateo County and is currently improved with five buildings whose construction was started in 2019 and abandoned in 2020. The site was under re-construction with the original duplex buildings, internal drive and landscaping. There are mature trees at the street and on the site. affordable senior housing complex, with buildings, parking and landscaping covering the site.</p> <p>There are no wetlands, creeks or riparian habitat on the site or adjacent. The nearest water body is channelized Redwood Creek, approximately 381 feet east at the nearest point, across El Camino Real (SR-82). The site is about a mile and a half (1.5) miles from the San Francisco Bay to the north.</p> <p>Federally-Listed Endangered and Threatened Species</p> <p>The United States Fish and Wildlife Service (USFWS) was contacted on August 22, 2024 for a list of Special-Status plants and animals that have a potential to occur on the subject property. The following list was provided.</p> <p><u>Mammals:</u></p> <ul style="list-style-type: none"> • Salt Marsh Harvest Mouse (<i>Reithrodontomys raviventris</i>) <p><u>Birds:</u></p> <ul style="list-style-type: none"> • California Least Tern (<i>Sternula antillarum browni</i>) • California Ridgway’s Rail (<i>Rallus obsoletus obsoletus</i>) • Marbled Murrelet (<i>Brachyramphus marmoratus</i>) • Western Snowy Plover (<i>Charadrius nivosus nivosus</i>) • Yellow-billed Cuckoo (<i>Coccyzus americanus</i>) <p><u>Reptiles:</u></p> <ul style="list-style-type: none"> • Green Sea Turtle (<i>Chelonia mydas</i>) • Northwestern Pond Turtle (<i>Actinemys marmorata</i>)

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<ul style="list-style-type: none"> • San Francisco Garter Snake (<i>Thamnophis sirtalis tetrataenia</i>) <p><u>Amphibians:</u></p> <ul style="list-style-type: none"> • California Red-legged Frog (<i>Rana draytonii</i>) • California Tiger Salamander (<i>Ambystoma californiense</i>) • Foothill Yellow-legged Frog (<i>Rana boylei</i>) <p><u>Insects</u></p> <ul style="list-style-type: none"> • Monarch Butterfly (<i>Danaus plexippus</i>) <p><u>Flowering Plants</u></p> <ul style="list-style-type: none"> • California Seablite (<i>Suaeda californica</i>) • Fountain Thistle (<i>Cirsium fontinale var. fontinale</i>) • Marin Dwarf-flax (<i>Hesperolinon congestum</i>) • San Mateo Thornmint (<i>Acanthomintha obovate ssp. Duttonii</i>) • Showy Indian Clover (<i>Trifolium amoenum</i>) <p><u>Critical Habitats</u></p> <ul style="list-style-type: none"> • None <p>Site Conditions</p> <p>The site is largely covered in impervious surfaces (building and paved parking lot). There are only small areas of landscaping. The site is surrounded by a chain-link fence. The project site is urban infill, and the project is redevelopment at a higher density.</p> <p>The project site contains no habitat for Special-Status plants and animals. There does not appear to be any potential to affect listed species or their habitat. There is no effect in this regard.</p> <p>The site is not identified in the Downtown Precise Plan <i>Environmental Impact Report</i> as lying within one of two potentially sensitive habitat types that were identified, northern coastal salt marsh and watercourses. Both are located in the portion of Redwood Creek in the Downtown Precise Plan area that is not contained within a culvert. As stated previously, the project site lies approximately 381 feet from the</p>

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		<p>culvert of Redwood Creek, across El Camino Real, at the closest point. The project site is not within or near any identified sensitive habitat areas.</p> <p>Trees</p> <p>An <i>Arborist Report</i> was prepared for the project in May and June of 2024. Excerpts follow.</p> <p>Most protected trees surveyed were London plane street trees. One protected tree was a coast redwood growing on a lot across the alleyway from the project site.</p> <p>Table 6 Tree Summary</p> <table border="1" data-bbox="639 890 1461 1251"> <thead> <tr> <th colspan="3">General</th> </tr> <tr> <th colspan="2">Total Trees Inventoried</th> <th>Count</th> </tr> </thead> <tbody> <tr> <td colspan="2">Total</td> <td>11</td> </tr> <tr> <td colspan="2">Species</td> <td>3</td> </tr> <tr> <th colspan="3">Regulated Trees</th> </tr> <tr> <th colspan="3">Protected Trees</th> </tr> <tr> <td colspan="2">All trees > 12" trunk diameter</td> <td>1</td> </tr> <tr> <td colspan="2">Street Tree, Right – of - Way</td> <td>6</td> </tr> <tr> <th colspan="3">Tree Disposition Categories – All Trees</th> </tr> <tr> <td>R.I. –</td> <td>Remove due to construction impacts</td> <td>4</td> </tr> <tr> <td>R.C. –</td> <td>Remove due to condition (poor condition)</td> <td>0</td> </tr> <tr> <td>S.C. -</td> <td>Remove due to site constraints</td> <td>0</td> </tr> <tr> <td>R.T., I.M. -</td> <td>Retain tree. Preservable, low, or moderate impacts that can be mitigated</td> <td>7</td> </tr> </tbody> </table> <p><i>*It should be noted that the construction type involves cranes that could impact the number of trees removed to accommodate crane operations.</i></p> <p>Conclusion</p> <p>The project does not have the potential to affect listed species due to the lack of any suitable habitat on the site, except for trees. There is <i>No Effect</i> under the Endangered Species Act.</p> <p>Mitigations are required to prevent effects to nesting birds during construction.</p> <p><i>Mitigations Required:</i></p> <p>VW1. All tree removal and trimming, as well as ground disturbing activities, shall be scheduled to take place outside of the breeding season (February 15 to August 31). If construction is</p>	General			Total Trees Inventoried		Count	Total		11	Species		3	Regulated Trees			Protected Trees			All trees > 12" trunk diameter		1	Street Tree, Right – of - Way		6	Tree Disposition Categories – All Trees			R.I. –	Remove due to construction impacts	4	R.C. –	Remove due to condition (poor condition)	0	S.C. -	Remove due to site constraints	0	R.T., I.M. -	Retain tree. Preservable, low, or moderate impacts that can be mitigated	7
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		<p>unavoidable during this time, a qualified biologist shall conduct a survey for nesting birds no more than three days prior to the removal or trimming of any tree and prior to the start of ground disturbing activities. If active nests are not present, project activities can proceed as scheduled. If active nests of protected species are detected, a buffer will be established around the nest based on consultation with CDFG and based on CDFG standards, which buffer shall remain in place until the City of Redwood City has determined, in consultation with a qualified biologist, that the buffer is no longer necessary to avoid significant impacts to the nest.</p> <p>VW2. Any project that occurs in the Downtown Precise Plan (DPP) area that would involve the removal of any tree shall complete the application and review process specified in the City of Redwood City’s Tree Preservation Ordinance (Municipal Code Chapter 35) prior to project approval. The applicant shall follow all local codes in regard to Tree Permits, replacement plantings and Tree Protection Zones as required by the City of Redwood City.</p> <p>Source Documentation: (6) (15) (19) (20) (21) (Appendix C)</p>										
<p>Explosive and Flammable Hazards 24 CFR Part 51 Subpart C</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Existing ASTs</p> <p>An EDR Radius Map Report with a custom search distance was pulled on August 22, 2024 for Above Ground Storage Tanks (ASTs) within a mile. There are 10 reported ASTs within a one mile radius of the site.</p> <p>The Acceptable Separation Distance (ASD) was calculated for each tank using HUD’s tool and shown in the table below.</p> <p>Table 7 Above Ground Storage Tanks (ASTs) within a 1-mile Radius</p> <table border="1" data-bbox="634 1619 1463 1795"> <thead> <tr> <th>Name</th> <th>Distance</th> <th>Gallons</th> <th>Safe Distances</th> <th>Exceeds Acceptable Distances (ASD)?</th> </tr> </thead> <tbody> <tr> <td colspan="5" style="background-color: #cccccc;"> </td> </tr> </tbody> </table>	Name	Distance	Gallons	Safe Distances	Exceeds Acceptable Distances (ASD)?					
Name	Distance	Gallons	Safe Distances	Exceeds Acceptable Distances (ASD)?								

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations				
		AT&T California P3 1121 Jefferson Avenue	906 feet north northwest (NNW)	Not reported ** Where gallons are not reported, 1,320 gallons are used.	311 feet ASD Thermal Radiation for People 58 feet ASD for Thermal Radiation for Buildings	No
		County Office Building 455 County Center	2,765 feet north	1,320 gallons	311 feet ASD Thermal Radiation for People 58 feet ASD for Thermal Radiation for Buildings	No
		Astound Broadband 1420 Marshall Street	0.672 miles northeast or 3,547 feet	Not reported	311 feet ASD Thermal Radiation for People 58 feet ASD for Thermal Radiation for Buildings	No
		Municipal Services 1400 Broadway	0.772 miles northeast or 4,075 feet	10,000	722 feet ASD Thermal Radiation for People 146 feet ASD for Thermal Radiation for Buildings	No

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations				
		A-1 Rental Center 1125 Arguello Street	0.85 miles northwest or 4,488 feet	1,320 gallons	311 feet ASD Thermal Radiation for People 58 feet ASD for Thermal Radiation for Buildings	No
		Speedee Oil Chang 550 Veterans	0.889 miles NNW or 4,695 feet	1,320 gallons	311 feet ASD Thermal Radiation for People 58 feet ASD for Thermal Radiation for Buildings	No
		California Highway Patrol 355 Convention Way	0.93 miles north or 4,910 feet	Not reported	311 feet ASD Thermal Radiation for People 58 feet ASD for Thermal Radiation for Buildings	No
		Land Rover 440 Convention Way	0.959 miles NNW or 5,065 feet	1,320 gallons	311 feet ASD Thermal Radiation for People 58 feet ASD for Thermal Radiation for Buildings	No

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>				
		<p>Flyers #402 (gas station) 410 Blomquist Street</p>	<p>0.971 miles northeast or 5,126 feet</p>	<p>Not reported</p>	<p>311 feet ASD Thermal Radiation for People 58 feet ASD for Thermal Radiation for Buildings</p>	<p>No</p>
		<p>Jiffy Lube 640 Whipple Avenue</p>	<p>0.971 miles northeast or 5,126 feet</p>	<p>Not reported</p>	<p>311 feet ASD Thermal Radiation for People 58 feet ASD for Thermal Radiation for Buildings</p>	<p>No</p>
<p>As shown above, there are no ASTs nearby that pose an explosive hazard to future residents of the project site.</p> <p>Planned ASTs</p> <p>The City of Redwood City’s <i>Development Projects</i> interactive GIS website was accessed on August 22, 2024. There are numerous development projects nearby, however, none involve above ground storage tanks that would pose an explosive hazard to residents.</p> <p>Conclusion</p> <p>The building and future residents will not be located near any explosive hazards.</p> <p>Source Documentation: (6) (7) (22) (23) (24) (Appendix E)</p>						
<p>Farmlands Protection Farmland Protection Policy Act of 1981, particularly sections</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Prime farmland is land best suited for producing food, forage, fiber, and oilseed crops and also available for these uses (the land could be cropland, pastureland, rangeland, forest land, or other land but not urban built-up land or water).</p>				

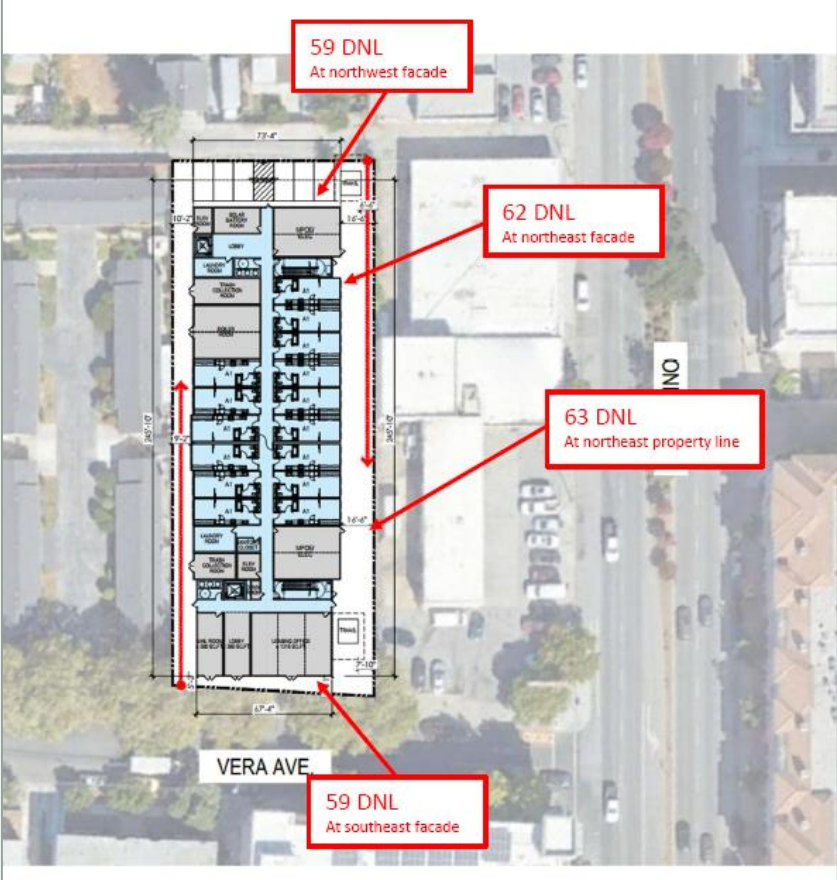
<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
<p>1504(b) and 1541; 7 CFR Part 658</p>		<p>The site is 100% underlain with Urban land per US Department of Agriculture Web Soil Survey accessed on August 22, 2024. The site does not contain Prime Farmland.</p> <p>The project site is already developed with five duplex buildings that are not completed. The project will increase density at the site, but there is no change in land use or conversion of farmland. There is no impact to farmlands.</p> <p>Source Documentation: (25) (Appendix H)</p>
<p>Floodplain Management Executive Order 11988, particularly section 2(a); 24 CFR Part 55</p>	<p>Yes No <input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>The entire project site is located in the Federal Flood Risk Management Standard (FFRMS) floodplain (500-year floodplain).</p> <p>The 500-year floodplain is identified by the Federal Emergency Management Agency (FEMA) as an area of floodplain risk that invokes the <i>8-Step Decision Making Process for projects located in a Floodplain</i>, including Noticing, public comment, and an alternatives analysis. The 8-Step Process determined that there was no alternative than to locate the project in a floodplain.</p> <p>The project Finish Floor Elevation 7.5 feet above the Base Flood Elevation (BFE) where 2 feet is required. Until the applicant can obtain a Final Letter of Map Amendment (LOMA) post-construction, the project sponsor is required to carry FEMA flood insurance.</p> <p><i>Mitigations Required</i></p> <p>FL1. It is understood that the project site will be elevated outside of the 500-year floodplain per plans. The project sponsor will construct the building with the Finish Floor Elevation at or 2' above Base Flood Elevation (BFE) of 10'.</p> <p>FL2. The project applicant must do one of the following:</p> <ul style="list-style-type: none"> a. Seek a Letter of Map Amendment (LOMA) from FEMA based on Fill (LOMA-F) or other FIRM Map Amendment as appropriate, showing the site is 2' above the BFE of 10'; b. Provide evidence of FEMA flood insurance; or

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>c. Provide a Pre-Construction Elevation Certificate and a (post-construction) Final Elevation Certificate, showing the building 2’ above the 10’ BFE. Source Documentation: (10) (11) (12) (Appendix C)</p>
<p>Historic Preservation 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>Undertaking The Vera Avenue Apartments project proposes new construction of affordable housing on one 0.6-acre parcel (APN 053-064-130) with address 112 Vera Avenue, Redwood City, San Mateo County, California 94061. The site contains five partially constructed single family homes that will be demolished to construct a new, seven-story elevator-served high rise building with 178 residential units. The unit mix will be 25 studios and 151 one-bedroom units. A total of six (6) parking spaces will be provided onsite. Amenities include community room, gym, laundry facilities and business center. The project includes demolition, reconstruction and trenching work required to provide utilities to the site and to upgrade any required facilities that may be in the public right-of-way, including curb, gutter and sidewalk as needed. The project is 100% affordable.</p> <p>Area of Potential Effects Area of Potential Effect (APE) as the boundary of the project property for direct effects (Direct APE) and adjacent/facing properties for indirect effects (Indirect APE).</p> <p>Evaluation Historic Resource Associates prepared a Section 106 study for the project in June 2024. following a field inspection of the project site and review of archaeological and historical data at the NWIC, the BERD, and records for Redwood City, no historic properties were identified in the project Area of Potential Effects either for direct effects (subject) or indirect effects (adjacent and facing properties).</p> <p>There is one nearby building listed in the California Built Environment Resource Directory (BERD) at 1322 El Camino Real known as “The Record Mart” #671020, and listed as a 5S3, (appears to be eligible for local listing or designation through survey evaluation). The commercial</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>building, which lies 375’ to the southeast, faces east towards El Camino Real and was built in 1929. The project as designed will have no affect to 1322 El Camino Real either directly or indirectly. This resource is not in the Indirect APE, but due to the height of the building, was considered in the report. No additional archaeological or historical study was recommended for the project.</p> <p><u>Native American Contacts</u></p> <p>There are no Federally recognized Native American tribes in San Mateo County, as reported by HUD’s <i>Tribal Directory Assessment Tool</i>. A search of the Sacred Lands File by the Native American Heritage Commission returned <u>positive</u> results. All of the tribes provided by the NAHC were sent a letter inviting consultation under Section 106.</p> <p>Two tribes responded, who both expressed sensitivity concerns regarding the location of the nearby mound and requested on-site tribal monitoring. The consultations resulted in development of an Archaeological Monitoring and Treatment Plan (AMP) that is currently being developed and must be agreed upon by all parties prior to the commencement of construction. Adherence to the AMP will be a requirement of approval of the NEPA review.</p> <p>Conclusion</p> <p>Review did not result in the identification of any National Register-listed or eligible cultural resources within the APE. Furthermore, there is an undetermined likelihood for buried resources to be encountered during project-related ground disturbing activities. As such, a finding of no historic properties affected for the Undertaking pursuant to 36 CFR 800.4(d)(1) was recommended.</p> <p>Consultation</p> <p>On November 21, 2024, the Agency Official, CalHFA, agreed with the description of the Undertaking and Area of Potential Effects, further that no historic properties were identified within it; therefore a finding of no historic properties was appropriate. CalHFA then initiated consultation with the State Historic Preservation Officer with letter</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>and package of information via E-mail to ohp@calshpo.ca.gov per COVID19 protocol.</p> <p>On December 23, 2024, 30 days elapsed and the State Historic Preservation Officer, Julianne Polanco did not object to the determination of no historic properties affected. This concludes Section 106.</p> <p><i>Mitigations Required:</i></p> <p>HP1. Tribal consultations resulted in development of an Archaeological Monitoring and Treatment Plan (AMP) that must be agreed upon by all parties and finalized with CalHFA’s approval prior to the commencement of construction.</p> <p>Source Documentation: (1) (26) (27) (28) (29) (30) (31) (32) (33) (34) (Appendix F)</p>
<p>Noise Abatement and Control</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</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Regulatory Background</p> <p>The U.S. Department of Housing and Urban Development (HUD) environmental noise regulations are set forth in the Code of Federal Regulations, Title 24, Part 51B . The following exterior noise standards for new housing construction would be applicable to this project:</p> <ul style="list-style-type: none"> • Acceptable – 65 dBA DNL or less; • Normally Unacceptable – Exceeding 65 dBA DNL but not exceeding 75 dBA DNL (appropriate sound attenuation measures must provide an additional 5 decibels of attenuation over that typically provided by standard construction in the 65 dBA DNL to 70 dBA DNL zone; 10 decibels additional attenuation in the 70 dBA DNL to 75 dBA DNL zone); • Unacceptable – Exceeding 75 dBA DNL. <p>These noise standards also apply, “... at a location 2 meters from the building housing noise sensitive activities in the direction of the predominant noise source...” and “...at other locations where it is determined that quiet outdoor space is required in an area ancillary to the principal use on the site.”</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>The above standards apply to new construction.</p> <p>HUD Noise Study</p> <p>MD Acoustics (MD) conducted a <i>HUD Noise Assessment and Noise Mitigation Compliance Report</i> for the project in April 2024. Excerpts follow.</p> <p><u>Future Exterior Noise</u></p> <p>The main noise source to the site includes traffic on El Camino Real. The project site is outside of any airport 60 dBA CNEL contours.</p> <p>MD performed traffic noise calculations (per HUD guidelines) for the site using cumulative future traffic counts from the City of Redwood City General Plan Environmental Impact Report. Per HUD standards, the project must have exterior noise levels of 65 dBA DNL or lower. The northeast property line is approximately 140 feet away from the centerline of El Camino Real. The exterior noise level at the property line is projected to be 63 dBA DNL. The exterior noise level at the northwest, southwest, and southeast property lines will be less than 63 dBA DNL. The exterior noise level at the outdoor spaces will be below 65 dBA DNL and thus meets HUD standards.</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		 <p>Figure 6 DNL Map - Future Noise Environment</p> <p><u>Future Interior Noise</u></p> <p>The exterior noise level at the facades facing El Camino Real is projected to be 62 dBA DNL. The exterior noise level at facades facing perpendicular to El Camino Real will be up to 59 dBA DNL. To meet HUD’s interior noise standard of 45 DNL, the project will require at least 17 dB of noise attenuation. Typical building construction will provide a conservative 12 dBA noise level reduction with a “windows open” condition and a very conservative 20 dBA noise level reduction with “windows closed”. Thus, the project will meet the 45 dBA DNL interior noise standard with typical construction and a “windows closed” condition.</p> <p><u>Common Outdoor Space</u></p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>The project site is exposed to a Future Noise Environment that is considered “Acceptable” by HUD standards (less than 65 dBA DNL). As the exterior noise is less than 65 dBA DNL, the common outdoor space is also less than 65 dBA DNL. Common outdoor space meets HUD noise standards.</p> <p>Conclusion</p> <p>The Future Noise Environment and common outdoor space is calculated to be 63 dBA DNL which is considered “Acceptable” by HUD standards.</p> <p>No mitigation is needed.</p> <p>Source Documentation: (35) (Appendix G)</p>
Sole Source Aquifers Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The project has no potential to affect a sole source aquifer, as the project proposes new construction on an already developed site. There are no aquifers subject to a Memorandum of Understanding between U.S. Environmental Protection Agency (EPA) and HUD in San Mateo County. The nearest Sole Source Aquifer is the Santa Margarita Aquifer, Scotts Valley Sole Source Aquifer, approximately 25 miles to the south.</p> <p>Source Documentation: (34) (35) (Appendix H)</p>
Wetlands Protection Executive Order 11990, particularly sections 2 and 5	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The site does not appear on the National Wetlands Inventory database. The site does not contain any on-site wetlands or jurisdictional waters. As mentioned earlier in this report, the nearest water body is channelized Redwood Creek, about 381 feet east of the site. The San Francisco Bay is about 1.5 miles from the site.</p> <p>No further consultations are required. There is no impact to wetlands anticipated as a result of the project.</p> <p>Source Documentation: (20) (Appendix C)</p>
Wild and Scenic Rivers Wild and Scenic Rivers Act of 1968,	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>No Wild and Scenic Rivers are located within San Mateo County. The project will not affect any Wild and Scenic River.</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
<p>particularly section 7(b) and (c)</p>		<p>Source Documentation: (36) (Appendix H)</p>
<p>Environmental Justice Executive Order 12898</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The project will not raise environmental justice issues and has no potential for new or continued disproportionately high and adverse human health and environmental effects on minority or low-income populations.</p> <p>The project would provide 178 additional affordable housing units, thus providing benefits to an environmental justice population. By providing new affordable housing, the project would provide housing to the existing and expanded environmental justice population of the area. As analyzed in this EA, the project is not anticipated to result in adverse impacts that would create permanent adverse effects in the project area. This Environmental Justice analysis further considers project impacts and their potential to disproportionately affect the project’s introduced environmental justice population.</p> <p>Summary of Project Impacts</p> <p>Analysis of the various compliance and environmental assessment factors did not result in adverse conditions requiring mitigation.</p> <p>Conclusion</p> <p>Overall, the project is not anticipated to result in adverse impacts that would create permanent adverse effects in the project area to existing populations, or to an introduced environmental justice population.</p> <p>Source Documentation: (6) (37) (Appendix H)</p>

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 of 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
<p>Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design</p>	<p>3</p>	<p>The entire parcel upon which the project known as Vera Avenue Apartments, the affordable housing development located on Vera Avenue, Redwood City, CA 94061 (APN# 053-064-130), is zoned Planned Community (P), and is part of the Downtown Precise Plan. Per the project architect, the project is eligible to apply for a density bonus and is located within one-half mile of a major transit stop; therefore, the City of Redwood City cannot impose any maximum controls on density pursuant to California Government Code 65915. By utilizing the state SB1818 density bonus law the sponsor will apply for the available concessions and waivers allowed for 100% affordable housing developments. Aside from the allowed concessions and waivers for affordable housing developments, the project as proposed will comply with the remaining current zoning requirements (as applicable).</p> <p>Pursuant to CCR Title 4 Regulation Section 10326 (the “Regulation”), the proposed project does not require local land use approvals which “allow the discretion of local elected officials to be applied” given that the Regulation excepts projects that are pending but only require design review approval. This project does not require any General Plan amendments, rezonings, or conditional use permits. The project sponsor has submitted a preliminary application under SB 330 and will require a formal application for an Architectural Permit, which is akin to design review. The project sponsor has indicated a commitment to expediting the required formal application. Staff is also committed to working cooperatively with the sponsor and moving the project forward. For example, the City may concurrently process the Architectural Permit with subsequent permits (such as Building Permits) to expedite construction readiness.</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>The project requires an Architectural Permit to allow the proposal. Approval of this NEPA review is conditioned on the project sponsor's ability to obtain an Architectural Permit.</p> <p><i>Mitigation Required:</i></p> <p>LU1. The project sponsor shall obtain an <i>Architectural Permit</i> from the City of Redwood City for the proposal. Approval of this NEPA review is conditioned on the project sponsor's ability to obtain an Architectural Permit.</p> <p>Source Documentation: (38) (39) (Appendix H)</p>
<p>Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff</p>	<p>3</p>	<p>Krazan & Associates, Inc. prepared a <i>Geotechnical Engineering Investigation</i> for the project in January 2024. Excerpts follow.</p> <p>Soil Suitability</p> <p>The Geotechnical Engineering Investigation for the proposed multifamily development to be located at 112 Vera Avenue in Redwood City, California. Discussions analyzed site conditions and made recommendations pertaining to site preparation, Engineered Fill, utility trench backfill, drainage and landscaping, foundations, concrete floor slabs and exterior flatwork, retaining walls, soil cement reactivity and pavement design.</p> <p>Subsurface conditions encountered appear typical of those found in the geologic region of the site. In general, the pavement section consisted of approximately 2½ to 3 inches of asphaltic concrete. Beneath the pavement section, approximately 3 to 3½ feet of fill material was encountered. The fill material predominately consisted of silty clay. The thickness and extent of fill was based on limited test borings and visual observation. Thicker fill may be present at the site.</p> <p>Below approximately 5½ to 6 feet, predominately loose to medium dense clayey sand or firm to very stiff silty clay and sandy clay were encountered. Field and laboratory tests suggest that these soils are moderately strong and slightly compressible.</p> <p>Free groundwater was encountered at depths of approximately 16½ to 25 feet during our subsurface investigation. However, a historic high groundwater elevation of 3 feet was determined based on 2 wells located within 1.0 mile of the site.</p> <p><u>Conclusion</u></p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>In brief, the subject site and soil conditions, with the exception of the moderately compressible upper native soils, fill material, moderate shrink/swell potential of the on-site clayey soils, and the potential seismic settlements, appear to be conducive to the development of the project. Approximately 3 to 3½ feet of fill material was encountered within the borings drilled at the site. The fill material predominately consisted of silty clay. The thickness and extent of fill material was determined based on limited test borings and visual observation. Thicker fill may be present at the site. Limited testing was performed on the fill soils during the time of field and laboratory investigations. The limited testing indicates that the fill material had varying strength characteristics ranging from loosely placed to compacted. Therefore, it is recommended that the fill soils be excavated and stockpiled so that the native soils can be properly prepared. Prior to fill placement, Krazan & Associates, Inc. should inspect the bottom of the excavation to verify no additional removal will be required.</p> <p>Slope</p> <p>The site is relatively flat with a 5.10% slope.</p> <p>Erosion</p> <p>The site is currently improved with duplex buildings and an internal street and not subject to erosion. Erosion control measures will be implemented during construction as part of the project building permit, standard permit conditions.</p> <p>Drainage/ Storm Water Runoff</p> <p>Redevelopment of the site could affect drainage patterns, creating changes to storm water flows and water quality. The project will not result in a net increase in the total area of impervious surfaces. Urban runoff can carry a variety of pollutants, such as oil and grease, metals, sediments, and pesticide residues from roadways, parking lots, rooftops, landscaped areas and deposit them into an adjacent waterway via the storm drain system. New construction could also result in the degradation of water quality with the clearing and grading of sites, releasing sediment, oil and greases, and other chemicals to nearby water bodies.</p> <p>The City of Redwood City implements Best Management Practices to minimize the generation, discharge and runoff of storm water pollution during construction of projects in the City.</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>Post-construction storm water management on the site will be required to comply with the requirements of Provision C.3 of the National Pollutant Discharge Elimination System (NPDES) permit issued to the San Francisco Bay Region, including the City of Redwood City. A storm water management plan will be developed to manage storm water run-off and limit discharge of pollutants in storm water after construction of the project. The plan will include hydro-modification measures, if required, and storm water treatment measures to remove pollutants and hydraulic sizing for treatment measures proposed.</p> <p>The project will be required to fund any repairs or infrastructure improvements to the surrounding storm water system.</p> <p>With implementation of these measures and plans, impacts to storm water and water quality are less than significant or not adverse.</p> <p><u>MS4 Stormwater Permitting Area</u></p> <p>The subject property is located within the Redwood City Municipal Separate Storm Sewer Service (MS4) permitting area. Enhanced stormwater management and Low Impact Development requirements apply within MS4 areas for land uses.</p> <p><u>Project Impacts</u></p> <p>The project will be required to adhere to local approval permit conditions regarding storm water runoff, onsite stormwater detention measures and pollution prevention plans. No adverse impacts were identified.</p> <p><i>Mitigations Required:</i></p> <p>G1. The developer shall prepare and submit a Geotechnical Investigation to the satisfaction of the City of Redwood City Building Official.</p> <p>Source Documentation: (15) (40) (41) (42) (Appendix H)</p>
Hazards and Nuisances including Site Safety and Noise	3	<p>Site Safety</p> <p>As a residential housing project, the proposal will not create hazards or nuisances. The only noise generated from the project will be from vehicles. See <i>Noise Abatement</i> section above.</p> <p>As a project located in California, earthquake hazards that could affect the site are required to be quantified and mitigated to the extent practicable,</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>to protect human life and investment. An analysis of earthquake hazards from Krazan's <i>Geotechnical Engineering Investigation</i></p> <p><u>Geologic Hazards</u></p> <p>The subject site is located in the San Francisco Bay Region of the Coast Range Geologic Province. The Coast Range Geologic Province Borders the Coast of California and generally consists of northwesterly/southeasterly trending ridges of granitic, metavolcanic, and metasedimentary rocks. Numerous northwest to southeast trending faults parallel the trend of the Coast Ranges.</p> <p>San Francisco Bay is a broad shallow depression within the Coast Ranges that has been subsequently filled with sedimentary deposits. In the vicinity of the subject site, these deposits consist of unconsolidated sediments comprised of gravel, sand, silt, and clay that underlie broad valleys and flatlands. The sedimentary deposits vary in thickness from a few feet to about 600 feet east and west of the San Francisco Bay. Three major faults are located near the site -- the Hayward Fault Zone, the San Andreas Fault Zone, and the Calaveras Fault Zone. The San Andreas Fault is located approximately 4 miles southwest of the site, and was the source of the 1906 San Francisco Earthquake. The Calaveras Fault is located approximately 21 miles northeast of the site, and is also considered capable of producing large earthquakes. A southern extension of the Hayward Fault Zone is located approximately 15 miles northeast of the site. The Hayward Fault Zone is considered capable of producing an upper bound earthquake event of Richter magnitude 7.5. The last recorded movement of the Hayward Fault was in 1868. There are no active fault traces in the project vicinity. Accordingly, the project area is not within an Earthquake Fault Zone (Special Study Zone).</p> <p><u>Liquefaction</u></p> <p>The potential for soil liquefaction during a seismic event was evaluated using the LIQUEFYPRO computer program (version 5.8h) developed by CivilTech Software. For the analysis, a maximum earthquake magnitude of 7.87 was used. A peak horizontal ground surface acceleration of 0.916g was considered conservative and appropriate for the liquefaction analysis. A groundwater depth of 3 feet was used for the analysis. The analysis indicates that soils above a depth of 3 feet are non-liquefiable due to the absence of groundwater. The soils within the site are considered to be moderately liquefiable to non-liquefiable with factors of safety ranging</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>from 0.20 to 5.0. The analysis also indicates that the total and differential seismic induced settlement is not anticipated to exceed 4 inches and 2¾ inches, respectively. Accordingly, the liquefaction potential at the site is considered moderate and measures to mitigate the potential seismic settlement should be considered in the project design.</p> <p><u>Conclusion</u></p> <p>Based on the soil liquefaction analysis performed within the site, the estimated total seismic-induced settlement is on the order of 4 inches. Differential settlement caused by a seismic event is estimated to be less than 2¾ inches. The anticipated differential settlement is estimated over a horizontal distance of 100 feet. The seismic settlements would develop if liquefaction of the underlying saturated subsoils were to occur during a seismic event. If these potential movements are not tolerable, mitigation measures are recommended to reduce structural damage due to soil liquefaction. The project Structural Engineer should evaluate the structure's ability to withstand these potential movements associated with soil liquefaction. Recommendations for mat foundations and geogrid reinforced soil are provided in this report.</p> <p>Appropriate seismic design parameters will ensure the new building will be built to the latest California Building Code.</p> <p>No adverse impacts were identified.</p> <p><i>Mitigations Required:</i></p> <p>G1. The developer shall prepare and submit a Geotechnical Investigation to the satisfaction of the City of Redwood City Building Official.</p> <p>Noise</p> <p><u>Project-generated Noise</u></p> <p>As a residential housing project, the only noise generated by the project will come from vehicle trips by residents.</p> <p><u>Operational Noise</u></p> <p>A traffic study was not available.</p> <p>The Vera Avenue Apartments project is a 7-story, 178-unit development with 6 parking spaces. The project is expected to generate approximately 1,100 daily vehicle trips, 70 AM peak hour trips, and 90 PM peak hour trips.</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>Trip generation was calculated using the multi-family land use type, with the appropriate adjustments for low parking supply, proximity to transit, and mixed-use.</p> <p>To cause a permanent, audible increase in noise of 3 dBA DNL in the vicinity, the project would need to cause a doubling of traffic. The ADT on El Camino Real near the Vera Avenue Apartments project is approximately 20,000 vehicles per day. This information was found on the website of the City of Redwood City.</p> <p>The ADT on El Camino Real is likely to increase in the future as the population of Redwood City grows and the area becomes more developed. The Vera Avenue Apartments project is expected to generate an additional 1,100 daily vehicle trips, which will further increase the traffic load on El Camino Real, however, this will not cause a doubling of traffic and therefore, no permanent increase in noise is expected.</p> <p>No adverse operational noise impacts were identified.</p> <p><u>Construction Noise</u></p> <p>Construction of the proposed project is anticipated to begin in summer 2024 and is expected to last approximately 18 months. Construction activities will generate noise, and noise levels will vary depending on the phase of construction and the type of equipment used.</p> <p>The noisiest activities, such as demolition, grading, and excavation, are expected to occur during the first six months of construction. Noise levels at 50 feet from the demolition or construction equipment source could reach approximately 105 dBA.</p> <p>To mitigate construction noise, the project should incorporate some or all of the following measures:</p> <ul style="list-style-type: none"> • Prepare a detailed construction plan identifying the schedule for major noise-generating activities. The plan should be provided to all noise-sensitive land uses within 500 feet of the construction site. • Ensure noise-generating construction activity is limited to between the hours of 7:00 AM and 8:00 PM, Monday through Friday.

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<ul style="list-style-type: none"> • Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment. • Locate stationary noise-generating equipment as far as possible from sensitive receptors. • Route construction traffic to and from the site via designated truck routes to the maximum extent feasible. • Use quiet construction equipment, particularly air compressors, wherever feasible. • Construct solid plywood fences around construction sites adjacent to residences, businesses, or other noise-sensitive land uses. • Erect temporary noise control blanket barriers along building facades of construction sites to attenuate noise from elevated activities if noise conflicts cannot be resolved by scheduling. • Designate a "Noise Disturbance Coordinator" who would be responsible for responding to any local complaints about construction noise. <p>In addition to the measures listed above, the project should comply with all applicable noise ordinances. By implementing these measures, the proposed project can help to mitigate the noise impacts of construction.</p> <p>Conclusion</p> <p>Community noise levels will not be significantly affected by the development. The only contribution of the project to long-term noise levels would be from the normal automobile traffic generated from the project that will contribute to less than 3 dBA increase.</p> <p>The proposed project would temporarily generate noise during demolition and construction activities. Mitigations are required to limit construction-related noise to the extent practicable.</p> <p>Source Documentation: (6) (15) (43) (Appendix H)</p>
Energy Consumption	2	<p>The project will be required to implement California Title 24. Title 24 is a set of building standards established by the California Energy Commission (CEC) to improve the energy efficiency of buildings in California. the development will be installing a robust rooftop PV system</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation																																	
		<p>to help off-set a portion of the common area electrical load. Additionally, the development is 100% electric - there is no natural gas to the site.</p> <p>The project will require an estimated 15,000 kWh of electricity and 30,000 therms of natural gas annually. The project will be designed to exceed Title 24 energy efficiency standards for new nonresidential buildings by at least 15%.</p> <p>This is the strictest standard in the Nation, and therefore the project does not represent a wasteful use of energy.</p> <p>Source Documentation: (1) (6) (15)</p>																																	
SOCIOECONOMIC																																			
Employment and Income Patterns	1	<p>The City of Redwood City population was 84,292 as of the 2020 US Census. The development of approximately 178 residential units would increase the housing available on the site but would not induce substantial population growth in the area.</p> <p>The project is located near jobs and high-quality transportation. Top employers as of 2022 include the companies listed below, including “tech” companies which represent high-paying jobs.</p> <p>Table 8 Top Employers</p> <table border="1" data-bbox="570 1182 1102 1661"> <thead> <tr> <th>#</th> <th>Employer</th> <th># of Employees</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Oracle Corporation</td> <td>4,952</td> </tr> <tr> <td>2</td> <td>Stanford Hospital and Clinics</td> <td>2,700</td> </tr> <tr> <td>3</td> <td>County of San Mateo</td> <td>2,659</td> </tr> <tr> <td>4</td> <td>Box Inc.</td> <td>1,760</td> </tr> <tr> <td>5</td> <td>Guardant Health</td> <td>1,654</td> </tr> <tr> <td>6</td> <td>Electronic Arts</td> <td>1,600</td> </tr> <tr> <td>7</td> <td>Genomic Health</td> <td>861</td> </tr> <tr> <td>8</td> <td>Auris Surgical Robotics</td> <td>833</td> </tr> <tr> <td>9</td> <td>Google</td> <td>731</td> </tr> <tr> <td>10</td> <td>Informatica</td> <td>695</td> </tr> </tbody> </table> <p>The project will place disadvantaged populations near high quality jobs and transit. There is small benefit in this regard.</p> <p>Source Documentation: (1) (6) (44)</p>	#	Employer	# of Employees	1	Oracle Corporation	4,952	2	Stanford Hospital and Clinics	2,700	3	County of San Mateo	2,659	4	Box Inc.	1,760	5	Guardant Health	1,654	6	Electronic Arts	1,600	7	Genomic Health	861	8	Auris Surgical Robotics	833	9	Google	731	10	Informatica	695
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Environmental Assessment Factor	Impact Code	Impact Evaluation
<p>Demographic Character Changes, Displacement</p>	<p>3</p>	<p>Demographic Character Changes</p> <p>At 178 units, the project is not anticipated to induce substantial growth in population in the area. The project will help to address the need for housing identified above in the <i>Statement of Purpose and Need</i>.</p> <p>The number of future residents is estimated to be 356 people. The population of San Mateo County in 2020 was 764,442; an additional 356 people would represent 0.0004 percent of that population. In fact, the future residents are likely already residents of San Mateo County and will not cause an increase in population.</p> <p>The project will not significantly altering the racial, ethnic, or income segregation of the area’s housing. It will not result in physical barriers or difficult access which will isolate a particular neighborhood or population group, making access to local services, facilities, and institutions or other parts of the city more difficult. The development of the project at this site does not create a concentration of low income or disadvantaged people, in violation of HUD standards and Environmental Justice policies.</p> <p>Displacement</p> <p>The Uniform Relocation Act (URA), passed by Congress in 1970, establishes minimum standards for federally funded programs and projects that require the acquisition of real property (real estate) or displace persons from their homes, businesses, or farms. The Uniform Act’s protections and assistance apply to the acquisition, rehabilitation, or demolition of real property for federal or federally funded projects.</p> <p>Section 205 of the URA requires that, “Programs or projects undertaken by a federal agency or with federal financial assistance shall be planned in a manner that (1) recognizes, at an early stage in the planning of such programs or projects and before the commencement of any actions which will cause displacements, the problems associated with the displacement of individuals, families, businesses, and farm operations, and (2) provides for the resolution of such problems in order to minimize adverse impacts on displaced persons and to expedite program or project advancement and completion.”</p> <p>The Uniform Relocation Act (URA), passed by Congress in 1970, establishes minimum standards for federally funded programs and projects that require the acquisition of real property (real estate) or displace persons from their homes, businesses, or farms. The Uniform Act’s protections and</p>

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COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	2	<p>Educational Facilities</p> <p>The project is to develop 178 units of affordable housing where no habitable units exist. The additional units will generate a population up to 356 people. Using the City of Redwood City’s student yield factor of 0.954 grade K-8 student per multifamily unit, and rate of 0.10 high school student per multifamily unit the project could have up to 188 children residing at the project.</p> <p>The Redwood City School District (RCSD) provides public education for elementary and middle school students (K-8) in Redwood City. As of 2007, the RCSD had no plans for new schools or major facility expansions. The schools expected to serve the project site are:</p> <ul style="list-style-type: none"> • Clifford Elementary School (K-8), 0.7 miles • John Gill Elementary School (K-5), 0.8 miles • McKinley Institute of Technology (6-8), 0.6 miles • John F. Kennedy Middle School (6-8), 1.0 miles

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		<p>The Sequoia Union High School District (SUHSD) serves grades 9-12 at Sequoia High School, located 0.4 miles south of the project site.</p> <p><u>Project Impacts</u></p> <p>The project is located in the Downtown Precise Plan (DPP) area. The Environmental Impact Report (EIR) conducted under the California Environmental Quality Act (CEQA) for the DPP determined that Sequoia High School would have capacity to accommodate the anticipated 250 high school students generated by development. Further that under current statutes and case law, payment of the required school impact fees would address the DPP impact on school services to the furthest extent permitted by law. School impact fees are collected when building permits are issued. The state-mandated school fee maximums may permit increases in local school impact fees prior to issuance of building permits for development in the DPP area.</p> <p>Local collection of fees offset impacts. No adverse impacts were identified</p> <p>Cultural Facilities</p> <p>The City of Redwood City has a few local landmarks:</p> <ul style="list-style-type: none"> • Union Cemetery, State Historical Landmark #816 • Fox Theatre • Lathrop House • Sequoia High School <p>Cultural facilities nearby include Casa Circulo Cultural, San Mateo County History Museum, Cantor Arts Center at Stanford University, Palo Alto Art Center and others.</p> <p>The Redwood City Public Library operates two branches within the city. The Downtown Library is 0.3 miles from the project site. The Redwood Shores Branch Library is 3.3 miles away.</p> <p>The San Francisco Bay Area is rich in cultural facilities. With convenient public transit available these facilities are accessible to residents who may not own a vehicle.</p> <p>No adverse impacts were identified.</p> <p>Source Documentation: (6) (7)</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
Commercial Facilities	1	<p>The site has a Walk Score of 92, <i>Walker's Paradise</i>, and a Bike Score of 76, <i>Very Bikeable</i>. Daily errands do not require a car. The project site is a 12 minute walk from the Express, the Limited and the Local Weekday at the Redwood City Caltrain Southbound stop.</p> <p>This location is in the Roosevelt neighborhood in Redwood City. Nearby parks include Jardin de Ninos Park, Hawes Park and Hawes Park.</p> <p>The project site lies just on parcel south of El Camino Real, a commercial corridor. El Camino Real has a varied mix of all types of commercial facilities and restaurants serving nearby residents.</p> <p>A small benefit has been identified.</p> <p>Source Documentation: (6) (7) (46)</p>
Health Care and Social Services	2	<p>Health Care</p> <p>Nearby hospitals include the following:</p> <p><u>Sequoia Hospital (Dignity Health)</u>, 170 Alameda de las Pulgas, Redwood City, CA 94062, about 1.5 miles away and provides cardiac care, orthopedic services, and maternity ward. It also has a 24/7 emergency department.</p> <p><u>Stanford Health Care - Main Campus</u>, 300 Pasteur Dr, Stanford, CA 94305, about 5.5 miles from the site. Stanford is a world-renowned academic medical center. It offers highly specialized care across virtually all medical disciplines and has state-of-the-art facilities. Stanford treats complex or rare medical conditions and has a Level I trauma center.</p> <p><u>Kaiser Permanente Redwood City Medical Center</u>, 1150 Veterans Blvd, Redwood City, CA 94063, about 2.5 miles from the site and provides a comprehensive range of services, including emergency care, surgery, and various specialty departments. Important Note: You generally need to be a Kaiser Permanente member to receive non-emergency care here.</p> <p><u>El Camino Health (Mountain View Campus)</u>, 2500 Grant Rd, Mountain View, CA 94040, about 8 miles away. Though a bit further away. El Camino Health is known for its advanced technology, including robotic surgery, and its strong patient satisfaction ratings. It offers a wide array of services, from cancer care to women's health and neurosciences.</p> <p><u>VA Palo Alto Health Care System</u>, 3801 Miranda Ave, Palo Alto, CA 94304, about 5 miles away. This is a major VA medical center that provides a full</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>range of services and is known for its expertise in areas like mental health, rehabilitation, and prosthetics.</p> <p><u>Mills-Peninsula Medical Center (Sutter Health)</u>, 1501 Trousdale Dr, Burlingame, CA 94010, about 8.5 miles away and provides a comprehensive range of services, including a 24/7 emergency department, a cancer center, and a cardiovascular center.</p> <p><u>Project Impacts</u></p> <p>The project is located 1.1 miles from Sequoia Hospital, a 330-bed facility. The Kaiser Permanente Medical Offices are 0.7 miles away.</p> <p>There are no adverse impacts to healthcare facilities or delivery systems anticipated because of the project as there are adequate medical facilities to accommodate the residents.</p> <p>Social Services</p> <p>The County of San Mateo, Human Services Agency (HSA) will provide public social services to project residents. Benefits offered include Medi-Cal, CalFresh, CalWORKS, General Assistance, Veterans Benefits and Cash Assistance Program for Immigrants, among other services.</p> <p>The nearest HSA office is HSA Southern Region – Middlefield Road, 2500 Middlefield Road, 1.1 miles from the site, and also provides employment services and contains a Resource Center, in addition to the services described above. The office is accessible by public transit using a combination of Bay Area Rapid Transit (BART) and Caltrain service, taking 20 minutes at a cost of \$4.50.</p> <p>There are also a number of other social service providers in the vicinity including Service League – San Mateo County, Salvation Army Social Service, Redwood City Catholic Worker, among others.</p> <p>The project does not represent a significant change to the demographics of the area or on area social services as it serves existing populations. Implementation of the project represents a less than significant impact to social services.</p> <p>Source Documentation: (6) (7) (47) (48) (49)</p>
Solid Waste Disposal / Recycling	2	Some of the information in this section and following sections come from the Environmental Impact Report (EIR) conducted under the California

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>Environmental Quality Act (CEQA) for the Downtown Precise Plan (DPP) area where the project is located.</p> <p>Allied Waste Industries Incorporated provides solid waste collection, recycling, transportation, and disposal services to Redwood City and other Peninsula cities. Residential and commercial solid waste from Redwood City is taken to the South Bayside Transfer Station, located on Shoreway Road in San Carlos. The South Bayside Transfer Station in San Carlos accepts Class III wastes from Redwood City and a number of surrounding communities. The current permitted through-put capacity of the South Bayside Transfer Station is 3,000 tons per day.</p> <p>Approximately 90 percent of the solid waste collected from Redwood City is sent to the Ox Mountain Sanitary Landfill, located east of Half Moon Bay in unincorporated San Mateo County. According to the California Integrated Waste Management Board (CIWMB), the Ox Mountain Landfill is estimated to have a remaining capacity of at least 31 million cubic yards or 80 percent of its total potential capacity.</p> <p>The BFI Recyclery is also located on Shoreway Road, adjacent to the transfer station and BFI administrative offices in Redwood City. BFI operates a voluntary curbside recycling program in its service area, including Redwood City. Materials accepted include plastic, glass, aluminum, tin, paper, and newspaper. Recyclables are picked up once a week along with regular waste and then processed at the BFI Recyclery, which also operates an on-site Buy-Back Center open to the public.</p> <p><u>Project Impacts</u></p> <p>The project is expected to generate approximately 7,000 lbs of solid waste per week. The project will comply with the City's solid waste reduction and recycling requirement.</p> <p>The project is located in the Downtown Precise Plan (DPP) area. The Environmental Impact Report (EIR) conducted under the California Environmental Quality Act (CEQA) for the DPP determined that Future development allowed under the DPP would not be expected to generate an inordinate amount of solid waste--i.e. , a rate inconsistent with adopted land use plans, policies, or regulations--either during demolition/construction or operation/occupancy, and would be served by a landfill with sufficient capacity to accommodate the DPP demolition/construction debris and annual solid waste disposal needs at</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>buildout. The impact of development allowed under the DPP on solid waste services would therefore represent a less-than-significant impact.</p> <p>The site and vicinity are already served with curb-side solid waste disposal and recycling services. There appears to be adequate capacity to serve future residents.</p> <p>No adverse impact was identified.</p> <p>Source Documentation: (6) (14) (15)</p>
<p>Wastewater / Sanitary Sewers</p>	<p>2</p>	<p>The City wastewater system is composed of treatment and collection components. The treatment component consists of the South Bayside System Authority (SBSA) treatment plant and the force main that conveys wastewater from the City's Maple Street wastewater pump station to the treatment plant; SBSA is responsible for operation and maintenance of these facilities. The collection component consists of the 192 miles of sewer pipelines and 31 sewer lift stations that convey wastewater from residences and businesses in Redwood City to the Maple Street pump station; Redwood City is responsible for the operation and maintenance of these facilities.</p> <p>Wastewater treatment for Redwood City is provided by the SBSA treatment plant, located at the northeastern end of the Redwood Shores peninsula. The SBSA operates under a joint powers authority (JPA) comprised of four member agencies: the cities of Redwood City, Belmont, and San Carlos, and the West Bay Sanitary District (which serves Menlo Park, portions of Atherton and Portola Valley, and parts of East Palo Alto and San Mateo County).</p> <p>The SBSA wastewater treatment plant has an operating capacity of 29 million gallons per day (mgd) ADWF. The plant is permitted by the RWQCB to discharge 29 mgd ADWF into San Francisco Bay. The current permitted peak wet weather capacity of the SBSA facility is 71 mgd.</p> <p><u>Project Impacts</u></p> <p>The DPP could generate a total of approximately 507,475 gpd ADWF (or 0.507 mgd), or a net increase over estimated existing conditions of approximately 367,334 gpd AOWF (or 0.367 mgd). RWQCB Wastewater Treatment Requirements Impacts. Therefore, the impacts of development under the DPP related to RWQCB wastewater treatment requirements would be less than significant.</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>No adverse impacts were identified.</p> <p>Source Documentation: (6) (14) (15)</p>
Water Supply	2	<p>The City of Redwood City potable municipal water supply is provided by the Hetch Hetchy regional water system operated by the San Francisco Public Utilities Commission (SFPUC). Redwood City's recycled water system provides non-potable water supply. Local groundwater is not used by the City as a source of municipal supply, but there are a limited number of private well owners who use groundwater primarily for irrigation purposes.</p> <p>The SFPUC is a City and County of San Francisco department that provides water, wastewater, and municipal power services to San Francisco. As the third largest municipal utility within California, the SFPUC also has wholesale water customers across 28 suburban agencies within San Mateo, Santa Clara, and Alameda counties. These agency customers comprise two-thirds of SFPUC's total water deliveries. SFPUC provides water used by about 2.4 million residential, commercial, and industrial customers within the City and County of San Francisco and another 1.6 million within the three counties. The SFPUC delivers about 260 million gallons per day (mgd) to all water customers within its system.</p> <p>About 85 percent of the water delivered by the SFPUC is derived from Sierra Nevada snowpack runoff, delivered through the Hetch Hetchy watershed located in Yosemite National Park. About 15 percent of SFPUC's water is sourced from reservoirs in the East Bay and on the San Francisco Peninsula (the Calaveras Reservoir in Santa Clara County, the San Antonio Reservoir in Alameda County, and the Pilarcitos, Crystal Springs, and San Andreas Reservoirs in San Mateo County). These reservoirs capture water from their respective local watersheds and also are used to store water from the Hetch Hetchy system. About one percent of SFPUC's water supply is extracted from groundwater sources near the community of Sunol in southern Alameda County. During drought years, Hetch Hetchy water can comprise over 93 percent of the total water distributed by the SFPUC.</p>

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		<p>Table 9 Project Water Supply</p> <table border="1"> <thead> <tr> <th rowspan="3">Water Supply</th> <th rowspan="3">Additional Detail on Water Supply</th> <th colspan="10">Projected Water Supply</th> </tr> <tr> <th colspan="2">2025</th> <th colspan="2">2030</th> <th colspan="2">2035</th> <th colspan="2">2040</th> <th colspan="2">2045</th> </tr> <tr> <th>Reasonably Available Volume</th> <th>Total Right or Safe Yield (optional)</th> <th>Reasonably Available Volume</th> <th>Total Right or Safe Yield (optional)</th> <th>Reasonably Available Volume</th> <th>Total Right or Safe Yield (optional)</th> <th>Reasonably Available Volume</th> <th>Total Right or Safe Yield (optional)</th> <th>Reasonably Available Volume</th> <th>Total Right or Safe Yield (optional)</th> </tr> </thead> <tbody> <tr> <td>Purchased or Imported Water</td> <td>SFPUC wholesale water</td> <td>12,243</td> <td>12,243</td> <td>12,243</td> <td>12,243</td> <td>12,243</td> <td>12,243</td> <td>12,243</td> <td>12,243</td> <td>12,243</td> <td>12,243</td> </tr> <tr> <td>Recycled Water</td> <td></td> <td>1,286</td> <td>3,238</td> <td>1,426</td> <td>3,238</td> <td>1,686</td> <td>3,238</td> <td>1,701</td> <td>3,238</td> <td>1,716</td> <td>3,238</td> </tr> <tr> <td colspan="2">Total</td> <td>13,529</td> <td>15,481</td> <td>13,669</td> <td>15,481</td> <td>13,929</td> <td>15,481</td> <td>13,944</td> <td>15,481</td> <td>13,959</td> <td>15,481</td> </tr> </tbody> </table> <p>NOTES: (a) Volumes are in units of AF.</p> <p>Table 10 Normal Year Supply and Demand Comparison</p> <table border="1"> <thead> <tr> <th></th> <th>2025</th> <th>2030</th> <th>2035</th> <th>2040</th> <th>2045</th> </tr> </thead> <tbody> <tr> <td>Supply totals <i>From DWR Table 6-9</i></td> <td>13,529</td> <td>13,669</td> <td>13,929</td> <td>13,944</td> <td>13,959</td> </tr> <tr> <td>Demand totals <i>From DWR Table 4-3</i></td> <td>10,806</td> <td>11,049</td> <td>11,566</td> <td>11,696</td> <td>11,923</td> </tr> <tr> <td>Difference</td> <td>2,723</td> <td>2,620</td> <td>2,363</td> <td>2,248</td> <td>2,036</td> </tr> </tbody> </table> <p>NOTES: (a) Volumes are in units of AF. (b) Supply and demand include both potable water and recycled water.</p> <p><u>Project Impacts</u></p> <p>There is adequate capacity during normal years, but a shortfall has been identified in both single- and multiple- dry years. However, the project itself is included in the analysis.</p> <p>The project is anticipated to consume an estimated 200,000 gallons of water per year. The project will include water-efficient features and landscaping to reduce water consumption.</p> <p>There are no adverse impacts beyond those already identified by state drought year conditions. No mitigation is required.</p> <p>Source Documentation: (6) (14) (15) (50)</p>	Water Supply	Additional Detail on Water Supply	Projected Water Supply										2025		2030		2035		2040		2045		Reasonably Available Volume	Total Right or Safe Yield (optional)	Reasonably Available Volume	Total Right or Safe Yield (optional)	Reasonably Available Volume	Total Right or Safe Yield (optional)	Reasonably Available Volume	Total Right or Safe Yield (optional)	Reasonably Available Volume	Total Right or Safe Yield (optional)	Purchased or Imported Water	SFPUC wholesale water	12,243	12,243	12,243	12,243	12,243	12,243	12,243	12,243	12,243	12,243	Recycled Water		1,286	3,238	1,426	3,238	1,686	3,238	1,701	3,238	1,716	3,238	Total		13,529	15,481	13,669	15,481	13,929	15,481	13,944	15,481	13,959	15,481		2025	2030	2035	2040	2045	Supply totals <i>From DWR Table 6-9</i>	13,529	13,669	13,929	13,944	13,959	Demand totals <i>From DWR Table 4-3</i>	10,806	11,049	11,566	11,696	11,923	Difference	2,723	2,620	2,363	2,248	2,036
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Public Safety - Police, Fire and Emergency Medical	2	<p>Police</p> <p>The Redwood City Police Department (RCPD) provides police service to the 19-square-mile area within the city limits, including the DPP area. The RCPD has divided the city into eight police beats. The DPP area is located in portions of two police beats: Beat 2 and Beat 3.</p>																																																																																												

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>The RCPD responded to approximately 77,946 calls for service during the 2008-2009 fiscal year. The average response time was 2.22 minutes for emergency calls, 6 minutes for urgent calls, and 8 minutes for routine calls. Response times are within the RCPD response time goal of five minutes or less for emergency calls . The RCPD does not use a staff-to-population ratio as a goal for police service.</p> <p><u>Project Impacts</u></p> <p>Buildout under the DPP would increase demand for RCPD services. The approximately 5,500 new residents and 1,300 new employees expected under the DPP would generate additional calls for police assistance and the need for expanded police patrols, and possibly a police sub-station in the future, in order to maintain acceptable service ratios or response times. The addition of a police sub-station in or near the DPP area would improve police service capabilities in the area. The decision whether to build a sub-station would be the responsibility of the City Council.</p> <p>No significant impact has been identified; no mitigation is required.</p> <p>Fire and Emergency Medical</p> <p>The Redwood City Fire Department (RCFD) provides fire prevention and protection, and emergency medical services (EMS) in the DPP area and throughout the city. The RCFD is currently staffed by 68 full-time staff: one fire chief, four battalion chiefs, 18 fire captains, 20 firefighters/engineers, 18 paramedic certified firefighters/engineers, one fire marshal, three fire prevention officers, and three administrative personnel.</p> <p>The RCFD works with American Medical Response, a private company which provides paramedic ambulance service under a joint powers agreement with San Mateo County. In addition, all fire units are equipped with advanced life support equipment and a paramedic.</p> <p>The current RCFD response time goal is 5 minutes or less, 85 percent of the time. The average response time for all RCFD calls was 4 minutes and 43 seconds.</p> <p><u>Project Impacts</u></p> <p>Anticipated buildout of the DPP area under the proposed DPP would increase demand for RCFO services. All new development would be subject to RCFO requirements for fire sprinkler systems, fire alarm systems, fire flow, and equipment and fire fighter access. The</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>approximately 5,500 new residents and 1,300 new employees expected under the DPP would generate additional calls for fire protection, EMS assistance, plan reviews, and inspections. The increased demand may require additional RCFO personnel or equipment in the future in order to maintain acceptable service ratios or response times. This decision would be the responsibility of the City Council.</p> <p>The CEQA EIR determined that No significant impact has been identified; no mitigation is required.</p> <p>Source Documentation: (6) (14) (15)</p>
Parks, Open Space and Recreation	2	<p>Parks and recreational services in Redwood City are provided by the City's Parks, Recreation and Community Services Department, which currently maintains approximately 226 acres of parkland, including City-owned parks (182.4 acres) and school-related parkland (43.0 acres). The Department also operates five community centers (Community Activities Building, Fair Oaks Community Center, Red Morton Community Center, Sandpiper Community Center, and Veterans Memorial Senior Center), two swimming pools, and bicycle and hiking trails .</p> <p>Existing parks and recreational facilities within the DPP area are limited to the Little River Park and a picnic table and landscaped area (part of which is called the John Roselli Garden) adjoining the Main Library at Middlefield Road and Main Street. Other existing public spaces and plazas in the Downtown include the Main Library and forecourt (Middlefield Road), City Hall entry plaza and City Center Plaza (next to City Hall), Courthouse Square (Broadway), and Arguello Plaza. In addition, numerous Downtown areas include street furniture and other public amenities (e.g., Theatre Way, Broadway), or are programmed for public events (e.g., farmers market).</p> <p>In addition to the public spaces and plazas already in the Downtown, the DPP proposes several public space improvements, including Depot Circle (near the Caltrain station and the confluence of Hamilton Street, Winslow Street, and Middlefield Road); Middlefield streetscape improvements (e.g., pedestrian amenities, ornamental street trees and plantings, street furniture, festive lighting); the Main Library outdoor space project (integrating Roselli Park, the library, and the environs for pedestrians); the Downtown Management Program (City "caretaker" responsibilities for public spaces); Sequoia High School open space improvements, in conjunction with the School District, to create a public park; a new public</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>space behind City Hall; and various other streetscape improvements (e.g ., El Camino Real).</p> <p><u>Project Impacts</u></p> <p>There appear to be adequate parks, open space and recreational facilities to serve future residents. No adverse impact was identified.</p> <p>Source Documentation: (6) (14) (15)</p>
<p>Transportation and Accessibility</p>	<p>2</p>	<p>Transportation</p> <p>Some of the information in this section and following sections come from the Environmental Impact Report (EIR) conducted under the California Environmental Quality Act (CEQA) for the Downtown Precise Plan (DPP) area where the project is located.</p> <p><u>Local Plans and Setting</u></p> <p>The Downtown Precise Plan (DPP) recognizes the need to make pedestrian comfort, safety, and convenience a priority in the DPP area, and contains development standards and guidelines designed to make the DPP area more pedestrian-friendly. The DPP sets forth a Downtown development strategy that would encourage pedestrian-friendly development and promote alternative travel modes such as mass transit (both public and privately funded) and bicycles.</p> <p>The DPP reflects contemporary concepts of pedestrian- and transit-oriented development. More specifically, the DPP has been designed to take full advantage of the following characteristics of the DPP area considered highly conducive to pedestrian activity:</p> <ol style="list-style-type: none"> 1) The DPP area is the transit hub of the City, containing the Caltrain station and connections to local and regional bus transportation, making the area an appropriate location for more compact, higher intensity development that supports transit ridership and viability. 2) The DPP area includes a mix of uses--i.e., homes, offices, stores, restaurants, and entertainment uses conveniently located in the same neighborhood. 3) Development in the DPP area can be more compact and conveniently accessible without a car, rather than being more spread out, as in the rest of the city.

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>4) The DPP area provides a comfortably walkable and interesting pedestrian environment.</p> <p>5) The DPP area provides a "park once" environment--people can park once, perhaps in a public parking facility, upon arrival in the DPP area, and can move throughout the DPP area on foot without parking again. This "park once" environment also allows more potential pass-by customers for DPP area businesses.</p> <p>Recognizing these important factors, the DPP outlines a vision in the DPP for making pedestrians a priority by deliberately planning for a comfortable, walkable urban environment in the DPP area. The DPP calls for creation of a network of inviting public places and street frontages designed to encourage walking and lingering.</p> <p>The Redwood City Strategic General Plan also includes goals and policies encouraging creation of pedestrian-oriented environments, including a policy calling for "safe and convenient movement and access in Redwood City ... but not at the expense of the environment or the overall quality of life in Redwood City or to the detriment of alternative transportation modes" (Circulation Element Motor Vehicle Transportation Policy MV-2); and a policy calling for "making walking and bicycling a realistic and more widespread transportation alternative" by creating "an urban environment that will make walking and bicycling safe, efficient and convenient" (Non-Motorized Transportation Objective NM-1).</p> <p>In this light, the DPP states, "In the event of a conflict between the needs of motor vehicles and pedestrians, it is City policy that pedestrian comfort, safety, convenience, and enjoyment have priority."</p> <p><u>Pedestrian and Bicycle Facilities</u></p> <p>Pedestrian facilities (i.e., sidewalks, crosswalks, and pedestrian signals) are located throughout the DPP area. Sidewalks are of varying width and physical condition. Crosswalks are typically provided at intersections and are marked with striping or stamped, colored pavement to designate the pedestrian crossing areas. Most of the roadways within the DPP area provide one travel lane in each direction, which is conducive to pedestrian crossings since it reduces the exposure between vehicles and pedestrians. Mid-block crossings are provided on roadways such as Main Street and Broadway, providing a designated location for pedestrians to cross. Mid-block crosswalks on Jefferson Avenue (near the post office) and</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>on Middlefield Road (near the library) are enhanced with flashing warning light systems.</p> <p>Class I bicycle facilities in Redwood City include the Redwood Shores trail and the Bay Trail along US 101 between the Whipple Avenue and Holly Street interchanges. However, there are no Class I facilities in the DPP area.</p> <p>Class II bike lanes are located on some streets within the OPP area and on the periphery of the OPP area along Arguello Street north of Brewster Avenue, Brewster Avenue east of Arguello Street, Winslow Street north of Broadway, Broadway west of Brewster Avenue, Middlefield Road south of Maple Street, and Main Street north of Veterans Boulevard. Class II facilities also exist at various other locations throughout the city.</p> <p>Class III bike routes are located within the OPP area along some segments of Arguello Street, Winslow Street, and Middlefield Road.</p> <p><u>Public Transit</u></p> <p>The OPP area is served by both Sam Trans (San Mateo County Transit District) and Caltrain (operated by the Peninsula Corridor Joint Powers Board).</p> <p><i>SamTrans Bus Service</i></p> <p>SamTrans has ten bus routes that operate within the OPP area. Of these, one express route and nine local circulator routes serve the Redwood City Caltrain station. SamTrans also provides paratransit service to those individuals who cannot independently use the regular bus service. Redi-Wheels, SamTrans' paratransit service, serves San Mateo County and select surrounding cities. SamTrans Routes KX, 270, 271, 274, 295, 296, 390, 391, and 297/397 serve the DPP area.</p> <p>headways. On Saturdays, Route 270 operates between 9:30 AM and 6:15 PM on 60 minute headways. The Seaport Harbor area is served during the weekdays only during peak periods.</p> <p>Route 271 primarily serves Redwood City riders between the Caltrain station and Woodside Plaza on Woodside Road and Massachusetts Avenue. Route 271 operates between 6:45 AM and 6:30 PM weekdays on 30 minute headways. Limited service is also provided between El Camino Real and the Fair Oaks neighborhood during the morning peak period and the afternoon (approximately 2: 15 to 3:45 PM) peak period. No weekend service is provided for Route 271.</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p><i>Caltrain Service</i></p> <p>The Peninsula Corridor Joint Powers Board operates commuter rail service (Caltrain) between San Jose and San Francisco. During the peak commute period, Caltrain also provides extended service south of San Jose to Morgan Hill and Gilroy. Within Redwood City, the rail line runs parallel to and northeast of El Camino Real. The Redwood City Station is located in the OPP area, between Jefferson Avenue and Broadway, and is sometimes referred to locally as "Sequoia Station," a name currently used by a retail shopping center adjacent to the Caltrain facility. On a typical weekday, up to 80 trains serve the Redwood City Station, including the "Baby Bullet" service, an express train with limited mid-Peninsula stops.</p> <p><i>Shuttle Service</i></p> <p>Caltrain and the Peninsula Traffic Congestion Relief Alliance operate several shuttles in Redwood City. The shuttles operate during peak commute times between the Redwood City Station and major employers in the area. Shuttles help facilitate transit ridership among people whose ultimate destination is beyond walking or biking distance from Caltrain, or for those who cannot or prefer not to ride a bike or walk. If employees of major employers purchase Caltrain tickets, the shuttle is free. Typical weekday ridership is approximately 7 40 riders per day. These shuttles are partially funded by participating employers and other agencies such as Bay Area Air Quality Management District and the Peninsula Joint Powers Board.</p> <p>A mid-day on-demand community shuttle service started operations in the eastern part of the city in 2008. The shuttle operates in the area approximately bounded by El Camino Real, Marsh Road, US 101, and Whipple Avenue. The shuttle, which operates between 10:00 AM and 5:00 PM from Tuesdays to Saturdays, is free and open to the general public. However, riders must call on the day before their trip to reserve a pick-up and drop-off time within the service area.</p> <p><u>Impacts of the Downtown Precise Plan Buildout on Transportation</u></p> <p>The CEQA EIR identified numerous intersections which require upgrade, along with corresponding Mitigation Measures in the EIR and Mitigation Monitoring and Reporting Program (MMRP) document. None of the intersections requiring an upgrade were at the project location, i.e. Vera Avenue and El Camino Real.</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>Transportation impacts were significant and unavoidable with or without the project. Therefore the proposal by itself will not result in an unacceptable traffic condition to in the vicinity. No mitigation is needed. The MMRP for the EIR will ensure the street network is upgraded according to dispersion of traffic.</p> <p><u>Project Impacts</u></p> <p>The project is located within the City of Redwood City Downtown Precise Plan (DPP) area, which is a mixed-use area with a variety of residential, commercial, and office uses. The project is also located near a Caltrain station and is well-served by local and regional bus and shuttle service. The project's location within this mixed-use transit-served area is expected to promote the reduction of vehicle trips and the use of alternative travel modes.</p> <p>The project is in alignment with the goals of local plans and policies that govern the site and vicinity to reduce personal vehicle trips.</p> <p>Accessibility</p> <p>The project is required to meet HUD standards for Americans with Disabilities Act (ADA) units and site accessibility. The new building is required to provide 10% of units as accessible units. Common areas and parking are accessible. The new building is elevator-served.</p> <p>Source Documentation: (1) (6) (7) (14) (15) (49) (48)</p>
NATURAL FEATURES		
Unique Natural Features, Water Resources	2	<p>The site is fully developed and located in an urban setting. There are no unique natural features or water resources on the site. There is no impact in this regard.</p> <p>Source Documentation: (6) (7) (19) (20)</p>
Vegetation, Wildlife	2	<p>There are trees on and adjacent to the site could provide nesting habitat for birds, including migratory birds and raptors. Nesting birds are among the species protected under provisions of the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503, 3503.5, and 2800. Construction at the site during the nesting season (i.e., January 31 to August 31) could result in the incidental loss of fertile eggs or nestlings, or</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>otherwise lead to nest abandonment. Disturbance that causes abandonment and/or loss of reproductive effort is considered a taking.</p> <p>In conformance with the California State Fish and Game Code and the provisions of the Migratory Bird Treaty Act, the project would be required to implement measures to avoid and/or reduce impacts to nesting birds (if present on or adjacent to the site) to a <i>less than significant level</i>.</p> <p><i>Mitigations Required:</i></p> <p>VW1. All tree removal and trimming, as well as ground disturbing activities, shall be scheduled to take place outside of the breeding season (February 15 to August 31). If construction is unavoidable during this time, a qualified biologist shall conduct a survey for nesting birds no more than three days prior to the removal or trimming of any tree and prior to the start of ground disturbing activities. If active nests are not present, project activities can proceed as scheduled. If active nests of protected species are detected, a buffer will be established around the nest based on consultation with CDFG and based on CDFG standards, which buffer shall remain in place until the City of Redwood City has determined, in consultation with a qualified biologist, that the buffer is no longer necessary to avoid significant impacts to the nest.</p> <p>VW2. Any project that occurs in the Downtown Precise Plan (DPP) area that would involve the removal of any tree shall complete the application and review process specified in the City of Redwood City’s Tree Preservation Ordinance (Municipal Code Chapter 35) prior to project approval. The applicant shall follow all local codes in regard to Tree Permits, replacement plantings and Tree Protection Zones as required by the City of Redwood City.</p> <p>Source Documentation: (6) (15) (19) (20) (21) (Appendix C)</p>
Other Factors	1	<p>The project will provide low-income, affordable housing for individuals and families. The project will provide a safe, clean, and sanitary place for residents in a location convenient to public transportation and other amenities. The project is beneficial to both residents and the community.</p> <p>Source Documentation: (6)</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation																																																																																			
Climate Change	2	<p>Greenhouse Gas Thresholds of Significance</p> <p><u>5.2.1 CEQA Guidelines for Greenhouse Gas</u></p> <p>The BAAQMD has established the following greenhouse gas operational thresholds of significance for land use development projects:</p> <ul style="list-style-type: none"> • Compliance with a qualified GHG Reduction Strategy; or • Annual emissions less than 1,100 metric tons of CO₂e per year (MTCO₂e/yr); or • 4.6 MT CO₂e/SP/yr (residents + employees). <p>Land use development projects include residential, commercial, industrial, and public land uses and facilities. If annual emissions of operational-related GHGs exceed these levels, the proposed project would result in a cumulatively considerable contribution of GHG emissions and a cumulatively significant impact to global climate change. Therefore, this analysis shall use the threshold of 1,100 MTCO₂e/yr.</p> <p>The BAAQMD does not have an adopted Threshold of Significance for construction-related GHG emissions. However, the Lead Agency should quantify and disclose GHG emissions that would occur during construction and make a determination on the significance of these construction generated GHG emission impacts in relation to meeting AB 32 GHG reduction goals, as required by the Public Resources Code, Section 21082.2. The Lead Agency is encouraged to incorporate best management practices to reduce GHG emissions during construction, as feasible and applicable.</p> <p>Table 11 Opening Year Project-Related Greenhouse Gas Emissions</p> <table border="1" data-bbox="570 1373 1446 1646"> <thead> <tr> <th rowspan="2">Category</th> <th colspan="6">Greenhouse Gas Emissions (Metric Tons/Year)¹</th> </tr> <tr> <th>Bio-CO₂</th> <th>NonBio-CO₂</th> <th>CO₂</th> <th>CH₄</th> <th>N₂O</th> <th>CO₂e</th> </tr> </thead> <tbody> <tr> <td>Area Sources²</td> <td>0.00</td> <td>2.20</td> <td>2.20</td> <td>0.00</td> <td>0.00</td> <td>2.21</td> </tr> <tr> <td>Energy Usage³</td> <td>0.00</td> <td>140.00</td> <td>140.00</td> <td>0.02</td> <td>0.00</td> <td>140.00</td> </tr> <tr> <td>Mobile Sources⁴</td> <td>0.00</td> <td>596.00</td> <td>596.00</td> <td>0.03</td> <td>0.02</td> <td>604.00</td> </tr> <tr> <td>Solid Waste⁵</td> <td>11.80</td> <td>0.00</td> <td>11.80</td> <td>1.17</td> <td>0.00</td> <td>41.10</td> </tr> <tr> <td>Water⁶</td> <td>2.05</td> <td>3.87</td> <td>5.92</td> <td>0.21</td> <td>0.01</td> <td>12.70</td> </tr> <tr> <td>Subtotal Emissions</td> <td>0.00</td> <td>0.00</td> <td>0.00</td> <td>0.00</td> <td>0.00</td> <td>0.15</td> </tr> <tr> <td colspan="6" style="text-align: right;">Amortized Construction Emissions⁷</td> <td>5.94</td> </tr> <tr> <td colspan="6" style="text-align: right;">Total Emissions</td> <td>806.10</td> </tr> <tr> <td colspan="6" style="text-align: right;">BAAQMD Threshold</td> <td>1,100</td> </tr> <tr> <td colspan="6" style="text-align: right;">Exceeds Threshold?</td> <td>No</td> </tr> </tbody> </table> <p>Notes: ¹ Source: CalEEMod Version 2022.1.1.22 ² Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment. ³ Energy usage consist of GHG emissions from electricity and natural gas usage. ⁴ Mobile sources consist of GHG emissions from vehicles. ⁵ Solid waste includes the CO₂ and CH₄ emissions created from the solid waste placed in landfills. ⁶ Water includes GHG emissions from electricity used for transport of water and processing of wastewater. ⁷ Construction GHG emissions based on a 30-year amortization rate.</p>	Category	Greenhouse Gas Emissions (Metric Tons/Year) ¹						Bio-CO ₂	NonBio-CO ₂	CO ₂	CH ₄	N ₂ O	CO ₂ e	Area Sources ²	0.00	2.20	2.20	0.00	0.00	2.21	Energy Usage ³	0.00	140.00	140.00	0.02	0.00	140.00	Mobile Sources ⁴	0.00	596.00	596.00	0.03	0.02	604.00	Solid Waste ⁵	11.80	0.00	11.80	1.17	0.00	41.10	Water ⁶	2.05	3.87	5.92	0.21	0.01	12.70	Subtotal Emissions	0.00	0.00	0.00	0.00	0.00	0.15	Amortized Construction Emissions⁷						5.94	Total Emissions						806.10	BAAQMD Threshold						1,100	Exceeds Threshold?						No
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Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>Operational emissions occur over the life of the project. Table 9 shows that the total for the proposed project’s emissions (baseline emissions without credit for any reductions from sustainable design and/or regulatory requirements) would be 806.1 metric tons of CO₂e per year. These emissions do not exceed the BAAQMD screening threshold of 1,100 metric tons of CO₂e per year. Therefore, the project's GHG emissions are considered to be less than significant.</p> <p><u>Conclusion</u></p> <p>California has some of the strictest guidelines for emissions and air quality in the nation. As the project represents <i>less than significant</i> impacts under CEQA, there are no adverse impacts under NEPA. No mitigation is required – the project will be required by local and state law to incorporate green building features and energy efficient appliances and fixtures.</p> <p>Source Documentation: (6) (13)</p>

Additional Studies Performed:

See Source Documentation List

Site Visits

December 2024 – Cinnamon Crake, President, Bay Desert, Inc. via Google Earth

Phase I ESA consultant EBA environmental professionals conducted a site reconnaissance on April 23, 2024

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

See Source Documentation List

List of Permits Obtained:

No federal permits are required.

Public Outreach [24 CFR 50.23 & 58.43]:

The project results in a Finding of No Significant Impact (FONSI) which will be published in the newspaper and circulated to public agencies, interested parties, and landowners/occupants of parcels located within the project's Area of Potential Effects (APE). Information about where the public may find the Environmental Review Record pertinent to the project will be included in the FONSI Notice.

Cumulative Impact Analysis [24 CFR 58.32]:

The project will not result in significant cumulative impacts. The CEQA EIR conducted for the *Downtown Specific Plan* has prepared Mitigation Measures for potential significant impacts to transportation, archaeological resources, historic resources, emergency response (traffic-related), climate change, TACs, noise, endangered species, wetlands and heritage trees. None of the impacts identified were *significant and unavoidable*. Therefore, this project, as a subset of long-range plans, likewise does not have any adverse cumulative impacts.

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

There are very limited sites for sale within the city. This site was selected due to its price point, proximity to high quality transit and several walkable amenities.

No Action Alternative [24 CFR 58.40(e)]:

No change to the site would occur. The impacts discussed in the Environmental Assessment would not occur. The site would continue in its current state and continue to harbor partially constructed duplex buildings. The site may be sold for affordable housing, market-rate housing or another use at the discretion of the property owner. Additional affordable housing units may or may not be created at this site.

Summary of Findings and Conclusions:

The project is suitable from an environmental standpoint. If the Mitigation measures are adhered to, there are no anticipated adverse effects from the project.

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.

Where there are peculiar circumstances associated with a project or project site that will result in significant environmental impacts despite implementation of the Standard Conditions of Approval, mitigation measures have been identified to reduce the impact to *less than significant* levels.

Law, Authority, or Factor	Mitigation Measure
Air Quality	<p><u>Project-Specific Mitigation Measure:</u></p> <p>AQ1. Install minimum efficiency reporting value (MERV) 13 filters in the project. Heating, air conditioning and ventilation (HVAC) systems shall be installed with a fan unit power designed to force air through the MERV filter. To ensure long-term maintenance and replacement of the MERV filters in the individual units, the owner/property manager shall maintain and replace MERV filters in accordance with the manufacturer’s recommendations. The property owner shall inform renters of increased risk of exposure to diesel particulates when windows are open.</p>
Floodplains	<p>FL1. It is understood that the project site will be elevated outside of the 500-year floodplain per plans. The project sponsor will construct the building with the Finish Floor Elevation at or 2’ above Base Flood Elevation (BFE) of 10’.</p> <p>FL2. The project applicant must do one of the following:</p> <ol style="list-style-type: none"> a. Seek a Letter of Map Amendment (LOMA) from FEMA based on Fill (LOMA-F) or other FIRM Map Amendment as appropriate, showing the site is 2’ above the BFE of 10’; b. Provide evidence of FEMA flood insurance; or c. Provide a Pre-Construction Elevation Certificate and a (post-construction) Final Elevation Certificate, showing the building 2’ above the 10’ BFE.
Historic Preservation	<p>HP1. Tribal consultations resulted in development of an Archaeological Monitoring and Treatment Plan (AMP) that must be agreed upon by all parties and finalized with CalHFA’s approval prior to the commencement of construction.</p>

Law, Authority, or Factor	Mitigation Measure
Land Use	LU1. The project sponsor shall obtain an <i>Architectural Permit</i> from the City of Redwood City for the proposal. Approval of this NEPA review is conditioned on the project sponsor's ability to obtain an Architectural Permit.
Soil Suitability	G1. The developer shall prepare and submit a Geotechnical Investigation to the satisfaction of the City of Redwood City Building Official.
Vegetation, Wildlife	<p>VW1. All tree removal and trimming, as well as ground disturbing activities, shall be scheduled to take place outside of the breeding season (February 15 to August 31). If construction is unavoidable during this time, a qualified biologist shall conduct a survey for nesting birds no more than three days prior to the removal or trimming of any tree and prior to the start of ground disturbing activities. If active nests are not present, project activities can proceed as scheduled. If active nests of protected species are detected, a buffer will be established around the nest based on consultation with CDFG and based on CDFG standards, which buffer shall remain in place until the City of Redwood City has determined, in consultation with a qualified biologist, that the buffer is no longer necessary to avoid significant impacts to the nest.</p> <p>VW2. Any project that occurs in the Downtown Precise Plan (DPP) area that would involve the removal of any tree shall complete the application and review process specified in the City of Redwood City's Tree Preservation Ordinance (Municipal Code Chapter 35) prior to project approval. The applicant shall follow all local codes in regard to Tree Permits, replacement plantings and Tree Protection Zones as required by the City of Redwood City.</p>

Determination:

Finding of No Significant Impact [24 CFR 58.40(g)(1); 40 CFR 1508.27]

The project will not result in a significant impact on the quality of the human environment.

Finding of Significant Impact [24 CFR 58.40(g)(2); 40 CFR 1508.27]

The project may significantly affect the quality of the human environment.



Preparer Signature: _____

Date: January 9, 2025

Name/Title/Organization: Cinnamon Crake, President, Bay Desert, Inc.

**Rebecca
Franklin**

Digitally signed by Rebecca Franklin
DN: O=CalHFA, CN=Rebecca Franklin, E=rfranklin@calhfa.ca.gov
Reason: I am the author of this document
Location:
Date: 2025.01.13 09:26:00-08'00'
Foxit PDF Editor Version: 13.1.4

Certifying Officer Signature: _____

Date: _____

Name/Title: Rebecca Franklin, Chief Deputy Director

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).

Vera Avenue Apartments

Source Documentation – January 2025

1. **AO Architects.** *112 Vera Ave. Redwood City, CA Architectural Set, Civil Set and Landscape Plan.* June 25, 2024. Job No. 2023-1080.
2. **Walsh Engineering.** *Civil Plan Set, Onsite Improvement Plans, 112 Vera Avenue.* June 10, 2024.
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9. **United States Government.** *The Coastal Barrier Resources Act of the United States.* Enacted October 18, 1982. CBRA, Public Law 97-348.
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11. **National Climate Task Force’s Flood Resilience Interagency Working Group (IWG), co-led by White House Council on Environmental Quality (CEQ), Office of Management and Budget (OMB), and the Federal Emergency Management Agency (FEMA).** *Federal Flood Standard Support Tool.* s.l. : Bay Desert Inc., October 15, 2024.
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34. **Stribling, Barbara.** *E-mail to CalSHPO@Parks.ca.gov in RE: [External] - Automatic reply: 106 HUD Vera Avenue Apartments.* [E-mail] s.l. : CalHFA, December 23, 2024.

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Appendix A – Project Description

- **AO Architects.** *112 Vera Ave. Redwood City, CA Architectural Set, Civil Set and Landscape Plan.* June 25, 2024. Job No. 2023-1080.
- **Walsh Engineering.** *Civil Plan Set, Onsite Improvement Plans, 112 Vera Avenue.* June 10, 2024.
- **AO Architecture.** *Landscape Plan, 112 Vera Avenue, Redwood City, CA.* June 21, 2024.

Appendix B – Airport Clear Zones

Vera Avenue Apartments

112 Vera Avenue, Redwood City, San Mateo County, California 94061

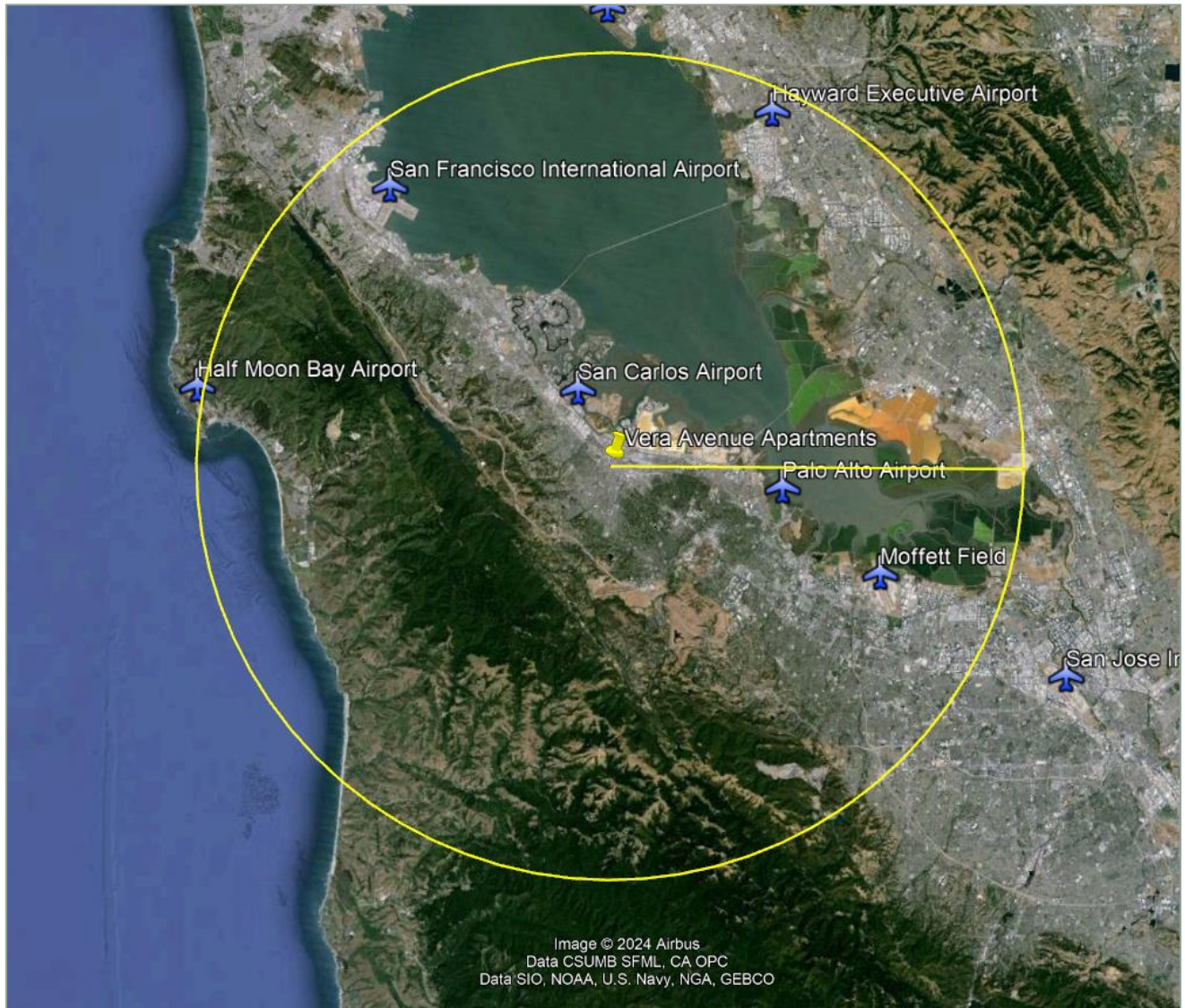


Figure 7 Airports within 15 miles of the subject site

Table 12 Distance to nearby airports

Airport type	Name	Distance from subject (Miles)	Airport Clear Zone
Major Airport	San Francisco International Airport	12.7 miles to the north	No
Military Airfield	Moffett Field	10.93 miles to the south	No
Minor Airport	San Carlos Airport	2.61 miles to the north	No
Minor Airport	Palo Alto Airport	6.35 miles to the southeast	No
Minor Airport	Hayward Executive Airport	14.06 miles to the northeast	No
Minor Airport	Half Moon Bay Airport	15 miles to the west	No

Appendix C – Floodplains, Wetlands & Endangered Species

- **U.S. Department of Housing and Urban Development.** *8-Step Decision Making Process for projects located in a Floodplain, Vera Avenue Apartments.* s.l. : Bay Desert Inc., October 15, 2024.
- **U.S. Department of Homeland Security.** *Federal Insurance Rate Map.* s.l. : Federal Emergency Management Agency, Effective April 5, 2019. Panel Number 06081C0301F.
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- **United States Department of the Interior.** *List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project, Vera Avenue Apartments.* Sacramento, CA : Fish and Wildlife Service, Sacramento Fish and Wildlife Service, August 22, 2024. Project Code: 2024-0134292.
- **United States Fish and Wildlife Service.** Wetlands Mapper. *National Wetlands Inventory.* [Online] [Cited: June 13, 2024.] <https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>.
- **Kurt Fouts.** *Arborist Report - Tree Survey & Preliminary Construction Impact Assessment, 112 Vera Avenue, Redwood City, CA.* Amended June 19, 2024.

Appendix D – Air Quality

- **MD Acoustics, LLC.** *Air Quality, Greenhouse Gas, and Health Risk Impact Study, 112 Vera Avenue, City of Redwood City, CA.* Simi Valley, CA : s.n., April 9, 2024.

Appendix E – Contamination and Toxic Substances

- **EBA Environmental.** *Phase I Environmental Site Assessment Update, 112 Vera Avenue, Redwood City, California.* Santa Rosa, CA : s.n., April 29, 2024. EBA Project No. 23-3477.
- **Environmental Data Resources, Inc.** *EDR Radius Map Report, Vera Avenue Apartments.* August 22, 2024.
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- **City of Redwood City, California.** Development projects GIS. [Online] [Cited: August 22, 2024.] <http://webgis.redwoodcity.org/community/?task=pp>.

Appendix F – Historic Preservation

- **Stribling, Barbara.** *E-mail to CalSHPO@Parks.ca.gov in RE: [External] - Automatic reply: 106 HUD Vera Avenue Apartments.* [E-mail] s.l. : CalHFA, December 23, 2024.
- **Brown, Kevin.** *Letter to Julianne Polanco, State Historic Preservation Officer in re: Vera Avenue Apartments, 112 Vera Avenue, Redwood City, San Mateo County, California 94061.* s.l. : California Housing Finance Agency, November 21, 2024.
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- **Massiatt, Richard.** *E-mail to Barbara Stribling, CalHFA in re: *VERA AVENUE APARTMENTS*.* [E-mail]
- Manteca, CA : Muwekma Ohlone Tribe of the San Francisco Bay Area, August 2, 2024.
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- **Campagne, Cody.** *Letter to Roy Hastings, R.L. Hastings & Associates, LLC.* Sacramento, CA : Native American Heritage Commission, March 27, 2024.
- **U.S. Department of Housing and Urban Development.** *Tribal Directory Assessment Tool.* Accessed on June 25, 2024.

Appendix G – Noise

- **MD Acoustics.** HUD Noise Assessment and Noise Mitigation Compliance Report, 112 Vera Avenue, City. Simi Valley, CA : s.n., April 9, 2024.

Appendix H – Soils and Miscellaneous

- **Krazan & Associates, Inc.** *Geotechnical Engineering Investigation, Proposed Multifamily Development, 112 Vera Avenue, Redwood City, California.* January 16, 2024.
- **United States Department of Agriculture.** *Custom Soil Resource Report, Vera Avenue Apartments.* s.l. : Natural Resources Conservation Service, August 22, 2024. Web Soil Survey.
- **United States Environmental Protection Agency.** Sole Source Aquifers. [Online] [Cited: August 23, 2024.] <https://www.epa.gov/dwssa/map-sole-source-aquifer-locations> .
- **United States Department of the Interior National Park Service.** Designated Wild & Scenic Rivers. *National Wild & Scenic Rivers.* [Online] [Cited: August 23, 2024.] <http://www.rivers.gov/california.php>.
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- **Alley, RC.** *Letter to California Housing Finance Agency in re: Vera Avenue Apartments ("Project"), Redwood City, CA.* Orange, CA : Architects Orange, February 12, 2024. AO #2023-1080).
- **WalkScore.** 112 Vera Avenue. [Online] [Cited: December 22, 2024.] <https://www.walkscore.com/score/112-vera-ave-redwood-city-ca-94061> .