FINAL NEGATIVE DECLARATION

SAMTRANS BUILDING 200 REPLACEMENT

San Mateo County Transit District

November 2024

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Introduction

This document is the Final Negative Declaration (ND) prepared for the proposed SamTrans Building 200 Replacement in the City of South San Francisco, San Mateo County, California. An Initial Study (IS) supporting a proposed ND was prepared for the proposed project in accordance with the requirements of the California Environmental Quality Act (CEQA). The San Mateo County Transit District is the CEQA lead agency for the proposed project.

SamTrans proposes replacement of a one-story, 10,650 square foot (sf) building (Building 200) located in the southeastern corner of its North Base in the City of South San Francisco, San Mateo County, California. The new Building 200 would be a two-story, 27-foot-tall, 19,450 sf building. The new Building 200 would provide additional space for management offices, operator amenities, bus operations, meeting space, and support spaces.

Organization of the Final ND

This Final ND contains the following sections:

Section 1 Introduction

Section 2 Organization of the Final ND

Section 3 Process and Regulations

Section 4 Findings and Determination
Notice of Availability – Notice of Intent
November 2024 Final Initial Study

Process and Regulations

Section 15073 of the State CEQA Guidelines indicates that a lead agency shall provide a public review period for a proposed ND pursuant to Section 15105(a) of not less than 20 days when not submitted to the State Clearinghouse. The Draft IS/ND for the SamTrans Building 200 Replacement project was circulated for public review and comment for 20 days (October 7 to October 28, 2024).

A Notice of Availability (NOA) and Notice of Intent to Adopt a Negative Declaration (NOI) was sent to the San Mateo County Clerk and was published in the San Mateo Daily Journal on October 7, 2024. The NOA-NOI and newspaper proof are provided on Page 3.

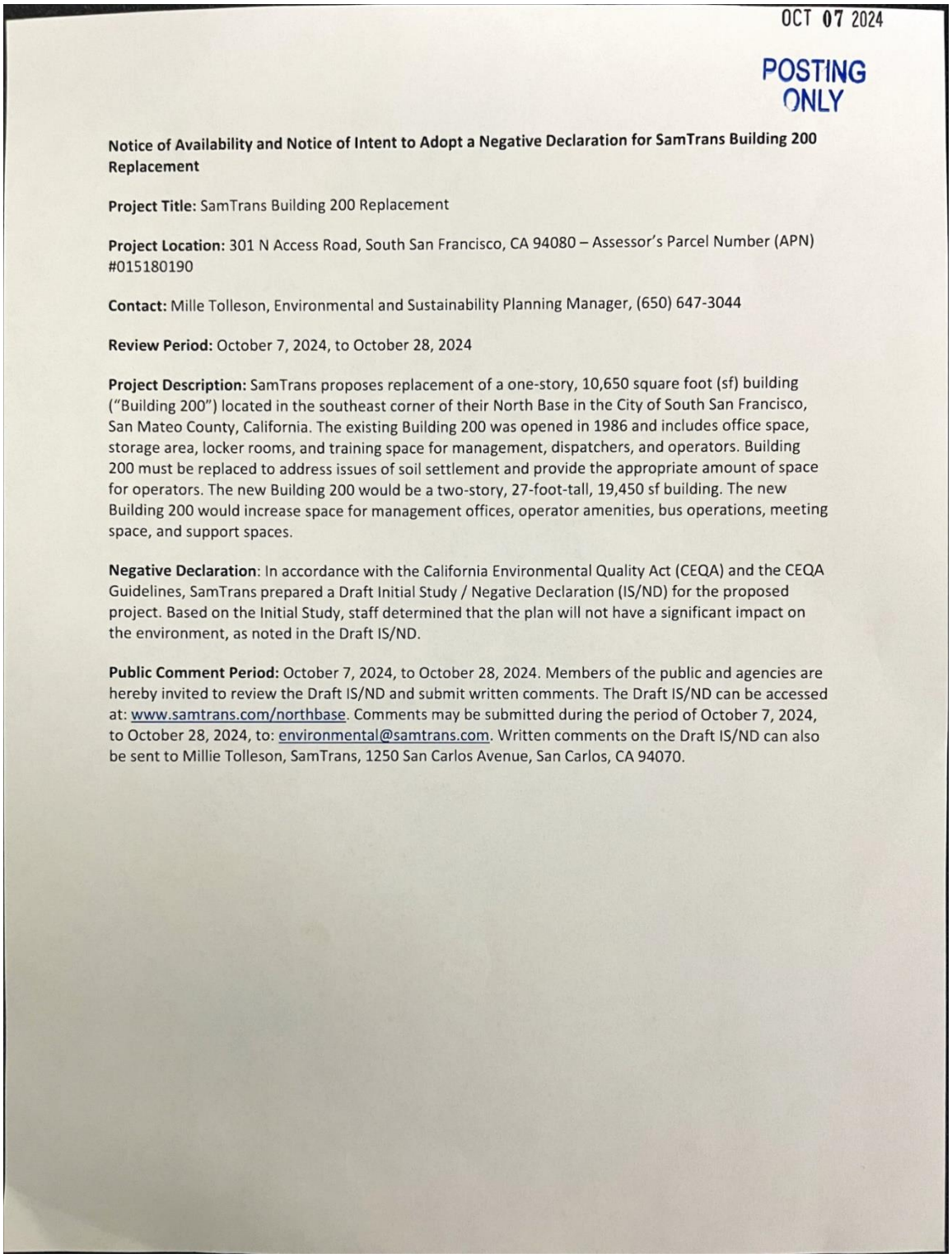
The San Mateo County Transit District received no comment letters from organized groups, individuals, or state or local agencies. The Final IS is included on Page 9.

The Final ND has been prepared pursuant to the requirements of CEQA, Public Resources Code, Section 21000 et al, and the State CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15000 et al.

Findings and Determination

As lead agency for compliance with CEQA requirements, the San Mateo County Transit District finds that the proposed project would not cause a significant adverse impact on the environment. This finding is based on the criteria of the Guidelines of the State Secretary for Resources, Section 15064 (Determining the Significance of Environmental Effects), Section 15065 (Mandatory Findings of Significance), and Section 15070 (Decision to Prepare a Negative or Mitigated Negative Declaration), as well as on the results of the Final Initial Study prepared for the project.

Notice of Availability – Notice of Intent



OCT 07 2024

POSTING ONLY

Notice of Availability and Notice of Intent to Adopt a Negative Declaration for SamTrans Building 200 Replacement

Project Title: SamTrans Building 200 Replacement

Project Location: 301 N Access Road, South San Francisco, CA 94080 – Assessor's Parcel Number (APN) #015180190

Contact: Mille Tolleson, Environmental and Sustainability Planning Manager, (650) 647-3044

Review Period: October 7, 2024, to October 28, 2024

Project Description: SamTrans proposes replacement of a one-story, 10,650 square foot (sf) building ("Building 200") located in the southeast corner of their North Base in the City of South San Francisco, San Mateo County, California. The existing Building 200 was opened in 1986 and includes office space, storage area, locker rooms, and training space for management, dispatchers, and operators. Building 200 must be replaced to address issues of soil settlement and provide the appropriate amount of space for operators. The new Building 200 would be a two-story, 27-foot-tall, 19,450 sf building. The new Building 200 would increase space for management offices, operator amenities, bus operations, meeting space, and support spaces.

Negative Declaration: In accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, SamTrans prepared a Draft Initial Study / Negative Declaration (IS/ND) for the proposed project. Based on the Initial Study, staff determined that the plan will not have a significant impact on the environment, as noted in the Draft IS/ND.

Public Comment Period: October 7, 2024, to October 28, 2024. Members of the public and agencies are hereby invited to review the Draft IS/ND and submit written comments. The Draft IS/ND can be accessed at: www.samtrans.com/northbase. Comments may be submitted during the period of October 7, 2024, to October 28, 2024, to: environmental@samtrans.com. Written comments on the Draft IS/ND can also be sent to Millie Tolleson, SamTrans, 1250 San Carlos Avenue, San Carlos, CA 94070.

AFFIDAVIT OF PUBLICATION
SAN MATEO DAILY JOURNAL

STATE OF CALIFORNIA
County of San Mateo

The undersigned declares: That at all times hereinafter mentioned, affiant was a permanent resident of the United States, over the age of eighteen years old, and was at and during all said times. The Office Manager of the San Mateo Daily Journal, a newspaper published daily in the County of San Mateo, State of California. The notice mentioned was set in type no smaller than nonpareil and was preceded with words printed in black face type not smaller than size 6, describing and expressing in general terms, the purpose and character of the notice intended to be given; that the

PUBLIC NOTICE

Of which the annexed is a printed copy was published and printed in said newspaper on the 7th Day of October 2024.

I declare under penalty of perjury that the foregoing is true and correct.

JP Uganiza

Dated at San Mateo, California,
This 7th day of OCTOBER 2024.

Notice of Availability and Notice of Intent to Adopt a Negative Declaration for SamTrans Building 200 Replacement

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Aviso de disponibilidad y notificación de adopción de una declaración negativa para la sustitución del Edificio 200 de SamTrans

Nombre del proyecto: Sustitución del Edificio 200 de SamTrans

Ubicación del proyecto: 301 N Access Road, South San Francisco, CA 94080 – Número de catastro: 015180190

Persona de contacto: Mille Tolleson, gerenta de Planificación Ambiental y de Sostenibilidad, tel. (650) 647-3044

Periodo de revisión: Del 7 de octubre de 2024 al 28 de octubre de 2024

Descripción del proyecto: SamTrans propone la sustitución de un edificio de una planta que tiene una superficie de 10 650 pies cuadrados (ft²) (989 m²) ("Edificio 200") y está situado en la esquina sureste de su base norte de la ciudad de San Francisco Sur, en el condado San Mateo, California. El Edificio 200 actual se inauguró en 1986 e incluye oficinas, almacenes, vestuarios y un área de capacitación para directivos, despachadores y operarios. El Edificio 200 debe sustituirse para que se puedan solucionar los problemas de asentamiento del suelo y se pueda proporcionar el espacio adecuado a los operarios. El nuevo Edificio 200 tendrá dos plantas, una altura de 27 pies (8 m) y una superficie de 19 450 pies cuadrados (1807 m²). El nuevo Edificio 200 tendrá más espacio para las oficinas de los directivos, servicios para los operarios, operaciones de autobuses, salas de reuniones y áreas de apoyo.

Declaración negativa: De conformidad con la Ley de Calidad Medioambiental de California (CEQA, por sus siglas en inglés) y sus respectivas directrices, SamTrans ha preparado un Borrador de Estudio Inicial/Declaración negativa (IS/ND) para el plan propuesto. Según el Estudio Inicial, los peritos determinaron que el plan no acarreará repercusiones medioambientales considerables, tal como se lo estipula en el borrador IS/ND.

Periodo de comentarios públicos: Del 7 de octubre de 2024 al 28 de octubre de 2024. Se insta a los miembros del público y las agencias a revisar el Borrador IS/ND y, en consecuencia, remitir sus comentarios por escrito. Para acceder al Borrador IS/ND, haga clic en este enlace: www.samtrans.com/northbase. Los comentarios podrán enviarse en el periodo comprendido entre el 7 de octubre de 2024 y el 28 de octubre de 2024 a: environmental@samtrans.com. También se pueden enviar los comentarios con respecto al Borrador IS/ND por correo convencional: Millie Tolleson, SamTrans; 1250 San Carlos Avenue; San Carlos, CA 94070.

Abiso ng Pagiging Available at Abiso ng Layunin na Magpatibay ng Negatibong Deklarasyon para sa Pagpapalit ng SamTrans Building 200

Pamagat ng Proyekto: Pagpapalit ng SamTrans Building 200

Lokasyon ng Proyekto: 301 N Access Road, South San Francisco, CA 94080 – Numero ng Parcel ng Tagasuri (APN) #015180190

Contact: Mille Tolleson, Manager ng Pagpaplano ng Pangkapaligiran at Pagpapanatili (Environmental and Sustainability Planning Manager), (650) 647-3044

Panahon ng Pagsusuri: Oktubre 7, 2024, hanggang Oktubre 28, 2024

Deskripsyon ng Proyekto: Iminumungkahi ng SamTrans na palitan ang isang palapag, 10,650 talampakang kuwadrado (sf) na gusali ("Building 200") na matatagpuan sa timog-silangan na sulok ng kanilang North Base sa Lungsod ng South San Francisco, San Mateo County, California. Ang kasalukuyang Building 200 ay binuksan noong 1986 at kasama ang espasyo ng opisina, lugar ng imbakan, silid palitan, at lugar ng pagsasanay para sa pangasiwaan, mga despatsador, at mga operator. Ang Building 200 ay dapat palitan nang matugunan ang mga isyu ng pag-aayos ng lupa at magbigay ng naaangkop na dami ng espasyo para sa mga operator. Ang bagong Building 200 ay magiging dalawang palapag, 27-talampakang-taas, 19,450 talampakang kuwadrado na guusali. Ang bagong Building 200 ay magpapalaki ng espasyo para sa mga opisina ng pamamahala, mga amenity ng operator, pagpapatakbo ng bus, espasyo sa pagpupulong, at mga espasyo sa pagsuporta.

Negatibong Deklarasyon: Alinsunod sa Batas sa Kalidad ng Kalikasan ng California (California Environmental Quality Act, CEQA) at sa Mga Alituntunin ng CEQA, naghanda ang SamTrans ng Draft na Paunang Pag-aaral / Negatibong Deklarasyon (IS/ND) para sa iminungkahing proyekto. Batay sa Paunang Pag-aaral, natukoy ng kawani na ang plano ay hindi magkakaroon ng malaking epekto sa kapaligiran, gaya ng nakasaad sa Draft IS/ND.

Panahon ng Pagkomento ng Publiko: Oktubre 7, 2024, hanggang Oktubre 28, 2024. Ang mga miyembro ng publiko at mga ahensya ay iniimbitahan na suriin ang Draft IS/ND at magsumite ng mga nakasulat na komento. Maaaring ma-access ang Draft IS/ND sa: www.samtrans.com/northbase. Maaaring isumite ang mga komento sa panahon ng Oktubre 7, 2024, hanggang Oktubre 28, 2024, sa: environmental@samtrans.com. Ang mga nakasulat na komento sa Draft IS/ND ay maaari din na ipadala kay Millie Tolleson, SamTrans, 1250 San Carlos Avenue, San Carlos, CA 94070.

关于 SamTrans Building 200 重建项目重大环境影响否定声明的可用性通知以及采用意向通知

项目名称： SamTrans Building 200 重建项目

项目地点： 301 N Access Road, South San Francisco, CA 94080 – 不动产地块编号 (APN) #015180190

联系人： 环境和可持续发展规划主管 Mille Tolleson，(650) 647-3044

审核期： 2024 年 10 月 7 日至 2024 年 10 月 28 日

项目介绍： SamTrans 提议重建其位于加利福尼亚州圣马特奥县南旧金山市的北基地东南角一栋一层高、面积 10,650 平方英尺的建筑物（"Building 200"）。现有的 Building 200 于 1986 年启用，包含办公室、储藏区、更衣室，以及供管理人员、调度员和巴士司机使用的培训空间。为解决土壤沉降问题，并为巴士司机提供适当的工作空间，Building 200 必须进行重建。新的 Building 200 将是一栋 27 英尺高、面积 19,450 平方英尺的两层式建筑物。新建的 Building 200 将带来更多可用空间，用于管理办公室、巴士司机便利设施、巴士运营、会议空间和支持空间。

否定声明： SamTrans 根据《加州环境质量法》（California Environmental Quality Act，简称 CEQA）和《加州环境质量法》指南，为拟议项目制定了《初步研究/否定声明》(IS/ND) 草案。根据《初步研究》，工作人员确认该项目如《IS/ND》草案所述，不会对环境产生重大影响。

公众意见征询期： 2024 年 10 月 7 日至 2024 年 10 月 28 日。特此邀请公众和相关机构审查《IS/ND》草案并提交书面意见。如需查阅《IS/ND》草案，请前往：www.samtrans.com/northbase。如需提交意见，请于 2024 年 10 月 7 日至 2024 年 10 月 28 日期间发送电子邮件至：environmental@samtrans.com。《IS/ND》草案相关书面意见也可邮寄至：SamTrans, 1250 San Carlos Avenue, San Carlos, CA 94070，收件人 Millie Tolleson。

INITIAL STUDY
SAMTRANS BUILDING 200 REPLACEMENT

San Mateo County Transit District

November 2024

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Part I Environmental Checklist Form

1. Project Title:	SamTrans Building 200 Replacement
2. Lead Agency Name and Address:	San Mateo County Transit District
3. Contact Person and Phone Number:	Josh Mello, Executive Officer, Planning and Development (650) 508-6278
4. Project Location	301 N Access Road, South San Francisco, CA 94080 – Assessor's Parcel Number (APN) # 015180190
5. Project Sponsor's Name and Address:	San Mateo County Transit District, 1250 San Carlos Ave., P.O. Box 3006, San Carlos, CA 94070-1306
6. General Plan Land Use Designations:	Public
7. Zoning:	Public/Quasi-Public (PQP)

8. Description of Project:

The San Mateo County Transit District (District) is the administrative body for the principal public transit and transportation programs in San Mateo County, comprising SamTrans bus service (SamTrans), including Redi-Wheels and RediCoast paratransit service; and the San Mateo County Transportation Authority. SamTrans bus service serves San Mateo County and portions of San Francisco and Palo Alto in neighboring San Francisco and Santa Clara Counties, respectively.

SamTrans proposes replacement of a one-story, 10,650 square foot (sf) building (Building 200) located in the southeastern corner of its North Base in the City of South San Francisco, San Mateo County, California. The new Building 200 would be a two-story, 27-foot-tall, 19,450 sf building. The new Building 200 would provide additional space for management offices, operator amenities, bus operations, meeting space, and support spaces.

Background

SamTrans buses provide service primarily within San Mateo County, with additional connecting service into adjacent San Francisco and Santa Clara Counties. The District has a fleet of more than 300 fixed-route revenue vehicles and 80 paratransit vehicles. SamTrans buses are stored and maintained at two locations, one at North Base in the City of South San Francisco and the other at South Base in the City of San Carlos.

Within North Base, Building 200 is a one-story, 16-foot-tall, 10,650 sf building that includes office space, storage area, locker rooms, and training space for employees (management, dispatchers, and bus operators). The building was constructed in 1986. The area surrounding Building 200 includes 247 surface parking spaces across three separate areas, as well as other maintenance support buildings for SamTrans operations. The existing Building 200 is used by approximately 208 operators and 28 paratransit contracted operators. By SamTrans's Fiscal

Year (FY) 2032 (calendar years 2031 –2032), approximately 300 operators would report to North Base to support expanded transit service. This increased operator load would occur with or without the proposed project. Therefore, SamTrans determined that Building 200 must be expanded or replaced to provide the appropriate amount of space for operators.

In 2019 SamTrans prepared a Settlement Evaluation Study to better understand soil conditions at the existing Building 200. This study determined that the soil conditions are poor and causing pronounced differential settlement across the building footprint that has impacted the usability of the building. The floor elevations are higher near the east and west ends of the building and lower toward the center of the building, with up to 20 inches of variation across the foundation mat.

Due to these soil conditions, it is not cost effective to expand or modify the existing building, and instead, the building must be fully replaced.

Proposed Project

The proposed project would include demolition of the existing Building 200, site preparation, and construction of a new replacement Building 200 in approximately the same footprint.

The demolition phase would entail complete demolition of the existing Building 200 structure and slab foundation. In addition, existing landscaping within the area of work (see Figure 1a) would be demolished, landscaping would be mulched, and soil would be stockpiled for reuse.

During the site preparation phase, 3 feet of excavation would occur across the building footprint and extend an additional 10 feet around the perimeter of the new building, comprising 2,111 cubic yards. Ground improvement would be installed within this area. The ground improvement would comprise cement-soil mixing to a maximum depth of 35 feet below original grade. Mixing the soil with cement would create subsurface columns that strengthen the ground. The process is used to improve soft, loose, or variable ground conditions to improve below-grade stability. The resulting columns would have improved strength and reduce settlement potential. After completion of ground improvement, a shallow mat slab foundation would be installed, and 567 cubic yards of imported fill would be placed and compacted in the 10-foot perimeter around the foundation, bringing the site back up to original grade.

During the building construction phase, the proposed Building 200 would be built at-grade on the new foundation. Staff input was collected between March and June 2023 and used to inform the layout of the new Building 200. The new Building 200 would comprise two floors. The first floor would provide space for operations and operator amenities, including lobby, dispatch, conference rooms, breakroom, and locker room. The second floor would provide additional meeting space, a radio control room, and management offices. would nearly triple the amount of meeting and multi-purpose space compared to the existing Building 200. The new building would be 27 feet to the roofline and 31 feet to the top of the parapet. Landscaping would be installed along the west, south, and east sides of the area of work, including five paperbark trees, two New Zealand Christmas trees, two Coast Live Oak trees, and one Arroyo Willow tree, as well as hundreds of one- to five-gallon shrubs. **Figures 1a – 1c** present a site plan and elevations for the new Building 200.

Demolition and construction is expected to occur over an approximately 24-month period and be completed in 2027.

The proposed project would not increase the total number of operators reporting to North Base; SamTrans anticipates the increased operator load would occur regardless of the project.

Project Environmental Measures

As part of the project, SamTrans would implement the following environmental measures during construction:

- BAAQMD's basic best management practices (BMPs) would be incorporated into the project to avoid and minimize construction-related impacts:
    - All exposed surfaces (e.g., parking areas, staging areas, soil piles, and graded areas) would be watered two times per day.
    - All haul trucks transporting soil, sand, or other loose material off-site would be covered.
    - All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
    - All vehicle speeds on unpaved temporary access roads would be limited to 15 miles per hour.
    - All areas to be paved would be completed as soon as possible.
    - Idling times would be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes. Clear signage would be provided for construction workers at all access points.
    - All construction equipment would be maintained and properly tuned in accordance with manufacturer's specifications. All equipment would be checked by a certified mechanic and determined to be running in proper condition prior to operation.
    - A publicly visible sign would be posted with the telephone number and person to contact at the District regarding dust complaints. This person would respond and take corrective action within 48 hours. BAAQMD's phone number would also be visible to ensure compliance with applicable regulations.
- In accordance with NPDES General Permit requirements, a Stormwater Pollution Prevention Plan (SWPPP) would be prepared and implemented. The SWPPP would identify BMPs to address pollutant source reduction and provide measures and controls necessary to address potential pollutant sources. These measures would protect water quality in the northern coast salt marsh adjacent to Belle Aire Island. If project construction begins during the avian breeding season (from February 1 to September 15), pre-construction surveys would be undertaken to determine the presence of nesting birds. If nesting birds are observed, no site disturbance would occur within 250 feet of non-raptor nests and 1,000 feet of raptor nests until chicks have fledged.

- Prior to construction, a tree protection zone would be established around “protected trees,” as defined by the City of South San Francisco Municipal Code, within or adjacent to the impact areas. No heavy machinery would be allowed to pass through or park within this area, nor should debris, tools, or other materials be stored within the tree protection zone or against tree trunks.

- In the event of the unanticipated discovery of archaeological materials, the project contractor would immediately cease all work activities in the area (within approximately 50 feet) of the discovery until it can be evaluated by the qualified archaeologist. Construction would not resume until the qualified archaeologist has conferred with the landowner on the significance of the resource. If it is determined that the discovered archaeological resource constitutes a historic property under Section 106 of the National Historic Preservation Act (NHPA), or a historical resource under CEQA, avoidance and preservation in place is the preferred manner of mitigation. If preservation in place is determined to be infeasible and data recovery through excavation is the only feasible mitigation available, a Cultural Resources Treatment Plan would be prepared and implemented by the qualified archaeologist in consultation with the landowner. The Cultural Resources Treatment Plan would provide for the adequate recovery of the scientifically consequential information contained in the archaeological resource.

- In the event of accidental discovery of human remains and associated funerary objects during construction, SamTrans would comply with all applicable state laws. This would include immediate notification to the County Coroner and, in the event of the Coroner’s determination that the human remains are Native America, notification of the California Native America Heritage Commission, which shall appoint a most likely descendent (MLD). SamTrans would procure an archaeological consultant. SamTrans, the archaeological consultant, and the MLD would make all reasonable efforts to develop an agreement for treatment, with appropriate dignity, of human remains and associated funerary objects pursuant to Public Resources Code Section 5097.98.

- The following construction noise control measures would be implemented:

    - **Construction noise control plan.** The contractor would be required to propose feasible methods of reducing construction noise, such as temporary shrouds around equipment or temporary barriers around particularly noisy activities or activities occurring at night.

    - **Construction noise monitoring.** The project would include construction noise monitoring. A long-term unattended noise monitor would be installed to ensure contractor compliance with construction noise mitigation and to enable a proactive response to any problems. The monitoring data would be accessible to the contractor and the District online, and the monitor would provide automatic notification if preset thresholds are exceeded. The specific details of the noise monitoring would be determined as part of a construction noise monitoring plan.

    - **Turn off idling equipment**. When not in use, idling equipment would be turned off. All equipment would be turned off within five minutes of idling; diesel equipment would be turned off within two minutes of idling.

    - **Use newer equipment with improved noise muffling**. All equipment items would include the manufacturers’ recommended noise abatement measures,

such as mufflers, engine covers, and engine vibration isolators, intact and operational. Newer equipment would generally be quieter in operation than older equipment. All construction equipment would be inspected at periodic intervals to ensure proper maintenance and presence of noise control devices.

Figure 1a: Proposed NB 200 Site Plan

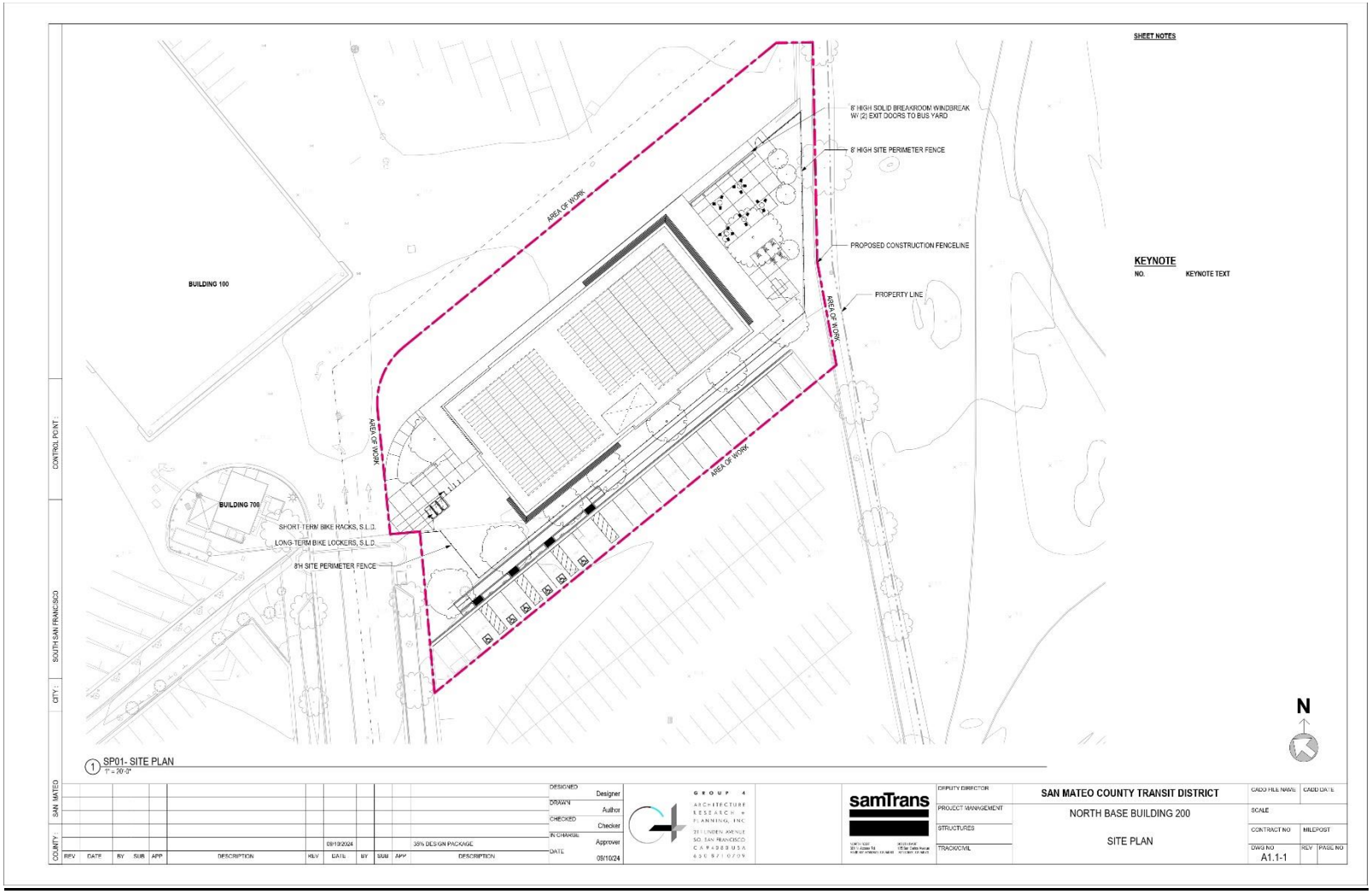
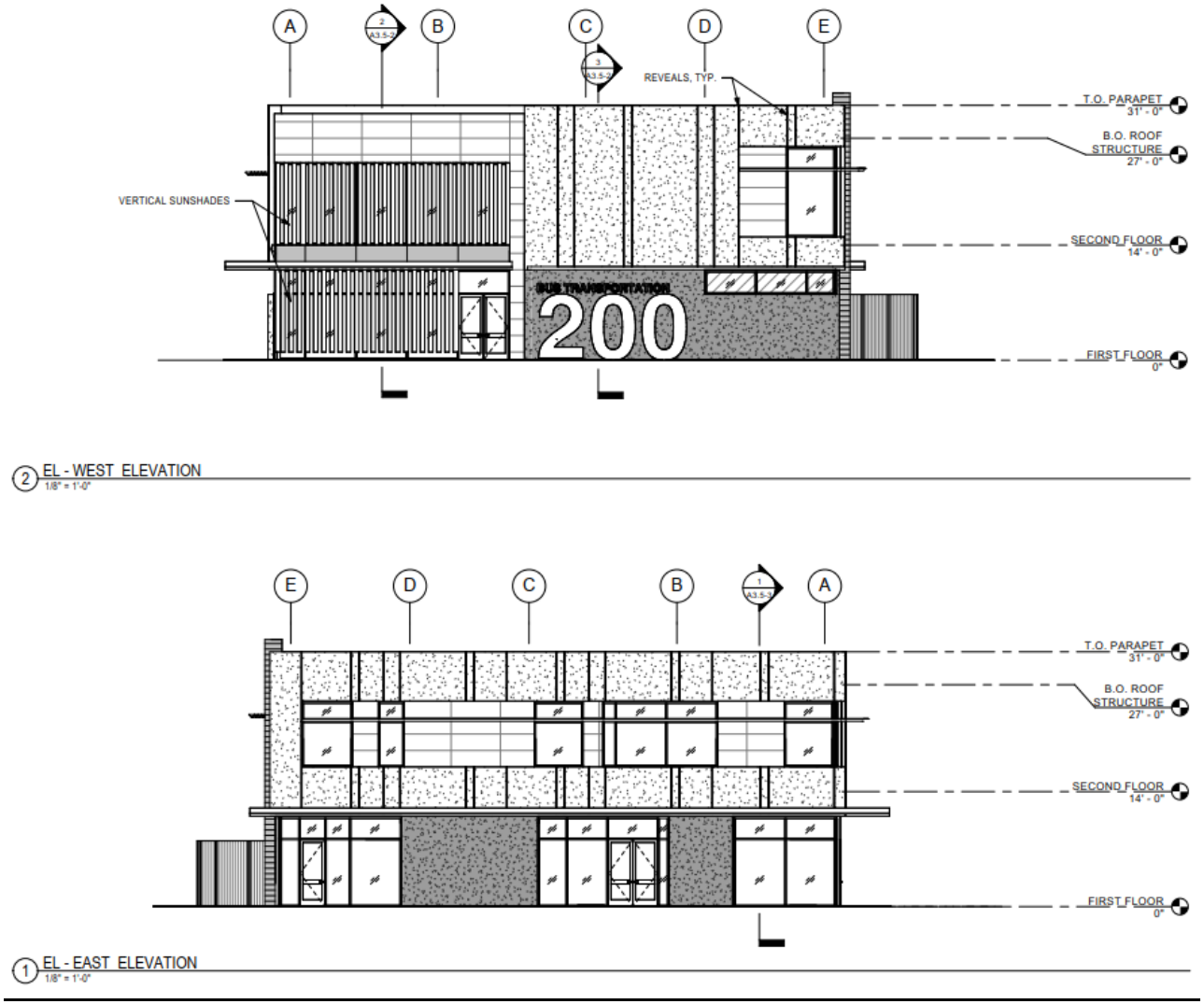


Figure 1b: North and South Elevations

Figure 1c: East and West Elevations



Surrounding Land Uses and Setting

Figure 2 shows the regional project location, **Figure 3** shows the location of the new Building 200 within North Base, and **Figure 4** shows the surrounding land uses at North Base.

North Base is located at 301 N. Access Road, South San Francisco, California 94080. The base is on a peninsula in South San Francisco known as “Belle Aire Island.” The peninsula is directly north of the San Francisco Airport and surrounded on three sides by waters of the San Francisco Bay. The peninsula is approximately 80 percent covered by pavement or buildings. Elevations over much of the peninsula are approximately 12 feet (NAVD 88). Located approximately 230 feet southwest of the new Building 200, also on the peninsula, is the Samaritan House – Safe Harbor Shelter. The shelter is a 90-bed emergency shelter for homeless individuals above the age of 18. The San Francisco Bay Trail runs along the perimeter of the peninsula, outside North Base. North Base houses 169 buses, plus paratransit vehicles, and is situated on 27 acres with 110,400 sf of buildings for operations and maintenance.

Figure 2: Regional Project Location

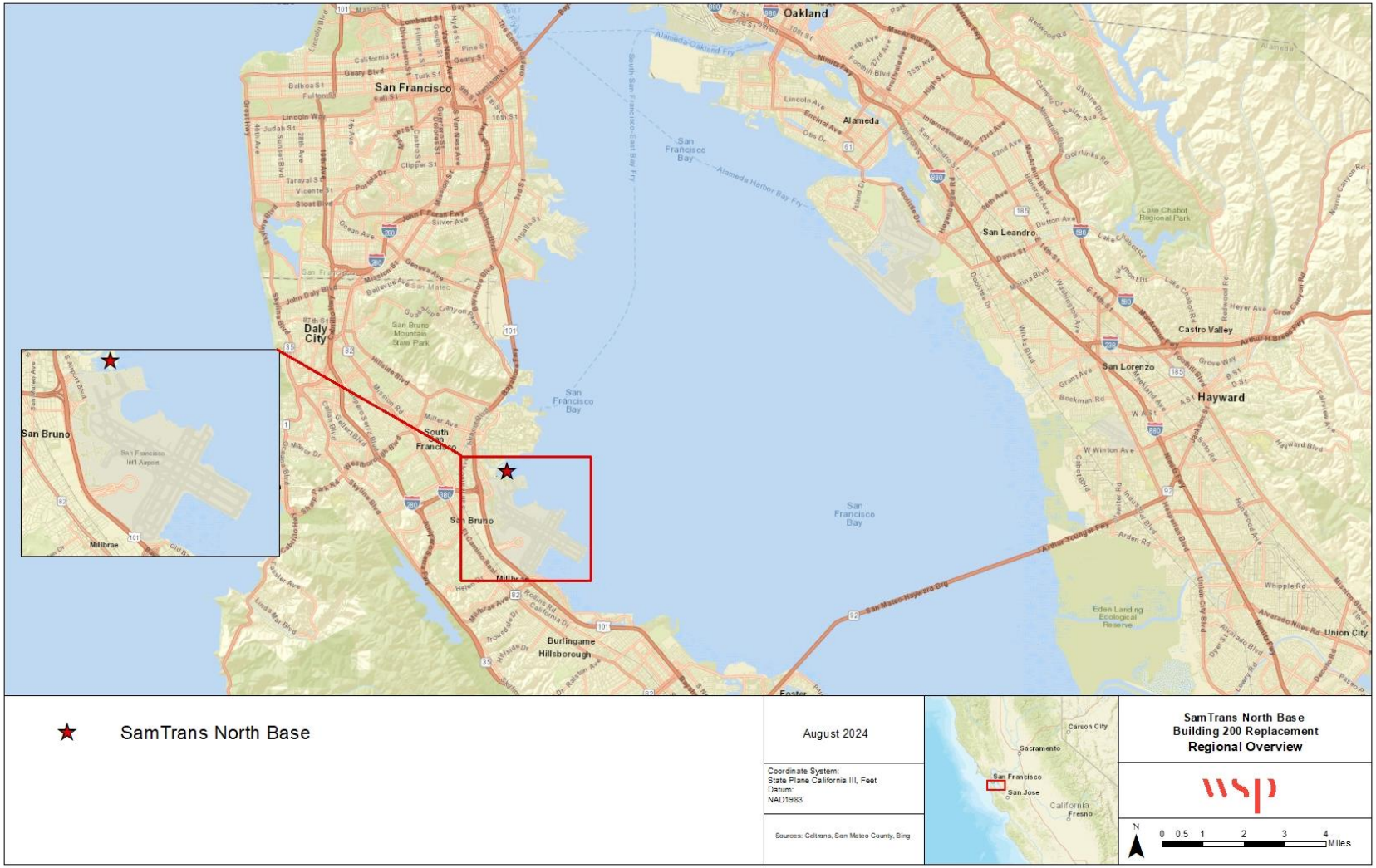


Figure 3: Building 200 and North Base

Figure 4: Nearby Land Uses

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project (i.e., the project could result in at least one potentially significant impact to the resource). Please see the checklist on the following pages for additional information.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☐ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation/Traffic	☐ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

DETERMINATION

On the basis of this initial evaluation:

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

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

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

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

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

	11/5/2024
Signature Millie Tolleson, Planning Director	Date
Millie Tolleson	11/5/2024
Printed Name	Date

Part II Evaluation of Environmental Impacts

This Draft Initial Study (IS) uses the environmental checklist form presented in Appendix G of the California Environmental Quality Act (CEQA) Guidelines. The following terminology is used to evaluate the level of significance of impacts that would result from the proposed project:

- A finding of *no impact* is made when the analysis concludes that the proposed plan would not affect the particular environmental issue.

- An impact is considered *less than significant* if the analysis concludes that there would be no substantial adverse change in the environment and that no mitigation is needed.

- An impact is considered *less than significant with mitigation incorporated* if the analysis concludes that there would be no substantial adverse change in the environment with the inclusion of the mitigation measure(s) described.

- An impact is considered *significant* or *potentially significant* if the analysis concludes that there could be a substantial adverse effect on the environment.

- *Mitigation* refers to specific measures or activities adopted to avoid an impact, reduce its severity, or compensate for it.

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

Have a substantial adverse effect on a scenic vista?

A scenic vista is typically considered an aesthetically pleasing view as seen from a particular vantage point. In the vicinity of North Base, scenic vistas are available from the San Francisco Bay Trail across the San Francisco Bay to the east and San Bruno Mountain to the north. The proposed project would include the demolition of the existing Building 200 and construction of a two-story building in the same location. The new Building 200 would not obstruct public views of the San Francisco Bay or San Bruno Mountain from the San Francisco Bay Trail. The Bay and mountain would continue to be visible from several publicly accessible vantage points north and east of the new Building 200.

San Mateo County identifies Scenic Corridors to protect and enhance public views within certain areas. Development in these areas is not allowed to significantly obscure, detract from, or negatively affect the quality of these views. North Base is not located within any Scenic Corridor as defined by San Mateo County, further the proposed construction would not result in a substantially larger building.[1] Therefore, the impact would be **less than significant,** and no mitigation measures are required.

[1] San Mateo County. Scenic Corridors. Available at San Mateo County | Scenic Corridors | County of San Mateo, CA (smcgov.org). Accessed April 2, 2024.

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

There are no scenic trees, rock outcroppings, historic buildings, state scenic highways, or other scenic resources in the vicinity of North Base.[2] Therefore, there will be **no impact.**

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

North Base is located in an urban area.

North Base is located within a Public/Quasi-Public (PQP) zoning district designated by the City of South San Francisco. In PQP districts, structures are limited to 30 feet in height, and buildings must be set back 10 feet from the street, 5 feet from side and rear property lines when abutting non-residential districts, and 40 feet from the high-water mark.[3] No net new impervious area is permitted within 250 feet of the San Francisco Bay shoreline (Ord. 1646 § 2, 2022).

As discussed above, San Mateo County identifies Scenic Corridors to protect and enhance public views from certain areas. North Base is not within an area identified as a Scenic Corridor by San Mateo County.

The proposed project is a two-story, 27-foot-tall building in compliance with the underlying PQP zoning. The proposed project would be set back from the property line and adjacent properties in accordance with zoning regulations, and it would be located more than 200 feet from the San Francisco Bay high water mark. The project would not conflict with applicable zoning regulations governing scenic quality. Therefore, the impact would be **less than significant**, and no mitigation measures are required.

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

The proposed new Building 200 may include downward-facing lighting to illuminate the areas adjacent to the building. Lighting would be designed and installed such that it is deflected away from adjacent properties and public streets and to prevent adverse interference with the normal operation or enjoyment of surrounding properties.

The impact would be **less than significant**, and no mitigation measures are required.

[2] Caltrans. Scenic Highways. Available at https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways, accessed April 2, 2024.

[3] City of South San Francisco. Zoning Ordinance. Available online: https://ecode360.com/43450037. Accessed April 2, 2024.

II. AGRICULTURE AND FOREST RESOURCES:

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

According to 2018 data provided by the California Department of Conservation's Farmland Mapping & Monitoring Program, San Mateo County has 1,718 acres of prime farmland, 134 acres of farmland of statewide importance, 2,142 acres of unique farmland, and 697 acres of farmland of local importance.[4] According to the map of San Mateo County's important farmland for 2018, North Base is located in urban and built-up land.[5] North Base is not located on mapped important farmlands, and no important farmlands are nearby.

[4] California Department of Conservation. Farmland Mapping & Monitoring Program: 2016-2018 Farmland Conversion Report. Available at 2016-2018 Farmland Conversion Report (ca.gov). Accessed April 2, 2024.

[5] California Department of Conservation. San Mateo County Important Farmland 2018. Available at San Mateo County (ca.gov). Accessed April 2, 2024.

The proposed project does not include development in farmland, nor does it propose any type of physical development or construction that would convert these resources to non-agricultural resources. Therefore, there would be **no impact**.

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

North Base is not zoned for agricultural use. North Base is zoned PQP. Government offices, park and recreation facilities, public safety facilities, and parking are permitted uses. Schools, cultural institutions, and utilities are conditionally permitted uses. North Base is not subjected to a Williamson Act contract.[6]

The proposed project does not include any type of physical development or construction in areas zoned for agriculture or subject to a Williamson Act contract. Therefore, there would be **no impact**.

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

North Base is not zoned for forest land or timberland uses. As described above, North Base is zoned for PQP uses.

The proposed project would not conflict with existing zoning for, or cause rezoning of, any forest land or timberland. Therefore, there would be **no impact**.

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

The proposed project would not remove or convert any forest land. Therefore, there would be **no impact**.

Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

The proposed project does not involve changes that would convert farmland to non-agricultural uses. Therefore, there would be **no impact**.

[6] San Mateo County. Williamson Act Parcels (Interactive Map). Available at Williamson Act Parcels | Open San Mateo County (smcgov.org). Accessed April 2, 2024.

III. AIR QUALITY:

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Ambient air quality standards are set to protect public health. San Mateo County is designated by the U.S. Environmental Protection Agency (EPA) as a non-attainment area for the National Ambient Air Quality Standards for two criteria pollutants: ozone and fine particulates ($PM_{2.5}$).[7] San Mateo County is also designated as a non-attainment area by the California Air Resources Board (CARB) for state air quality standards for ozone, $PM_{2.5}$, and coarse particulates (PM_{10}).[8] Plans to improve air quality and attain ambient air quality standards in the Bay Area are developed by the Bay Area Air Quality Management District (BAAQMD), in cooperation with the Metropolitan Transportation Commission and the Association of Bay Area Governments.

The proposed project would result in temporary emissions from equipment exhaust and fugitive dust during the construction of the new Building 200. Construction is expected to occur over a 24-month period. As detailed in the project description, BAAQMD's basic best management practices (BMPs) would be incorporated into the project to avoid and minimize construction-related impacts.

[7] EPA. Green Book: California Non-attainment/Maintenance Status for Each County by Year for All Criteria Pollutants. September 30, 2021. Available at https://www3.epa.gov/airquality/greenbook/anayo_ca.html, accessed April 2, 2024.

[8] CARB. Maps of State and Federal Area Designations. Available at https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations, accessed April 2, 2024.

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

The City of South San Francisco's *Shape SSF 2040 General Plan* was reviewed to identify potentially relevant air quality policies.[9] The proposed project does not conflict with the goals of the General Plan to improve air quality in areas near industrial uses and highways (CHEJ-3).

BAAQMD's Bay Area 2017 Clean Air Plan was reviewed for potentially applicable policies.[10] The proposed project is consistent with policies such as Transportation Control Measure 3: "Fund local and regional bus projects, including operations and maintenance." Other policies of the Clean Air Plan are not applicable, including policies pertaining to resources that the project would not affect (such as automobile and truck sources), and policies pertaining to wood burning, stationary and area sources, or land use.

In conclusion, the proposed project would not obstruct implementation of the applicable air quality plans, and the impact would be **less than significant**, and no mitigation measures are required.

b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Temporary Construction Impact

To assess air quality impacts, construction emissions associated with the proposed project were compared to the BAAQMD's quantitative CEQA significance thresholds for Reactive Organic Gases (ROG), nitrogen oxides (NO_X), coarse particulates (PM_{10}) from exhaust, and fine particulates ($PM_{2.5}$) from exhaust.[11] For a project to have a less-than-significant criteria air pollutant impact related to fugitive dust emissions from construction, it must implement all of BAAQMD's basic BMPs.

Construction emissions are considered short-term, temporary emissions. Potential emissions from construction of the proposed project were estimated using the California Emissions Estimator Model (CalEEMod), version 2022.1.1.28. CalEEMod is a statewide land use emissions model that provides estimates for construction phasing, off-road equipment, dust from material movement, demolition, trips and vehicle miles traveled, on-road fugitive dust, paving, and architectural coatings based on basic project information and default assumptions. Construction was assumed to begin in mid-2025, and CalEEMod's default phase and duration information was used. In addition to the typical building construction phases included in the model, a soil stabilization phase was added to capture project-specific deep foundation system installation and soil capacity strengthening required to address poor soil conditions at the site. The detailed construction emission calculations are presented in Appendix A.

As **Table 2** shows, average daily emissions of ROG, NO_X, PM_{10} (exhaust only), and $PM_{2.5}$ (exhaust only) would be well under the applicable significance thresholds. Additionally, the

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[9] City of South San Francisco. Shape SSF: 2040 General Plan. Available online: https://shapessf.com/. Accessed September 29, 2024.

[10] BAAQMD. 2017. Spare the Air: Cool the Climate: Final 2017 Clean Air Plan. Available online: https://www.baaqmd.gov/~/media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-proposed-final-cap-vol-1-pdf.pdf?la=en. Accessed August 26, 2024.

[11] BAAQMD. 2022. *2022 CEQA Guidelines*. https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines.

BAAQMD basic BMPs for construction-related fugitive dust emissions would be incorporated into the project. As a result, temporary construction air quality impacts would be **less than significant**, and no mitigation measures are required.

Table 2: Temporary Construction Emissions

	Average Daily Emissions (lbs/day)			
	ROG	**NO_X**	**PM_{10} (exhaust)**	**$PM_{2.5}$ (exhaust)**
Proposed Project	0.87	4.02	0.15	0.13
BAAQMD Thresholds	54	54	82	54
Threshold Exceeded?	No	No	No	No

Long-Term Operation Impact

The new Building 200 would be approximately 19,450 sf, which is less than the screening thresholds outlined in Table 4-1 in the BAAQMD 2022 CEQA Guidelines.[12] Therefore, there the impact would be **less than significant**, and no mitigation measures are required.

Expose sensitive receptors to substantial pollutant concentrations?

Temporary Construction Impact

From North Base, the nearest residential receptors are located at Safe Harbor Shelter, at 295 N. Access Road, approximately 230 feet from the nearest construction activity. There are no other sensitive receptors in the vicinity of the project. The proposed project would incorporate construction air quality BMPs such that substantial concentrations of pollutants would not occur near these receptors. Sensitive receptors would not be exposed to substantial pollutant concentrations. Therefore, the impact would be **less than significant**, and no mitigation measures are required**.**

Long-Term Operation Impact

The new Building 200 would be approximately 19,450 sf, which is less than the screening thresholds outlined in Table 4-1 in the BAAQMD 2022 CEQA Guidelines.[13] Therefore, the impact would be **less than significant**, and no mitigation measures are required.

[12] BAAQD. 2022. *2022 CEQA Guidelines: Chapter 4, Screening for Criteria Air Pollutants and Precursors*. https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa-guidelines-2022/ceqa-guidelines-chapter-4-screening_final-pdf.pdf?rev=ac551d35a52d479dad475e7d4c57afa6&sc_lang=en.

[13] BAAQD. 2022. Screening for Criteria Air Pollutants and Precursors. Available online: https://baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa-guidelines -2022/ceqa-guidelines-chapter-4-screening_final-pdf.pdf?la=en. Accessed April 3, 2024.

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

Temporary Construction Impact

During construction, operation of heavy equipment would generate diesel odors on-site and in adjacent areas. Diesel odors would be limited in both temporal and geographic extent by the number of pieces of construction equipment operating at any one time and dispersed by prevailing meteorological conditions. Construction air quality commitments incorporated in the project would also minimize diesel exhaust emissions. The impact would be **less than significant**, and no mitigation measures are required.

Long-Term Operation Impact

The proposed project is an approximately 19,450 sf two-story building including space for management offices, operator amenities, bus operations, meeting space, and support spaces. Therefore, after construction, operation of the new Building 200 would not result in emissions or fumes that would adversely affect a substantial number of people. The impact would be **less than significant**, and no mitigation measures are required.

IV. BIOLOGICAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

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

The California Natural Diversity Database (CNDDB), California Native Plant Society (CNPS) Rare Plant Program *Inventory of Rare and Endangered Plants of California*, U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) tool and other relevant scientific literature, technical databases, resource agency reports, and Federal Register notices and other information published by USFWS and the National Marine Fisheries Service were reviewed to assess the current distribution of ecologically sensitive areas and endangered species in the vicinity of North Base. North Base was visited in May 2022 and May 2024 to identify biological resources that could be affected by the project, avoidance or minimization measures, or required permits.

No endangered species or ecologically sensitive areas were observed or are expected to occur within North Base. Construction work—including site access, construction staging, and construction laydown—would occur in the already developed area of North Base, as well as within nearby roadways. In accordance with NPDES General Permit requirements, a Stormwater Pollution Prevention Plan (SWPPP) would be prepared and implemented. The SWPPP would identify BMPs to address pollutant source reduction and provide measures and

controls necessary to address potential pollutant sources. These measures would protect water quality in the sensitive habitats adjacent to Belle Aire Island. The impact would be **less than significant**, and no mitigation measures are required.

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

There are no California Department of Fish and Wildlife (CDFW)-classified sensitive natural communities within North Base. The northern coastal salt marsh (tidal marsh) surrounding Belle Aire Island is classified as a sensitive natural community. Northern coastal salt marsh is a wetland plant community found in tidal areas and is dominated by salt-tolerant hydrophytic vegetation that typically forms a dense mat of vegetation.

The new Building 200 would be entirely built within the boundaries of the North Base, which is already paved and almost completely devoid of landscape vegetation. In accordance with NPDES General Permit requirements, and as part of the project, a Stormwater Pollution Prevention Plan (SWPPP) would be prepared and implemented. The SWPPP would identify BMPs to address pollutant source reduction and provide measures and controls necessary to address potential pollutant sources. These measures would protect water quality in the northern coast salt marsh adjacent to Belle Aire Island. The project would not impact sensitive natural communities. The impact would be **less than significant**, and no mitigation measures are required.

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

North Base is on a peninsula surrounded by the San Francisco Bay and is approximately 40 feet from San Francisco Bay at its closest point. Wetlands in the USFWS National Wetlands Inventory (NWI) are shown in **Figure 5**. The peninsula is surrounded by Estuarine and Marine Wetland.

The proposed Building 200 would be entirely built within the boundaries of North Base. As explained in Section X, *Hydrology and Water Quality*, and as part of the project, construction would comply with the National Pollutant Discharge and Elimination System (NPDES)/Construction General Permit, which would ensure that there is no siltation or other degradation of off-site wetlands during construction or operation.

The impact would be **less than significant**, and no mitigation measures are required.

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

North Base does not serve as a wildlife corridor or wildlife nursery. Due to habitat fragmentation in the project region, vegetation communities along streams, sloughs, and other aquatic features often function as environmental corridors that allow animals to move among habitat patches. The upland area surrounding the San Francisco Bay Trail near North Base likely

Figure 5: Wetlands in the Vicinity of North Base

function as wildlife movement corridors. In addition, North Base is in the vicinity of San Francisco Bay, which provides aquatic habitats and tidal marsh habitats, and is a stop for birds migrating through the area as part of the Pacific flyway.

The new Building 200 would be entirely built within the fully developed North Base boundary. As explained in Section X, *Hydrology and Water Quality*, construction would comply with the NPDES/Construction General Permit, which would ensure that there is no siltation or other degradation of off-site wetlands and waters during construction or operation.

All migratory bird species and their nests are protected under the Migratory Bird Treaty Act and California Fish and Game Code. As indicated in the *Project Description* above, if project construction begins during the avian breeding season, pre-construction surveys would be undertaken to determine the presence of nesting birds. If nesting birds are observed, no site disturbance would occur within 250 feet of non-raptor nests and 1,000 feet of raptor nests until chicks have fledged. These provisions would ensure that project construction complies with the Migratory Bird Treaty Act.

The proposed project would not impact the upland area surrounding the San Francisco Bay Trail or tidal marsh habitats. Therefore, construction and operation of the proposed project would result in a **less than significant** impact to migratory species, corridors or nursery sites, and no mitigation measures are required.

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

North Base contains two Peruvian pepper (*Schinus mole*) trees within an island in the middle of the parking lot. Several trees line the perimeter of North Base and screen the site from the surrounding San Francisco Bay Trail. In addition, trees line the entrance roadway. The City of South San Francisco Municipal Code Section 13.30.020 defines “protected trees,” based on factors such as circumference, species, importance to the public (due to location, appearance, historical significance, or other factor), or dependence on others for survival.

Depending on the ultimate design plans for the new Building 200, the proposed project may remove or prune trees that are defined as protected trees by the municipal code, or trees that provide visual screening from the San Francisco Bay Trail. Once the required tree removal plan is finalized prior to construction, the District would identify any protected trees that may be affected by the proposed project and comply with municipal code governing protected tree removal or pruning.

Prior to construction, a tree protection zone would be established around protected trees within or adjacent to the impact areas. No heavy machinery would be allowed to pass through or park within this area, nor should debris, tools, or other materials be stored within the tree protection zone or against tree trunks.

The impact would be l**ess than significant**, and no mitigation measures are required.

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

USFWS has authorized the PG&E Bay Area Habitat Conservation Plan (HCP), which encompasses the entire Bay Area, including North Base.[14] The HCP covers 18 wildlife and 13 plant species for 33 routine operations and maintenance activities for PG&E's electric and gas operations. PG&E provides services to North Base. But as indicated under IV.a through IV.e above, the proposed project would not result in significant impacts to special-status species, sensitive habitats, jurisdictional wetlands, or wildlife movement. The construction and operation of the new Building 200 would not conflict with the adopted HCP. The impact would be **less than significant**, and no mitigation is required.

[14] ICF. Bay Area Habitat Conservation Plan: Operations & Maintenance. Prepared for PG&E. September 2017. Available at https://ecos.fws.gov/docs/plan_documents/thcp/thcp_2897.pdf, accessed August 20, 2024.

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

The California Historical Resources Information System (CHRIS) Northwest Information Center (NWIC) was contacted to identify previous surveys in the project vicinity and previously recorded sites and structures within a 1.6-kilometer (1.0-mile) radius of North Base. The NWIC request included archaeological and non-archaeological resource records, previous reports, shapefiles of surveys and sites, California Office of Historic Preservation (OHP) historic property directory listings, OHP archaeological determinations of eligibility, California Inventory of Historical Resources (1976), Caltrans Bridge Survey, and ethnographic and historical literature.

Archaeological Resources

The records search identified no archaeological sites at North Base. The nearest previously identified archaeological site, the North Colma Creek Site (P-41-002164; CA-SMA-000380), which contains pre-historic shell midden, is more than 1,000 feet away.

Architectural Resources

Records search results show a single architectural resource previously recorded in the area: the North Base facility itself was recorded in 1998. This resource was recommended as not eligible for listing in the National Register of Historic Places (NRHP). An additional 27 architectural resources were previously recorded within a 1-mile radius, of which three buildings composing the Coast Guard Air Station San Francisco Historic District were recommended as eligible for the NRHP.

a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

As described above, no historic resources meet the criteria of §15064.5 in North Base. Therefore, there would be **no impact**.

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

As discussed above, there are no known historic or prehistoric buried archaeological resources in North Base.

The North Base parking lot comprises six to seven inches of concrete pavement on the surface. Beneath the concrete is approximately 8 to 9 feet of artificial fill.[15] The project would involve

[15] ENGEO. *SamTrans Preliminary Design of Electrical Infrastructure Upgrades for Two Bus Maintenance Facilities: South San Francisco, California; San Carlos, California - Geotechnical Exploration*. January 11, 2022.

limited ground disturbance for the foundation, including new piles and soil improvements to support the new Building 200. The area of the new Building 200 would be excavated between 3 and 5 feet (approximately 2,111 cubic yards). Cement-soil mixing would occur to a maximum depth of 35 feet below the original grade.

As indicated in the Project Description, if an unanticipated archaeological resource is discovered during construction, construction would be halted in the area of the find until an archaeologist assesses the resource. Therefore, the impact would be **less than significant**, and no mitigation measures are required**.**

Disturb any human remains, including those interred outside of dedicated cemeteries?

No known human burials or remains are within North Base, and no evidence suggesting human remains may be present was identified in the geoarchaeological corings. In the unlikely event that human remains are uncovered, the District would stop work in the area where burial finds are discovered and conduct the notifications and coordination required by law with the County Coroner and California Native American Heritage Commission. Therefore, the impact would be **less than significant**, and no mitigation measures are required.

VI. ENERGY: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

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

Construction of the proposed project would require a temporary and short-term increase in energy consumption relative to existing conditions. Construction energy consumption would include worker and truck trips and operation of construction equipment. Construction commitments incorporated into the proposed project for minimizing temporary construction air quality impacts would also reduce energy consumption (e.g., restricting idling time to 2 minutes and requiring the use of newer construction equipment), therefore construction impacts would be **less than significant**, and no mitigation measures are required.

Regarding operations, the proposed project would be constructed pursuant to 2022 California Green Building Standards Code, also known as the CALGreen code. CALGreen contains mandatory requirements and voluntary measures for new residential and nonresidential buildings. The CALGreen Code was adopted to reduce construction waste, make buildings more efficient in the use of materials and energy, and reduce environmental impact during and after construction. The proposed project would promote building energy efficiency through compliance with these energy efficiency standards. Therefore, the proposed project would not result in wasteful or inefficient or unnecessary operational energy consumption. Therefore, the operational impact would be **less than significant**, and no mitigation measures are required.

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

In May 2023, Governor Gavin Newsom released *Building the Electricity Grid of the Future: California's Clean Energy Transition Plan*, which documents the progress made on California's energy transition to provide 100 percent clean electricity by 2045 as mandated by the 100 Percent Clean Energy Act of 2018 (SB 100). Currently 35,000 megawatts (MW) of renewable resources serve the electrical grid, 9,000 MW of which came on-line in the last three years. It is estimated that California would need to build an additional 148,000 MW of clean energy resources by 2045 to meet the goal of 100 percent clean energy. As of 2021, 59 percent of electricity comes from renewable and zero-carbon resources.

San Mateo County released its *Climate Action Plan* in 2022.[16] The County aims to reduce its greenhouse gas (GHG) emissions by 45 percent by 2030 and achieve carbon neutrality by 2040. As discussed above, the state is mandated to achieve carbon neutrality by 2045. The

[16] County of San Mateo. Community Climate Action Plan (CCAP) 2022. Available online at https://www.smcgov.org/media/73456/download?inline. Accessed April 2, 2024.

plan includes strategies to meet these GHG reduction goals. For example, as of 2020, the County effectively banned the use of natural gas in all new construction.

The City of South San Francisco released its *Climate Action Plan* in October 2022.[17] In the plan, the City seeks to achieve carbon neutrality by 2045, reducing GHG emissions by 40 percent by 2030 and 80 percent by 2040. The plan includes a primary goal to reduce community-wide vehicle use, with supporting goals to create more livable and connected communities and to provide reliable public transit. The proposed project would contribute to these goals by accommodating projected increased transit operations at SamTrans North Base.

The proposed project entails the construction and operation of a new two-story 19,450 sf building that replaces an existing building. The proposed project does not conflict with any state or local plan for renewable energy or energy efficiency. Therefore, the impact would be **less than significant**, and no mitigation measures are required.

[17] City of South San Francisco. Climate Action Plan 2022. Available online at SSFCAP_PublicDraft2022_02_Small.pdf (shapessf.com). Accessed April 2, 2024.

VII. GEOLOGY/SOILS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☒	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

A geotechnical investigation and a basis of design report were prepared for the project to evaluate geotechnical hazards and provide recommendations to address them.[18] [19]The discussion below summarizes that analysis, supplemented by results from prior geotechnical investigation at North Base.[20]

North Base is located on a low-lying artificial island with elevations over the majority of the island of approximately 12 feet. The edges of the island have gentle slopes that lead from the level interior to the San Francisco Bay to the east, tidal channel to the northwest, and mudflats to the west, south, and southeast. The site is shown on available geologic mapping as underlain

[18] HDR – WRECO. Geotechnical Engineering Technical Memorandum: SamTrans North Base Building 200. July 20, 2023.

[19] HDR – WRECO. Geotechnical Basis of Design Report: SamTrans North Base Building 200, South San Francisco, California. August 2024.

[20] ENGEO Incorporated. SamTrans Preliminary Design of Electrical Infrastructure Upgrades for Two Bus Maintenance Facilities – South San Francisco, California; San Carlos, California: Geotechnical Exploration. January 11, 2022.

by artificial fill over tidal flat. This material is described as clay, silt, sand, rock fragments, organic matter, and human-made debris placed over tidal flats.

The subsurface conditions at the project site are consistent with expected regional geology and are described as silty sand fill, underlain by a layer of organic fat clay (Young Bay Mud), over silty sand. The silty sand portion includes clay interbeds that range in abundance from scattered near the northern site to abundant at the southern site. Groundwater levels at the site are controlled by fluctuations in tide and seasonal rainfall events. Groundwater was encountered at an approximate elevation of 9 feet at the time of geotechnical exploration for the Building 200 project.

Consolidation testing was performed on samples from borings, and a preliminary settlement analysis was conducted, assuming a mat foundation with the same dimensions as the existing Building 200 with an average load of 200 pounds per square foot over the building footprint. Detailed settlement analysis would be required for final design.

The geotechnical studies indicate that replacement of Building 200 would require a foundation design that is founded in soils below the weak clay layer to avoid large settlements. Three main classes of foundations appear suitable: (a) a pile foundation, or (b) ground improvement with shallow foundation in the form of a structural mat slab, or (c) ground improvement supporting isolated footings or grade beams. Ground improvement should extend to a depth of at least -25 feet.

As indicated in the Project Description, the project would include ground improvement, which would comprise cement-soil mixing to a maximum depth of 35 feet below original grade. Mixing the soil with cement would create subsurface columns that strengthen the ground. The resulting columns would have improved strength and reduce settlement potential. After completion of ground improvement, the mat slab foundation would be installed, and 567 cubic yards of imported fill would be placed and compacted in the 10-foot perimeter around the foundation, bringing the site back up to original grade.

a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

The nearest earthquake fault, the San Andreas Fault, is located 3.1 miles southwest of North Base.[21] Therefore, North Base would not be directly affected by fault rupture. The impact would be **less than significant**, and no mitigation measures are required.

ii. Strong seismic ground shaking?

An earthquake of moderate to high magnitude generated within the San Francisco Bay region could cause considerable ground shaking at North Base. The new Building 200 would be built upon improved ground and designed in compliance with the 2022 California Building Code

[21] USGS. The San Andreas Fault and Other Bay Area Faults. Available at https://earthquake.usgs.gov/earthquakes/events/1906calif/virtualtour/bayarea.php, accessed April 3, 2024

requirements and in conformance with final geotechnical recommendations. Conformance to the current building code recommendations and geotechnical recommendations does not constitute a guarantee that significant structural damage would not occur in the event of a maximum magnitude earthquake; however, it is reasonable to expect that a well-designed and well-constructed structure would not collapse or cause loss of life in a major earthquake. The impact would be **less than significant**, and no mitigation measures are required.

iii. Seismic-related ground failure, including liquefaction?

According to the San Mateo County Planning and Building Department, North Base is located in an area with high potential for liquefaction.[22] It is also mapped in a liquefaction zone according to the California Geologic Survey. The risk for liquefaction to occur at the Project site during a seismic event is considered high. Liquefaction settlement was calculated to be on the order of 1 to 3 feet for the Project site.

The building would be built in accordance with geotechnical recommendations and include installation of ground improvement by cement-soil mixing to a maximum depth of 35 feet below original grade over the area equal to the new Building 200 footprint plus an additional 10-foot perimeter around the building footprint. These measures would reduce risk of liquefaction beneath the new building. The impact would be **less than significant**, and no mitigation measures are required.

iv. Landslides?

According to the San Mateo County Planning and Building Department, North Base is not located in an area susceptible to landslide.[23] Therefore, there would be **no impact**.

Result in substantial soil erosion or the loss of topsoil?

The proposed project would be constructed on an existing paved parking lot. Although trenching, milling, and paving would be required, as further described in Section X, *Hydrology and Water Quality*, construction would comply with all applicable stormwater pollution prevention requirements. The project would not result in soil erosion or loss of topsoil. The impact would be **less than significant**, and no mitigation measures are required.

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

The proposed project is located on artificial fill overlaying a layer of organic fat clay (including Bay Mud), over silty sand. Below-grade conditions are susceptible to subsidence, liquefaction, and lateral spreading. As described above, the building would be built in accordance with geotechnical recommendations and include installation of ground improvement by cement-soil mixing to a maximum depth of 35 feet below original grade over the area equal to the new Building 200 footprint plus an additional 10-foot perimeter around the building footprint. These

[22] San Mateo County Planning and Building. Earthquake Liquefaction (Map). Available at https://www.smcgov.org/media/73081/download?inline=, accessed April 3, 2024.

[23] San Mateo County Planning and Building. Existing Landslides (Map). Available at https://www.smcgov.org/media/73076/download?inline=, accessed June 10, 2022.

improvements would reduce risk of liquefaction, subsidence, and lateral spreading. Therefore, the impact would be **less than significant**, and no mitigation measures are required.

Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

A geotechnical investigation encountered moderate to highly expansive fat clay near the surface at North Base.

Expansive soil changes in volume with changes in moisture. It can shrink or swell and cause heaving and cracking of slabs-on-grade, pavements, and structures founded on shallow foundations. Building damage due to volume changes associated with expansive soil can be reduced by: (1) using a rigid mat foundation that is designed to resist the settlement and heave of expansive soil; (2) deepening the foundations to below the zone of moisture fluctuation (i.e. by using deep footings or drilled piers); and/or (3) using footings at normal shallow depths but bottomed on a layer of select fill with low expansion potential.

As described above, the building would be built in accordance with geotechnical recommendations and include installation of ground improvement by cement-soil mixing to a maximum depth of 35 feet below original grade over the area equal to the new Building 200 footprint plus an additional 10-foot perimeter around the building footprint. These improvements would reduce risks from expansive soils. Therefore, the impact would be **less than significant**, and no mitigation measures are required.

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

North Base is served by municipal sewers. Septic tanks or alternative wastewater disposal systems are not used. There would be **no impact**.

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

Paleontological sensitivity is defined as the potential for a geologic unit to produce scientifically significant fossils. This is determined by rock type, past history of the geologic unit in producing significant fossils, and fossil localities recorded from that unit. Paleontological sensitivity is derived from the known fossil data collected from the entire geologic unit, not just from a specific survey. In its Standard Guidelines for the Assessment and Mitigation of Adverse Impacts to Non-renewable Paleontological Resources, the Society of Vertebrate Paleontology defines four categories of paleontological sensitivity (potential) for rock units: high, low, undetermined, and no potential.[24]

North Base is covered with 7 to 18 inches of imported fill that would not contain fossils because, while such materials may have been originally derived from rocks, they have been fractured, weathered, and/or reworked such that fossils would not be preserved. The Young Bay Mud that

[24] SVP. Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. 2010.

underlies the fill is relatively young (less than 10,000 years old) and is considered to have low potential to contain paleontological resources.[25, 26]

North Base does not include known unique paleontological resources or geologic features. Therefore, the impact would be **less than significant**, and no mitigation measures are required.

[25] University of California Museum of Paleontology Locality Search. 2024. Available online: https://ucmpdb.berkeley.edu/loc.html. Accessed September 25, 2024.

[26] San Francisco Planning Department. San Francisco International Airport Shoreline Protection Program – Draft Environmental Impact Report. August 31, 2022.

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

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

The proposed project would result in temporary GHG emissions during the construction period. Temporary GHG emissions are not considered significant; the BAAQMD CEQA threshold for land use projects applies to long-term emissions only. Air quality construction BMPs such as idling restrictions and the use of newer equipment, included as part of the proposed project, would serve to minimize temporary construction emissions of GHGs.

The increased operator load at North Base would occur regardless of the proposed project; therefore, emissions associated with employee trips and operations would also occur regardless of the proposed project.

The proposed project would be constructed pursuant to 2022 California Green Building Standards Code, also known as the CALGreen code. CALGreen contains mandatory requirements and voluntary measures for new residential and nonresidential buildings. The CALGreen Code was adopted to reduce construction waste, make buildings more efficient in the use of materials and energy, and reduce environmental impact during and after construction. The proposed project would promote building energy efficiency through compliance with these energy efficiency standards.

Therefore, the impact would be **less than significant**, and no mitigation measures are required.

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

The increased operator load at North Base would occur regardless of the proposed project; therefore, emissions associated with employee trips and operations would also occur regardless of the proposed project. In addition, the proposed project would be constructed pursuant to 2022 California Green Building Standards Code, also known as the CALGreen code. CALGreen contains mandatory requirements and voluntary measures for new residential and nonresidential buildings. The CALGreen Code was adopted to reduce construction waste, make buildings more efficient in the use of materials and energy, and reduce environmental impact during and after construction. The proposed project would promote building energy efficiency through compliance with these energy efficiency standards.

The proposed project would accommodate increased operator demand at North Base and facilitate continued provision of SamTrans bus services, which would be consistent with the California Air Resources Board 2017 Climate Change Scoping Plan, which encourages shifting from driving to walking, bicycling, and transit use. with this policy, and the Plan Bay Area 2050 – Bay Area Transit Transformation Action Plan, which calls for Bay Area transit services to be an

efficient and reliable network .[27, 28] In addition, the BAAQMD 2017 Clean Air Plan contains control measures that focus primarily on reducing GHG emissions. [29] The proposed project is consistent with policies such as Transportation Control Measure 3: “Fund local and regional bus projects, including operations and maintenance.”

Therefore, the impact would be **less than significant**, and no mitigation measures are required.

[27] California Air Resources Board. California’s 2017 Climate Change Scoping Plan. November 2017. Available online: https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf

[28] Metropolitan Transportation Commission. Bay Area Transit Transformation Action Plan. July 2021. Available online: https://mtc.ca.gov/sites/default/files/documents/2021-09/Transit_Action_Plan_1.pdf

[29] BAAQMD. 2017. Spare the Air: Cool the Climate: Final 2017 Clean Air Plan. Available online: https://www.baaqmd.gov/~/media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-proposed-final-cap-vol-1-pdf.pdf?la=en. Accessed August 26, 2024.

IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

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

The proposed project includes demolition of the existing building and construction and operation of a 19,450 sf two-story building that includes office space, storage area, locker rooms, and training space for management, dispatchers, and operators.

Demolition of the existing building would be implemented using standard protocols to minimize risks from hazardous building materials, including:

- California Health and Safety Code (Section 39650 et seq.)
- California Code of Regulations (Title 8, Section 1529)
- California Occupational Safety and Health Administration regulations (California Code of Regulations, Title 8, Section 1529 [Asbestos] and Section 1532.1 [Lead])
- Code of Federal Regulations (Title 40, Part 61 [asbestos], Title 40, Part 763 [asbestos], and Title 29, Part 1926 [asbestos and lead])
- 40 CFR 761 (polychlorinated biphenyls)

- 40 CFR 273 (mercury-containing light ballast), and
- 29 CFR 1926 (molds).

Construction of the proposed project would use only common hazardous materials such as paints, solvents, cements, adhesives, and petroleum products (such as asphalt, oil, and fuel), and none of these materials is considered extremely hazardous.

Operation of the new Building 200 would be similar in nature to existing conditions. Building materials would be handled and disposed of in accordance with applicable regulations. The proposed project would not create a significant hazard to the public or environment through the transport, use, or disposal of hazardous materials.

Therefore, the impact would be **less than significant**, and no mitigation measures are required.

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

Construction of the proposed project would comply with standard BMPs, which would minimize the potential for release of hazardous materials to the environment and ensure that any spills are promptly cleaned up.

The operation of the new Building 200 be similar in nature to the existing Building 200. Standard building operations maintenance chemicals—such as cleaners, disinfectants, paints, thinners, sealants, adhesives, batteries, and chemical agents required to maintain sanitation of bathrooms—would be used. Accidental spill or release of these materials would be addressed through standard cleanup procedures and will not create a significant hazard to the public or environment through the potential for accidental release of hazardous materials.

Therefore, the impact would be **less than significant**, and no mitigation measures are required..

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

The proposed project is not located within one-quarter mile of an existing or proposed school. Therefore, there would be **no impact**.

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

To determine whether hazardous materials are potentially present at North Base, an environmental database search was undertaken using GeoTracker, EnviroStor, the list of solid waste disposal sites with waste constituents above hazardous waste levels outside the waste

management unit, the list of active Cease and Desist Orders and Cleanup and Abatement Orders.[30, 31, 32, 33]

At the North Base, no federal National Priority List (Superfund) or Hazardous Waste sites were identified. Within a quarter mile, the following known or potentially contaminated area of concern (AOC) were identified:

- South San Francisco – San Bruno Water Quality Control Plant (facility ID 254881) had one historical clean-up and abatement order (1990) and one historical cease and desist order (1997). These orders expired in 2008.

- North Base itself (site T0608100723) was a leaking underground storage tank (LUST) cleanup site. The case was opened June 29, 1993, and closed on July 26, 2002.

Therefore, construction of the proposed project is not expected to result in adverse effects related to hazardous materials. As described in the Project Description, if unexpected contamination is encountered, material would be disposed of through standard BMPs in accordance with federal and state regulations, as part of the proposed project.

The impact would be **less than significant**, and no mitigation measures are required.

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

North Base is located within the San Francisco International Airport Land Use Compatibility Plan (ALUCP) Zone 3 – Inner Turning Zone. In Zone 3, schools, hospitals/nursing homes, day care centers, stadiums, biosafety facilities,[34] and critical public utilities[35] are considered incompatible uses. See **Figure 6**.

The new Building 200 would include office space, storage area, locker rooms, and training space for management, dispatchers, and operators, similar to existing conditions. The proposed project would not result in a safety hazard for people working in the area.

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[30] GeoTracker. California Water Board | State Water Resources Control Board. Accessed August 21, 2024. Available online at: https://geotracker.waterboards.ca.gov/map.

[31] EnviroStor. California Department of Toxic Substances Control. Accessed August 21, 2024. Available online at: https://www,envirostor.dtsc.ca.gov/public/.

[32] CalEPA. Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit. Available online: https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/SiteCleanup-CorteseList-CurrentList.pdf. Accessed September 28, 2024.

[33] CalEPA. List of "active" CDO and CAO from Water Board. Available online: https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/SiteCleanup-CorteseList-CDOCAOList.xlsx. Accessed September 28, 2024.

[34] Biosafety facilities are medical and biological research facilities involving the storage and processing of extremely toxic or infectious agents.

[35] Critical public utilities are facilities that, if disabled by an aircraft accident, could lead to public safety or health emergencies. They are electrical power generation plants, electrical substations, wastewater treatment plants, and public water treatment facilities.

Therefore, the impact would be **less than significant**, and no mitigation measures are required**.**

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

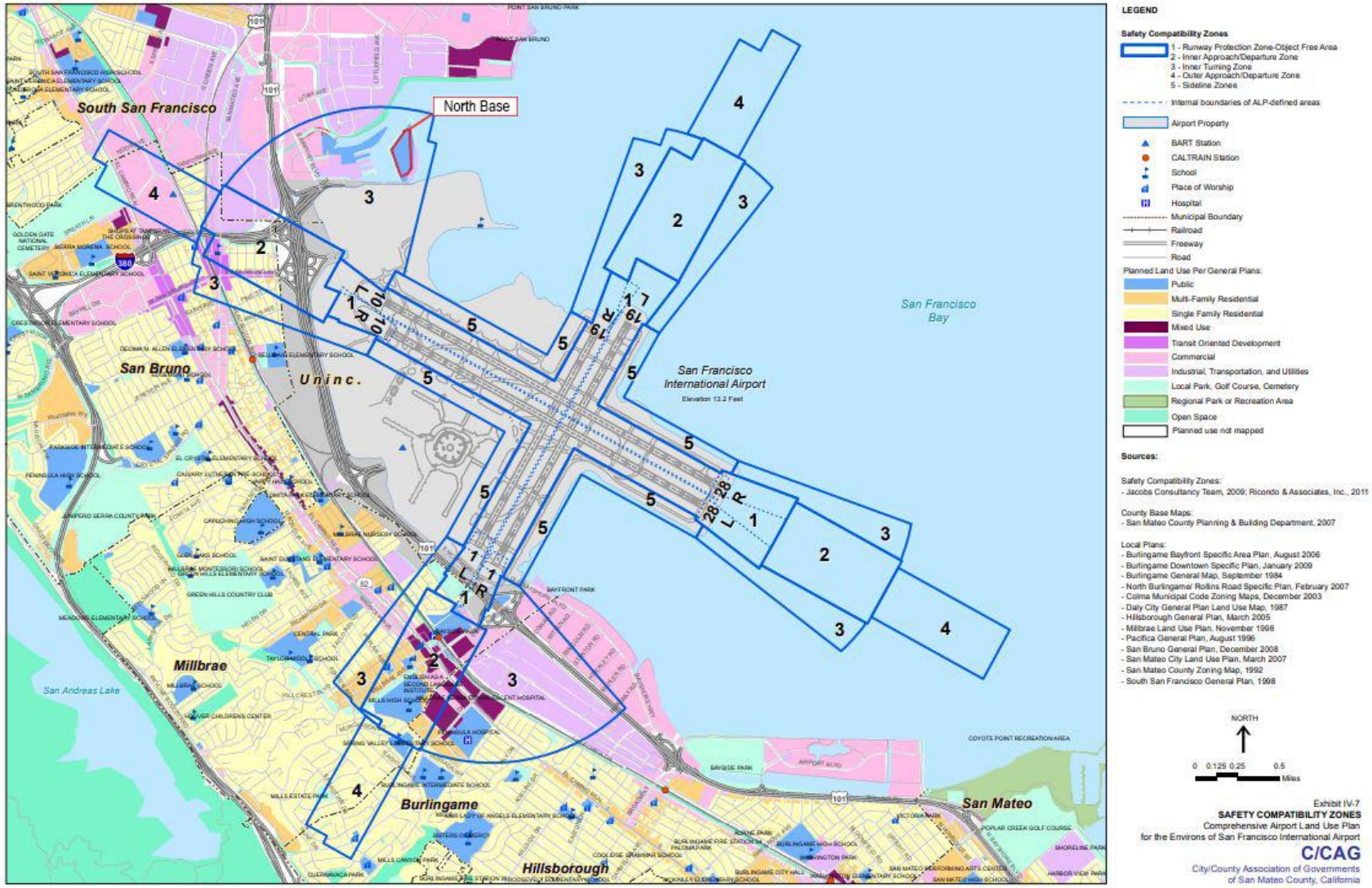
The proposed project would be built entirely within the existing boundaries of North Base and existing emergency access within North Base would be maintained. Therefore, the proposed project would not result in any activity that would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan during construction or operation. The impact would be **less than significant**, and no mitigation measures are required.

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

According to data provided on the Fire Hazard Severity Zones Maps developed by the California Department of Forestry, North Base is not located in or near fire hazard severity zones.[36] The proposed project would not result in the development or construction of any habitable structures in wildfire hazard areas. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. There would be **no impact**.

[36] California Department of Forestry & Fire Protection. Fire Hazard Severity Zones in SRA. June 15, 2023 Available at Fire Hazard Severity Zones Maps | OSFM (ca.gov), accessed April 3, 2024.

Figure 6: North Base: San Francisco International Airport Land Use Compatibility Plan



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

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

Temporary Construction Impact

In accordance with NPDES General Permit requirements, a Stormwater Pollution Prevention Plan (SWPPP) would be prepared and implemented as part of the proposed project. The SWPPP would identify BMPs to address pollutant source reduction and provide measures and controls necessary to address potential pollutant sources. Implementation of the SWPPP during construction would reduce temporary potential water quality impacts to a **less than significant** level, and no mitigation measures are required.

Long-Term Operation Impact

With implementation of the SWPPP, the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. The impact would be **less than significant**, and no mitigation measures are required.

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

Groundwater is not used as water source in South San Francisco. In addition, North Base comprises a surface parking lot and maintenance buildings, and it would remain a surface parking lot and maintenance buildings with implementation of the proposed project. Therefore, groundwater recharge would not be affected. There would be **no impact**.

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

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

During construction, implementation of the SWPPP would reduce the potential for the project to result in substantial erosion or siltation on- or off-site. The impact would be **less than significant**, and no mitigation measures are required.

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

The proposed project would not increase impervious surfaces and would not increase the rate or amount of surface runoff. There would be **no impact**.

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

As discussed above, because the proposed project would not increase runoff or provide substantial sources of polluted runoff. The impact would be **less than significant**, and no mitigation measures are required**.**

iv) impede or redirect flood flows?

The proposed project would not alter the existing drainage patterns or otherwise redirect stormwater flows. Stormwater would continue to be directed to existing catch basins and stormwater pipes. There would be **no impact**.

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

North Base is not located in the 100-year floodplain. According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs), North Base is located in a shaded Zone X, which is an area between the limits of the base flood and the 0.2-percent-annual-chance flood, areas of 1 percent annual chance of flooding with depths of less than 1 foot, or areas with drainage areas less than 1 square mile. No base flood elevations are designated for Zone X, and the National Flood Insurance Program does not have a program regulating activities in Zone X. See **Figure 7**.

According to the California Geologic Survey, North Base is located in a tsunami hazard zone.[37] There are no published maps or hazard information on seiche hazards in the Bay Area.

The proposed project entails demolition of the existing building and construction of a two-story 19,450 sf building for office space, storage area, locker rooms, and training space for management, dispatchers, and operators. The new Building 200 would not introduce new pollutants that could be released due to inundation. The impact would be **less than significant**, and no mitigation measures are required.

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

The proposed project would not conflict with, nor would it hinder implementation of, a sustainable groundwater management plan or water quality control plan. Groundwater is not used as a water source in South San Francisco, and the project would not increase impervious surfaces. Therefore, there would be **no impact**.

[37] California Department of Conservation. 2024. California Geologic Survey: California Tsunami Maps and Data. Website: https://www.conservation.ca.gov/cgs/tsunami/maps. Accessed April 3, 2024.

Figure 7: FEMA Flood Hazard Zones

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

a. Physically divide an established community?

Construction of the proposed project would not result in any activity or the development or construction of any additional physical features or structures that would physically divide an established community. The new Building 200 would be constructed within the North Base boundaries in the location of the existing building. Therefore, there would be **no impact.**

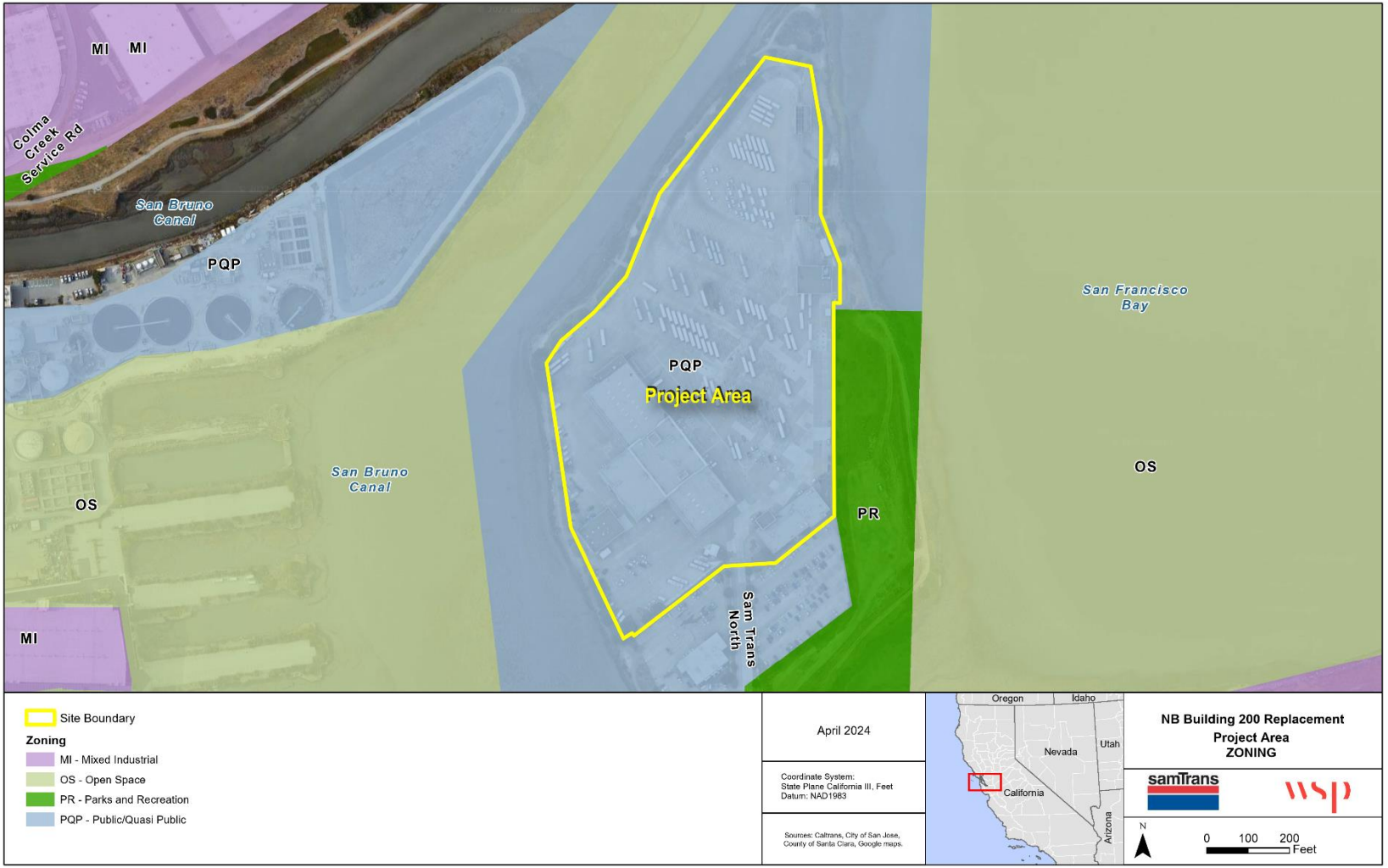
Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

North Base is in an area zoned for PQP use by the City of South San Francisco. See **Figure 8**. Parking, fleet-based services, utilities, and government offices are permitted. In addition, North Base is located within the San Francisco International ALUCP Zone 3 – Inner Turning Zone. In Zone 3, schools, hospitals/nursing homes, day care centers, stadiums, biosafety facilities, and critical public utilities are considered incompatible uses (see **Figure 6)**.

The proposed project would increase space for management offices, operator amenities, bus operations, meeting space, and support spaces. It would not require a rezoning, and this use is principally permitted in the PQP zoning district.

Therefore, the proposed project would not conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The impact would be **less than significant**, and no mitigation measures are required.

Figure 8: Zoning



XII. MINERAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

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

and

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

The San Mateo County General Plan identifies areas of significant mineral resources in the County.[38] North Base is not identified as a mineral site or locally important mineral resource recovery site. The proposed project would have no effect on the resources or access to the resources. Therefore, there would be **no impact.**

[38] San Mateo County General Plan. November 1986. Available at https://planning.smcgov.org/sites/planning.smcgov.org/files/SMC-GP%201986.pdf, accessed April 2, 2024.

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

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

The City of South San Francisco allows construction activities that are authorized by a valid city permit to occur on weekdays between the hours of 8:00 a.m. and 8:00 p.m., on Saturdays between the hours of 9:00 a.m. and 8:00 p.m., and on Sundays and holidays between the hours of 10:00 a.m. and 6:00 p.m., or at such other hours as may be authorized by the permit, as long as either:

- no individual piece of equipment shall produce a noise level exceeding 90 decibels (dB) at a distance of 25 feet, or
- the noise level at any point outside of the property plane of the project does not exceed 90 dB.[39]

The noisiest equipment associated with construction would include excavators (85 A-weighted decibels maximum sound level [dBA Lmax] at 50 feet), jackhammers (88 dBA Lmax at 50 feet), and pavers (89 dBA Lmax at 50 feet). Therefore, if multiple pieces of equipment are operating simultaneously, it is possible that the 90-dBA Lmax threshold for construction noise impacts would temporarily be approached or exceeded. However, environmental protection features of the proposed project would reduce temporary noise from construction activities, as listed below. Construction would comply with all applicable code limitations regarding construction hours and implement the noise control measures identified in the Project Description, including development of a noise control plan and construction noise monitoring.

As indicated in the Project Description, SamTrans projects approximately 300 operators would report to North Base Building 200 by 2031, compared to the 236 operators under existing conditions. This increased operator load, and the associated noise generated by vehicular trips, would occur with or without the proposed project. Therefore, the proposed project would not generate substantial new operational noise.

[39] City of South San Francisco. Municipal Code Chapter 8.32 Noise Regulations. Available online: https://ecode360.com/43443928#434443928. Accessed April 2, 2024.

Therefore, the impact would be **less than significant**, and no mitigation measures are required.

Generation of excessive groundborne vibration or groundborne noise levels?

Construction of the proposed project would involve the use of jackhammers, which may generate minimal vibration and ground-borne noise. However, there are no vibration-sensitive land uses—such as historic masonry buildings, laboratories, or medical offices with vibration-sensitive equipment or machinery—in the vicinity of North Base. Construction activities would be limited to daytime hours, as required by the South San Francisco municipal code.

Regarding operations, the proposed project would not result in vibration impacts because it would not increase bus volumes.

The impact would be **less than significant**, and no mitigation measures are required.

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

North Base is located adjacent to San Francisco International Airport.

Employees work at North Base under existing conditions, and they would continue to work at North Base with construction of the new Building 200. The proposed project would not increase operational employment at the North Base. Therefore, the impact would be **less than significant**, and no mitigation measures are required.

XIV. POPULATION AND HOUSING: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

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

Construction of the new Building 200 would not result in development of any new housing or the extension of new physical infrastructure (roads, sewers, electric lines) that would induce development. Therefore, there would be **no impact**.

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

The new Building 200 would be located within North Base and would not displace any existing people or housing. Therefore, there would be **no impact**.

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

a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools, parks, other public facilities?

The proposed project would not directly or indirectly induce population growth in the area or displace any housing or people. The increased operator load at North Base would occur regardless of the proposed project. Therefore, the project would not increase demand for fire protection, police protection, schools, parks, or other public facilities or affect levels of those public services. There would be a **less than significant** impact on public services, and no mitigation measures are required.

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

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

Increased operator load is anticipated at North Base regardless of the project. Therefore, the new Building 200 would not include any residential or commercial development that would increase the demand for existing parks or recreational facilities. Therefore, the impact would be **less than significant**, and no mitigation measures are required.

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

The proposed project would not construct any new recreational facilities or require expansion of any existing recreational facilities. Increased operator load is anticipated at North Base regardless of the project. It is possible that these employees may use the San Francisco Bay Trail for recreation during breaks or before or after working hours. This increased use would not require expansion of the trail. Therefore, the impact would be **less than significant**, and no mitigation measures are required.

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

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

The new Building 200 would not conflict with the Reimagine SamTrans plan; City of South San Francisco General Plan; or any other adopted policies, plans, and programs supporting active transportation. The proposed project would be constructed within North Base and the construction area would not interact with public roadways, bicyclists, or pedestrians. Project construction, including staging and laydown, would occur within North Base and would not affect the San Fransico Bay Trail along the perimeter of Belle Aire Island. Therefore, the impact would be l**ess than significant**, and no mitigation measures are required.

Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

Temporary Construction Impacts

There may be a negligible and temporary increase in vehicle miles travelled during construction of the project due to worker trips during phased construction. This potential short-term impact would be **less than significant**.

Long-Term Operation Impacts

Increased operator load at North Base, and associated increased vehicle miles traveled for personal vehicle trips and bus trips, would occur regardless of the project. Therefore, the impact would be **less than significant**, and no mitigation measures are required**.**

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

The proposed project would not introduce new design features on public roads. No new hazards would be introduced. Therefore, there would be **no impact**.

Result in inadequate emergency access?

The proposed project would have no effect on emergency access. The proposed project would not impede emergency response on existing roadways, and existing emergency access to North

Base would be maintained during construction and operation. Therefore, there would be **no impact**.

XVIII. TRIBAL CULTURAL RESOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☐	☐	☒	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☐	☒	☐

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

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

There are no known tribal cultural resources listed or eligible for listing in the California Register of Historical Resources or in a local register of historic resources in North Base. As indicated in the Project Description, if an unanticipated archaeological resource is discovered during construction, construction would be halted in the area of the find until an archaeologist assesses the resource. In the unlikely event that human remains are uncovered, the District would stop work in the area where burial finds are discovered and conduct the notifications and coordination required by law with the County Coroner and California Native American Heritage Commission. Therefore, the impact would be **less than significant**, and no mitigation measures are required.

A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

There are no known resources in North Base that are anticipated to be culturally significant to a California Native American tribe. As indicated in Section V, *Cultural Resources*, no cultural resources have been identified in North Base. As indicated above, in the case of accidental discovery of such resources, work in vicinity of the find would be halted and addressed through consultation with archaeologists, the County Coroner, Native American Heritage Commission, and other parties, as necessary.

Therefore, the impact would be **less than significant**, and no mitigation measures are required.

XIX. UTILITIES/SERVICE SYSTEMS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

North Base is served by the South San Francisco – San Bruno Water Quality Control Plant (WQCP), located approximately one-quarter-mile west of North Base. The facility provides secondary wastewater treatment for the Cities of South San Francisco, San Bruno, and Colma. The WQCP has a peak flow capacity of 13 million gallons per day (mgd) in dry conditions and a peak capacity of 64 mgd during wet weather flow conditions.[40] The plant's average dry weather flow through the facility is approximately 9 mgd. Peak wet weather flows at the plant can exceed 60 mgd.[41]

Based on a demand factor of 0.21 gallons per day (gpd)/sf for office buildings, the proposed project would have a total water demand, and therefore wastewater treatment, of approximately 4,084 gpd. This would constitute approximately 0.03 percent of total dry weather flow treated by the WQCP on dry weather days. The increased operator load at North Base is anticipated to occur regardless of the project; therefore, some or all of this demand would occur at the existing Building 200 regardless of the proposed project. The proposed project would also not increase the amount of impervious surface area in North Base, meaning the amount of stormwater

[40] Carollo Engineers. 2011. South San Francisco/San Bruno Water Quality Control Plant Facility Plan Update. Available online at https://ssf.net/home/showdocument?id=1330. Accessed April 8, 2024.

[41] City of South San Francisco. Water Quality Control Plant. Available online at Water Quality Control Plant | City of South San Francisco (ssf.net). Accessed April 8, 2024.

generated on-site would not change as a result of the proposed project. Therefore, the increase in wastewater production would be **less than significant**, and no mitigation measures are required.

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

The proposed project would not require or result in the construction or expansion of treatment facilities. As indicated under XIX(a) and XIX(d), the proposed project would have water demand, and associated wastewater discharge, of 4,084 gpd per day. The increased operator load at North Base is anticipated to occur regardless of the project; therefore, some or all of this demand would occur regardless of the project. Moreover, this water demand would constitute 0.000166 percent of available water supply, and this wastewater generation would constitute 0.03 percent of total dry weather flow treated by the WQCP on dry weather days. Such a small increase would not require construction of new water or wastewater treatment facilities. Therefore, the impact would be **less than significant**, and no mitigation measures are required.

Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The proposed project is an approximately 19,450 sf two-story building, replacing an existing building, in an existing developed site. The project would not require or result in construction of new stormwater drainage facilities or expansion of existing facilities. Therefore, there would be **no impact**.

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

As discussed above, assuming a demand factor of 0.21 gpd/sf, the proposed project would have a water demand of 4,084 gpd. The increased operator load at North Base is anticipated to occur regardless of the project; therefore, some or all of this demand would occur at the existing Building 200 regardless of the proposed project. Because the site would employ less than 1,000 persons and the new Building 200 would be less than 250,000 sf, the proposed project would not meet the definition of projects requiring a Water Supply Assessment (WSA) under Water Code 10912[a], and a WSA pursuant to Senate Bill 610 is not warranted. According to the Cal Water South San Francisco District Urban Water Management Plan, the South San Francisco District has a projected water supply of 7,543 acre feet (2,458 million gpd) per year in 2025.[42] The proposed Building 200's water demand will comprise 0.000166 percent of that supply. New or expanded entitlements would not be needed to serve the proposed project.

Therefore, any impact to water supplies would be **less than significant**, and no mitigation measures are required.

[42] Cal Water. 2020 Urban Water Management Plan – South San Francisco District. June 2021. Available online: https://www.calwater.com/docs/uwmp2020/SSF_2020_UWMP_FINAL.pdf.

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

As discussed above, the project would generate 4,084 gpd of wastewater per day, and this flow would comprise 0.03 percent of the average dry weather flow of the WQCP. The project would not overburden any wastewater treatment provider. Therefore, the impact would be **less than significant**, and no mitigation measures are required.

Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Solid waste generated by the proposed project would include construction waste and waste associated with operation of the new Building 200. Disposal of demolition and construction materials, including any hazardous wastes that may be encountered, would occur in accordance with federal, state, and local regulations. Disposal of construction waste and operational waste would occur at permitted landfills. Operation of the project would not result in a significant amount of additional solid waste disposal needs. The impact would be **less than significant**, and no mitigation measures are required.

Comply with federal, state, and local statutes and regulations related to solid waste?

Construction of the proposed project and operation of the new Building 200 would comply with federal, state, and local statutes governing solid waste. The impact would be **less than significant**, and no mitigation measures are required.

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

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

As indicated in Section IX, *Hazards and Hazardous Materials*, the proposed project would not result in any activity or include or propose the development or construction of any additional physical features or structures that would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, there would be **no impact**.

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

As indicated in Section IX, *Hazards and Hazardous Materials*, the proposed project would not result in the development or construction of any habitable structures in wildfire hazard areas. Therefore, there would be **no impact**.

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

The new Building 200 would be located within the existing North Base. Connections to PG&E facilities would be installed within existing streets and on existing PG&E poles.

The project does not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) in wildfire hazard severity zones. Therefore, the project would not exacerbate fire risk or result in temporary or ongoing impacts to the environment. Therefore, there would be **no impact**.

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

The proposed project would not result in the development or construction of any habitable structures in wildfire hazard areas. Therefore, there would be **no impact**.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

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

The proposed project would include the construction of a new building on an already developed and highly disturbed existing parking lot, and the project would not result in an adverse effect on special status species or sensitive natural communities. Plant and animal communities and special-status species would not be substantially affected. As indicted in the Project Description, the project will include several environmental measures to minimize impacts, including implementation of BAAQMD basic best management practices, preparation and adherence to an SWPPP, pre-construction surveys for nesting birds, establishment of protection around “protected trees” as defined by the City of South San Francisco Municipal Code, protocols to address accidental discovery of archaeological resources or human remains, and construction noise control and reduction measures. Therefore, the impact would be **less than significant**, and no mitigation measures are required.

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

The only cumulative projects within ¼-mile of the site is the Zero Emission Bus (ZEB) Implementation Project which would be implemented by SamTrans, and a proposed storage facility located adjacent to the south of the existing North Base. The ZEB Implementation Project would repurpose the existing North Base bus maintenance-operations facility from diesel fuel to battery electric buses (BEB). The ZEB project and full transition of fleet to ZEB would be

completed by 2034.[43] It is possible that ZEB project construction activities could occur at the same time as Building 200 construction activities. The proposed storage facility is currently under review by the City of South San Francisco and would include construction of three buildings on a 5.37-acre site. Implementation of the environmental measures identified in the Project Description of this document—such as implementation of BAAQMD basic construction measures, preparation of a noise control plan, noise monitoring, and NPDES General Permit requirements—would ensure that impacts are not cumulatively considerable. The ZEB project, combined with the proposed project, would not result in cumulatively considerable impacts. Therefore, the impact would be **less than significant**, and no mitigation measures are required.

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

The proposed project does not involve features that could cause substantial adverse environmental effects on human beings. As indicated in the Project Description, the project will include several environmental measures to minimize impacts, including implementation of BAAQMD basic best management practices, preparation and adherence to an SWPPP, pre-construction surveys for nesting birds, establishment of protection around "protected trees" as defined by the City of South San Francisco Municipal Code, protocols to address accidental discovery of archaeological resources or human remains, and construction noise control and reduction measures. Impacts related to air quality, noise, traffic, hazardous materials, and other impact categories affecting human beings would not be significant. The impact would be **less than significant**, and no mitigation measures are required.

[43] SamTrans. Zero Emissions Bus. Web page: https://www.samtrans.com/zeb. Accessed September 29, 2024.

Appendix A: SamTrans North Base Building 200 Replacement Detailed Report – CalEEMod Calculations

SamTrans NB Building 200 Replacement Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	SamTrans NB Building 200 Replacement
Construction Start Date	6/1/2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	4.60
Precipitation (days)	37.8
Location	301 N Access Rd, South San Francisco, CA 94080, USA
County	San Mateo
City	South San Francisco
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	1285
EDFZ	1
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.28

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Government Office Building	19.4	1000sqft	0.45	19,450	0.00	0.00	—	—
Parking Lot	1.00	Acre	1.00	0.00	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	21.7	21.6	25.0	22.2	0.10	0.72	8.79	9.51	0.67	2.88	3.55	—	9,622	9,622	1.17	1.16	14.3	10,010
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.31	1.08	9.08	10.3	0.02	0.33	0.30	0.63	0.30	0.08	0.38	—	1,934	1,934	0.08	0.03	0.01	1,945
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.93	0.87	4.02	4.72	0.01	0.15	0.31	0.46	0.13	0.09	0.22	—	993	993	0.06	0.04	0.20	1,005
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.17	0.16	0.73	0.86	< 0.005	0.03	0.06	0.08	0.02	0.02	0.04	—	164	164	0.01	0.01	0.03	166

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	3.11	1.70	25.0	22.2	0.10	0.72	8.79	9.51	0.67	2.88	3.55	—	9,622	9,622	1.17	1.16	14.3	10,010

2026	21.7	21.6	8.69	10.2	0.02	0.29	0.47	0.65	0.27	0.11	0.35	—	1,935	1,935	0.08	0.03	0.35	1,945
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.31	1.08	9.08	10.3	0.02	0.33	0.30	0.63	0.30	0.08	0.38	—	1,934	1,934	0.08	0.03	0.01	1,945
2026	1.25	1.03	8.70	10.2	0.02	0.29	0.30	0.60	0.27	0.08	0.35	—	1,932	1,932	0.08	0.03	0.01	1,942
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.56	0.44	4.02	4.72	0.01	0.15	0.31	0.46	0.13	0.09	0.22	—	993	993	0.06	0.04	0.20	1,005
2026	0.93	0.87	2.39	2.85	0.01	0.08	0.09	0.17	0.08	0.02	0.10	—	533	533	0.02	0.01	0.04	536
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.10	0.08	0.73	0.86	< 0.005	0.03	0.06	0.08	0.02	0.02	0.04	—	164	164	0.01	0.01	0.03	166
2026	0.17	0.16	0.44	0.52	< 0.005	0.01	0.02	0.03	0.01	< 0.005	0.02	—	88.2	88.2	< 0.005	< 0.005	0.01	88.7

3. Construction Emissions Details

3.1. Demolition (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.75	1.47	13.9	15.1	0.02	0.57	—	0.57	0.52	—	0.52	—	2,494	2,494	0.10	0.02	—	2,502
Demolition	—	—	—	—	—	—	0.36	0.36	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.08	0.76	0.83	< 0.005	0.03	—	0.03	0.03	—	0.03	—	137	137	0.01	< 0.005	—	137
Demolition	—	—	—	—	—	—	0.02	0.02	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.14	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	—	22.6	22.6	< 0.005	< 0.005	—	22.7
Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.02	0.42	0.00	0.00	0.47	0.47	0.00	0.11	0.11	—	113	113	< 0.005	< 0.005	0.37	113
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.09	0.01	0.74	0.50	0.01	0.01	0.39	0.39	0.01	0.10	0.10	—	484	484	0.07	0.08	0.96	510
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	5.85	5.85	< 0.005	< 0.005	0.01	5.93

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	26.5	26.5	< 0.005	< 0.005	0.02	27.9
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.97	0.97	< 0.005	< 0.005	< 0.005	0.98
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.39	4.39	< 0.005	< 0.005	< 0.005	4.62

3.3. Site Preparation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.56	1.31	12.1	12.1	0.02	0.56	—	0.56	0.52	—	0.52	—	2,065	2,065	0.08	0.02	—	2,072
Dust From Material Movement	—	—	—	—	—	—	2.46	2.46	—	1.17	1.17	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.3	11.3	< 0.005	< 0.005	—	11.4

Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.87	1.87	< 0.005	< 0.005	—	1.88
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.25	0.00	0.00	0.28	0.28	0.00	0.07	0.07	—	67.6	67.6	< 0.005	< 0.005	0.22	68.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	1.28	0.17	10.9	7.39	0.08	0.08	5.63	5.71	0.08	1.45	1.53	—	7,077	7,077	1.07	1.14	14.0	7,456
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.35	0.35	< 0.005	< 0.005	< 0.005	0.36
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.06	0.04	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	38.8	38.8	0.01	0.01	0.03	40.8
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.06	0.06	< 0.005	< 0.005	< 0.005	0.06

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	6.42	6.42	< 0.005	< 0.005	0.01	6.76

3.5. Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.80	1.51	14.1	14.5	0.02	0.64	—	0.64	0.59	—	0.59	—	2,455	2,455	0.10	0.02	—	2,463
Dust From Material Movement	—	—	—	—	—	—	2.78	2.78	—	1.34	1.34	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.15	0.16	< 0.005	0.01	—	0.01	0.01	—	0.01	—	26.9	26.9	< 0.005	< 0.005	—	27.0
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.45	4.45	< 0.005	< 0.005	—	4.47
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.02	0.34	0.00	0.00	0.37	0.37	0.00	0.09	0.09	—	90.1	90.1	< 0.005	< 0.005	0.30	90.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	1.28	0.17	10.9	7.39	0.08	0.08	5.63	5.71	0.08	1.45	1.53	—	7,077	7,077	1.07	1.14	14.0	7,456
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.94	0.94	< 0.005	< 0.005	< 0.005	0.95
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.12	0.08	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	77.6	77.6	0.01	0.01	0.07	81.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.15	0.15	< 0.005	< 0.005	< 0.005	0.16
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	12.8	12.8	< 0.005	< 0.005	0.01	13.5

3.7. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	8.95	10.0	0.02	0.33	—	0.33	0.30	—	0.30	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	8.95	10.0	0.02	0.33	—	0.33	0.30	—	0.30	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.37	0.31	2.59	2.91	0.01	0.10	—	0.10	0.09	—	0.09	—	522	522	0.02	< 0.005	—	523
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.47	0.53	< 0.005	0.02	—	0.02	0.02	—	0.02	—	86.4	86.4	< 0.005	< 0.005	—	86.7
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.21	0.00	0.00	0.23	0.23	0.00	0.06	0.06	—	56.1	56.1	< 0.005	< 0.005	0.19	56.4
Vendor	0.01	< 0.005	0.12	0.07	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	80.2	80.2	0.01	0.01	0.20	84.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.19	0.00	0.00	0.23	0.23	0.00	0.06	0.06	—	53.0	53.0	< 0.005	< 0.005	< 0.005	53.6
Vendor	0.01	< 0.005	0.12	0.07	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	80.2	80.2	0.01	0.01	0.01	83.8
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	15.4	15.4	< 0.005	< 0.005	0.02	15.6
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	23.2	23.2	< 0.005	< 0.005	0.02	24.3
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	2.55	2.55	< 0.005	< 0.005	< 0.005	2.58
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.84	3.84	< 0.005	< 0.005	< 0.005	4.02
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	1.22	1.01	8.57	9.96	0.02	0.29	—	0.29	0.27	—	0.27	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.22	1.01	8.57	9.96	0.02	0.29	—	0.29	0.27	—	0.27	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.32	0.26	2.21	2.57	0.01	0.08	—	0.08	0.07	—	0.07	—	465	465	0.02	< 0.005	—	467
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.40	0.47	< 0.005	0.01	—	0.01	0.01	—	0.01	—	77.0	77.0	< 0.005	< 0.005	—	77.3
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.01	0.19	0.00	0.00	0.23	0.23	0.00	0.06	0.06	—	54.9	54.9	< 0.005	< 0.005	0.16	55.2
Vendor	0.01	< 0.005	0.11	0.07	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	78.7	78.7	0.01	0.01	0.18	82.4
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.01	0.18	0.00	0.00	0.23	0.23	0.00	0.06	0.06	—	51.9	51.9	< 0.005	< 0.005	< 0.005	52.6
Vendor	0.01	< 0.005	0.12	0.07	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	78.7	78.7	0.01	0.01	< 0.005	82.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	13.4	13.4	< 0.005	< 0.005	0.02	13.6
Vendor	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	—	20.3	20.3	< 0.005	< 0.005	0.02	21.3
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	2.23	2.23	< 0.005	< 0.005	< 0.005	2.26
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.36	3.36	< 0.005	< 0.005	< 0.005	3.52
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Paving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	0.47	4.41	6.48	0.01	0.18	—	0.18	0.17	—	0.17	—	991	991	0.04	0.01	—	995
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.12	0.18	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	27.2	27.2	< 0.005	< 0.005	—	27.3
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.50	4.50	< 0.005	< 0.005	—	4.51
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.02	0.39	0.00	0.00	0.47	0.47	0.00	0.11	0.11	—	110	110	< 0.005	< 0.005	0.33	111
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	2.86	2.86	< 0.005	< 0.005	< 0.005	2.91
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.47	0.47	< 0.005	< 0.005	< 0.005	0.48
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	21.5	21.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.66	3.66	< 0.005	< 0.005	—	3.67

Architectural Coating	0.59	0.59	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.61	0.61	< 0.005	< 0.005	—	0.61
Architectural Coatings	0.11	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	11.0	11.0	< 0.005	< 0.005	0.03	11.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.29	0.29	< 0.005	< 0.005	< 0.005	0.29
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.05	0.05	< 0.005	< 0.005	< 0.005	0.05
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.15. Soil Stabilization (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.42	0.35	2.73	8.96	0.01	0.12	—	0.12	0.11	—	0.11	—	1,610	1,610	0.07	0.01	—	1,615
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.15	0.49	< 0.005	0.01	—	0.01	0.01	—	0.01	—	88.2	88.2	< 0.005	< 0.005	—	88.5
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	< 0.005	< 0.005	0.03	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14.6	14.6	< 0.005	< 0.005	—	14.7
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.17	0.00	0.00	0.19	0.19	0.00	0.05	0.05	—	45.0	45.0	< 0.005	< 0.005	0.15	45.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.06	0.01	0.48	0.33	< 0.005	< 0.005	0.25	0.25	< 0.005	0.06	0.07	—	315	315	0.05	0.05	0.62	331
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	2.34	2.34	< 0.005	< 0.005	< 0.005	2.37
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	17.2	17.2	< 0.005	< 0.005	0.01	18.1
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.39	0.39	< 0.005	< 0.005	< 0.005	0.39
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.85	2.85	< 0.005	< 0.005	< 0.005	3.00

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Remove	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	6/1/2025	6/29/2025	5.00	20.0	—
Site Preparation	Site Preparation	6/30/2025	7/2/2025	5.00	2.00	—
Grading	Grading	7/3/2025	7/8/2025	5.00	4.00	—
Building Construction	Building Construction	8/6/2025	5/12/2026	5.00	200	—
Paving	Paving	5/13/2026	5/26/2026	5.00	10.0	—
Architectural Coating	Architectural Coating	5/27/2026	6/9/2026	5.00	10.0	—
Soil Stabilization	Trenching	7/9/2025	8/5/2025	5.00	20.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Rubber Tired Dozers	Diesel	Average	1.00	7.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37

Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	6.00	367	0.29
Building Construction	Forklifts	Diesel	Average	1.00	6.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	1.00	6.00	84.0	0.37
Building Construction	Welders	Diesel	Average	3.00	8.00	46.0	0.45
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	6.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Soil Stabilization	Bore/Drill Rigs	Diesel	Average	2.00	8.00	172	0.50

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	12.5	12.8	LDA,LDT1,LDT2
Demolition	Vendor	—	7.30	HHDT,MHDT
Demolition	Hauling	6.15	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—

Site Preparation	Worker	7.50	12.8	LDA,LDT1,LDT2
Site Preparation	Vendor	—	7.30	HHDT,MHDT
Site Preparation	Hauling	90.0	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	10.0	12.8	LDA,LDT1,LDT2
Grading	Vendor	—	7.30	HHDT,MHDT
Grading	Hauling	90.0	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	6.22	12.8	LDA,LDT1,LDT2
Building Construction	Vendor	3.19	7.30	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	12.5	12.8	LDA,LDT1,LDT2
Paving	Vendor	—	7.30	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	1.24	12.8	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	7.30	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Soil Stabilization	—	—	—	—
Soil Stabilization	Worker	5.00	12.8	LDA,LDT1,LDT2
Soil Stabilization	Vendor	—	7.30	HHDT,MHDT
Soil Stabilization	Hauling	4.00	20.0	HHDT

Soil Stabilization	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	29,175	9,725	2,614

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	10,650	—
Site Preparation	190	707	1.88	0.00	—
Grading	380	1,413	4.00	0.00	—
Paving	0.00	0.00	0.00	0.00	1.00
Soil Stabilization	200	200	0.00	0.00	—

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Government Office Building	0.00	0%
Parking Lot	1.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	204	0.03	< 0.005
2026	0.00	204	0.03	< 0.005

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	5.92	annual days of extreme heat
Extreme Precipitation	9.00	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	17.7	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	3	0	0	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	3	1	1	3
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	7.52

AQ-PM	32.9
AQ-DPM	94.6
Drinking Water	54.0
Lead Risk Housing	79.7
Pesticides	0.00
Toxic Releases	37.7
Traffic	80.8
Effect Indicators	—
CleanUp Sites	98.9
Groundwater	99.7
Haz Waste Facilities/Generators	99.9
Impaired Water Bodies	87.0
Solid Waste	97.2
Sensitive Population	—
Asthma	68.9
Cardio-vascular	48.4
Low Birth Weights	53.2
Socioeconomic Factor Indicators	—
Education	60.6
Housing	43.3
Linguistic	57.8
Poverty	54.4
Unemployment	64.5

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—

Above Poverty	65.03272167
Employed	87.75824458
Median HI	74.04080585
Education	—
Bachelor's or higher	46.97805723
High school enrollment	100
Preschool enrollment	45.37405364
Transportation	—
Auto Access	59.70742974
Active commuting	58.00076992
Social	—
2-parent households	88.6179905
Voting	71.10227127
Neighborhood	—
Alcohol availability	29.00038496
Park access	52.72680611
Retail density	91.04324394
Supermarket access	82.92056974
Tree canopy	62.40215578
Housing	—
Homeownership	71.67971256
Housing habitability	43.62889773
Low-inc homeowner severe housing cost burden	60.7596561
Low-inc renter severe housing cost burden	17.45155909
Uncrowded housing	55.74233286
Health Outcomes	—
Insured adults	81.30373412
Arthritis	0.0

Asthma ER Admissions	27.1
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	20.5
Cognitively Disabled	68.5
Physically Disabled	47.8
Heart Attack ER Admissions	48.9
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	93.9
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	55.0
Children	61.0
Elderly	24.3
English Speaking	24.7
Foreign-born	88.7

Outdoor Workers	57.0
Climate Change Adaptive Capacity	—
Impervious Surface Cover	16.5
Traffic Density	73.3
Traffic Access	71.5
Other Indices	—
Hardship	46.7
Other Decision Support	—
2016 Voting	55.7

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	83.0
Healthy Places Index Score for Project Location (b)	75.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Schedule adjusted to place Soil Stabilization phase in correct order. Duration of 20 working days provided for Soil Stabilization phase; default durations used for all other phases.
Construction: Off-Road Equipment	Soil Stabilization Phase consists of installation of a deep foundation system and soil capacity strengthening required to address poor soil conditions at the site. Equipment includes 2 mechanical augers.
Construction: Dust From Material Movement	Total of 40 haul truck trips for Soil Stabilization phase, assumes 10 CY trucks and even spread between import and export. Haul trips would be as follows for the remainder of project construction (assuming 10 CY trucks): 212 truck trips export and 57 truck trips import. Spread evenly over site preparation and grading phases.
Construction: Trips and VMT	Total of 40 haul truck trips for Soil Stabilization phase, assumes 10 CY trucks. Haul trips would be as follows for the remainder of project construction (assuming 10 CY trucks): 212 truck trips export and 57 truck trips import. Spread evenly over site preparation and grading phases.
Construction: On-Road Fugitive Dust	Per BAAQMD CEQA Guidance Appendix D, Section 3.7: For the construction analysis, users should modify this variable (road silt loading) in CalEEMod to use a silt loading factor of 0.5 g/m2 for all roadways, which corresponds to vehicle travel on roads with at least 5,000 vehicle per day under worst-case conditions (defined in AP-42 as representative of conditions such as post-winter-storm or areas with substantial mud/dirt carryout consistent with typical construction activities). BAAQMD Basic BMP - 15 mph unpaved travel speed.
Construction: Paving	Paving assumed to be non-asphalt to match existing site.