

CHAPTER II

SUMMARY

A. PROJECT OVERVIEW

The project sponsor, Abbott Laboratories, proposes to construct a master-planned “West Coast Research Center” located at the terminus of Chesapeake Drive along Redwood City’s bayfront adjacent to the Port of Redwood City small boat launching facility and Stanford Rowing Club. The proposed project would include removal of existing salt processing structures and equipment on the site and construction of approximately 541,000 square feet (sf) of manufacturing, research and development (“R&D”), and office uses in four buildings located around a central green space. Parking would be provided on site in a multi-level garage. The project would also include a greenbelt around the perimeter of 17.74-acres of the site, a publicly accessible linear waterfront park, and set aside land for a new parcel for the construction of an onsite replacement facility for the Marine Science Institute (MSI). MSI would be responsible for the planning and execution of its new facility within the design guidelines established for the project’s master plan.

The project proposes to subdivide the site into eight lots: six lots for the proposed buildings on the Abbott Laboratories campus, a separate lot for MSI, and a common area lot for private roadways, utilities, and landscaping. The project sponsor proposes to construct the project in three phases, with buildout occurring over an approximately 10-year period. The lot lines of the proposed subdivisions would correspond to the proposed construction phases and would allow for separate financing for each building and phase of construction. The project proposed for approval is a PD-Planned Development permit for the entire project, in accordance with the phasing and development standards described in the master plan. Buildings and landscape improvements to be constructed in each phase will be subject to additional Architectural Review to evaluate the plan’s compliance with the Guidelines in the master plan.

The site has a General Plan designation of Light Industrial/Research and Development. Zoning on the site is General Industrial (GI). The applicant is requesting a rezoning of the project parcel from General Industrial to Industrial Restricted (IR) as part of the project. A copy of the Initial Study is attached (Appendix A).

B. ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Table II-1 presents the summary impact statements, mitigation measures, and residual levels of impact after mitigation described in Chapter IV, Environmental Setting, Impact and Mitigation. For each significant impact, the table includes a summary of mitigation measure(s) and an indication of whether the impact would be mitigated to a less-than-significant level. Please refer

to Chapter IV, Environmental Setting, Impacts, and Mitigation Measures, for a complete discussion of each impact and associated mitigation.

The proposed project, if implemented, could result in significant adverse environmental impacts. Mitigation measures proposed as part of the project, as well as measures identified by this EIR, would avoid or reduce most of the impacts to a less-than-significant level. As listed in the preceding table, certain traffic and utilities (water demand) impacts would remain significant after mitigation.

C. ALTERNATIVES

The California Environmental Quality Act requires that a reasonable range of project alternatives be discussed in an EIR. This EIR identifies and analyzes such a reasonable range of alternatives; discusses the environmental effects of each alternative; compares the environmental effects of each alternative with the environmental setting, with the effects of each other alternative, and with the project; and addresses the relationship of each alternative to the project objectives (see Chapter V, Alternatives). The determinations of the City of Redwood City concerning the feasibility, acceptance, or rejection of each and all alternatives considered in this EIR will be addressed and resolved in the City's findings, as required by CEQA. The alternatives consist of the following:

- Alternative 1: No Project Alternative (this alternative consists of Subalternative 1A: No Subsequent Development, and Subalternative 1B: Reasonably Foreseeable Development).
- Alternative 2: Industrial Park Zoning Alternative
- Alternative 3: Reduced Height Alternative
- Alternative 4: Split-Site Alternative

TABLE II-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
A. <u>Land Use and Planning</u>		
A.1: Construction, including onsite development and off-site infrastructure improvements, may result in temporary impacts to adjacent uses associated with traffic congestion, air pollutant emissions, noise increases, view disruptions and public safety. (Less than Significant)	None required.	
A.2: Implementation of the proposed project could conflict with existing and future neighboring land uses, and with the City's General Plan and Zoning Ordinance. (Less than Significant)	None required.	
A.3: The proposed project, together with other development in the immediate vicinity and elsewhere in Redwood City (see Table IV.A-1), would contribute to potential cumulative land use incompatibilities and associated impacts on hydrology and water quality, noise, traffic, air quality, and population and housing. The specific cumulative impacts associated with these particular impact categories are addressed in the corresponding sections of this EIR. Because the City has adopted and routinely implements land use and development review policies and requirements in consideration of their impacts for the entire community, the cumulative land use impacts of the proposed project together with other existing and reasonably foreseeable development are considered less than significant.	None required.	

TABLE II-1 (Continued)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
B. <u>Geology, Soils and Seismicity</u>		
B.1: In the event of a major earthquake, seismic ground shaking and associated liquefaction and earthquake-induced settlement could result in structural damage or failure of the proposed facilities. (Potentially Significant)	B.1: To reduce potential levee slope instability hazards along Redwood Creek, the project sponsor shall retain a California-certified geotechnical or civil engineer to conduct a slope stability analysis of levees bordering the project site. The recommendations from this analysis shall be incorporated into the final grading and foundation design and submitted to the City of Redwood City Building and Inspection Services Depart for review and approval before final grading and construction permits are issued. (Identified by this EIR)	Less than Significant
B.2: Proposed construction associated with the project could be subjected to hazards related to expansive soils and settlement. (Potentially Significant)	B.2: The project sponsor shall implement the recommendations contained in the preliminary geotechnical investigation. These recommendations include excavating and off-hauling expansive soil and using imported fill material in the upper two feet beneath all finished building pad areas and the upper 18 inches beneath exterior walkways. This fill material shall be tested for suitability and approved by a California Certified Geotechnical Engineer prior to importation to the site. (Proposed as Part of the Project)	Less than Significant
B.3: Project-related facilities, including buildings, parking structures, and underground utilities, could be subjected to corrosive soils. (Potentially Significant)	B.3a: The applicant shall implement the geotechnical recommendations contained in the preliminary geotechnical investigation pertaining to corrosive soils, which include removing the existing onsite salt layer or mixing it with native or imported material. Corrosive-resistant concrete shall also be used in all construction for structures that come in contact with the ground. (Proposed as Part of the Project)	Less than Significant

**TABLE II-1 (Continued)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
B. <u>Geology, Soils and Seismicity</u> (cont.)	B.3b: The applicant shall install a cathodic protection system on the project site to protect underground metallic fittings, appurtenances and piping from corrosion. The cathodic protection system shall be designed to be consistent with Redwood City standards. The Redwood City Engineering and Construction Department shall review the design of the cathodic protection system at the time the applicant submits its construction drawing set for each construction phase. (Identified by this EIR)	
B.4: Construction of the proposed project could result in surface soil erosion, thereby increasing sediment loads to Redwood Creek. (Potentially Significant)	B.4: During construction, the applicant shall comply with erosion and sediment control measures in accordance with Redwood City’s stormwater management requirements and construction best management practices for the reduction of pollutants in runoff and the State Water Quality Control Board National Pollution Discharge Elimination System (NPDES) requirements, including the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) incorporating Best Management Practices (BMPs), as identified in Section IV.C, Hydrology and Water Quality. The SWPPP shall identify BMPs for implementation during construction activities, such as detention basins, straw bales, silt fences, check dams, geofabrics, drainage swales, and sandbag dikes. (Proposed as Part of the Project)	Less than Significant
C. <u>Hydrology and Water Quality</u>	C.1: The applicant shall develop and implement a Stormwater Pollution and Prevention Plan that shall include, at minimum: <ul style="list-style-type: none"> • Source identification; • Preparation of a site map; 	Less than Significant

TABLE II-1 (Continued)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<p>C. <u>Hydrology and Water Quality</u> (cont.)</p>	<ul style="list-style-type: none"> • Description of construction materials, practices, and equipment storage and maintenance; • List of pollutants likely to contact stormwater; • Estimate of the construction site area and percent impervious area for all construction phases; • Erosion and sedimentation control practices, including soils stabilization, revegetation, and runoff control to limit increases in sediment in stormwater runoff, such as detention basins, straw bales, silt fences, check dams, geofabrics, drainage swales, and sandbag dikes; • Proposed construction dewatering plans; • List of provisions to eliminate or reduce discharge of materials to stormwater; • Description of waste management practices; • Maintenance and training practices; • Sampling and analysis strategy and sampling schedule for discharges from construction activities; and • Other measures as required by the new C.3 regulations adopted by the RWQCB on February 19, 2003. <p>(Proposed as part of the project)</p>	
<p>C.2: The proposed project would place structures within the 100-year flood zone. (Potentially Significant)</p>	<p>C.2a: The applicant shall construct a levee at a minimum elevation of 9.5-feet above msl to satisfy FEMA requirements and to prevent 100-year flood water inundation of the project site. The applicant shall notify FEMA of the changes to the floodplain in the project vicinity; typically, this procedure involves submitting a Letter of Map Revision (LOMR) to the Federal Emergency Management Agency. (Proposed as part of the project)</p>	<p>Less than Significant</p>

TABLE II-1 (Continued)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
C. <u>Hydrology and Water Quality</u> (cont.)		
	<p>C.2b: The applicant shall conduct a geotechnical investigation of the eastern shoreline of the project site to determine whether the soil material and compaction would satisfy the City’s levee requirements. If levee reconstruction is determined to be advisable by the engineer, the applicant shall submit levee design plans and specifications to the City Engineer for review, and shall implement such plans as directed by the City Engineer. (Identified by this EIR)</p>	
<p>C.3: Increased intensity of urban uses at the site could result in degradation of the water quality of surface water runoff. (Potentially Significant)</p>	<p>C.3a: Runoff from roads and parking lots shall be filtered through mechanical or natural filtration systems to remove oil and grease prior to discharge. The project applicant shall develop design specifications for the stormwater filtration system consistent with BASMAA and San Mateo County STOPPP guidelines, including new C.3 regulations adopted by the RWQCB on February 19, 2003. Additionally, the applicant shall be required to implement a written stormwater facilities cleaning and maintenance plan, which shall minimize, to the extent feasible, the amount of sediment and other contaminants in the stormwater leaving the site. (Proposed as part of the project)</p> <p>C.3b: Direct runoff from landscaped areas into the onsite project storm drain system. All landscaped areas (except for minimal areas on the top of the levee and along the outside slope of the site perimeter) shall be contoured so that runoff is collected in the onsite project storm drain system and does not flow directly into Redwood Creek or the Bay. (Proposed as part of the project)</p>	<p>Less than Significant</p>

**TABLE II-1 (Continued)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
C. <u>Hydrology and Water Quality</u> (cont.)	<p>C.3c: The project shall use Integrated Pest Management techniques (methods that minimize the use of potentially hazardous chemicals for landscape pest control) to minimize the use of anti-fungal and anti-aphid and mite sprays, as recommended by San Mateo County’s STOPPP. Only landscape chemicals approved by the Environmental Protection Agency shall be used at the site. The handling, storage, and application of potentially hazardous chemicals shall take place in accordance with all applicable laws and regulations. (Identified by this EIR)</p> <p>C.3d: The project sponsor shall implement appropriate source control measures to minimize the amount of pollutants entering the storm drain system. These source control measures include, but are not limited to: regular street sweeping by mechanized equipment, proper clean-up of soil debris following landscape work or small- scale construction, available trash receptacles, regular trash collection, and the application of absorbent material on oil and fuel leaks from automobiles. Additionally, litter and debris that may accumulate on the project site shall be regularly collected and properly disposed. The project sponsor shall incorporate appropriate source control measures as recommended in the California Stormwater Best Management Practice Handbooks for Industrial and Commercial Sites, and San Mateo County’s STOPPP. (Identified by this EIR)</p>	
C.4: The proposed project could alter the rate and amount of runoff from the site. (Potentially Significant)	C.4: Implement Mitigation Measures C.3a and C.3b.	Less than Significant

TABLE II-1 (Continued)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<u>D. Traffic, Transportation, Circulation and Parking</u>		
<p>D.1: The proposed project would increase vehicle delays at area intersections. (Significant)</p>	<p>D.1a: The project sponsor and the City of Redwood City shall work with Caltrans to modify the traffic signal phasing at the intersection of Woodside Road / Broadway to provide an overlap phase during which northbound right turns would be made (with a green arrow) simultaneously with each of the signal phases for left turns from westbound Woodside Road and from the southbound US 101 off-ramp (U-turns from westbound Woodside Road and southbound US 101 off-ramp would be prohibited). As part of this measure, emergency vehicle signal pre-emption would be added to the traffic signal control. The project sponsor would pay its fair share of the cost of this measure. (Identified by this EIR)</p> <p>D.1b: The project sponsor would implement more aggressive measures as part of the proposed Transportation Demand Management (TDM) program. The project sponsor would be fully responsible for this measure. (Identified by this EIR)</p>	<p>This project impact would be significant and unavoidable because it is not certain that Mitigation Measure D.1a could be implemented (i.e., because the City of Redwood City, as Lead Agency, could not implement the improvement without Caltrans' approval). However, in the event that Mitigation Measure D.1a could be implemented, the impact would be less than significant.</p>
<p>D.2: The proposed project would increase the traffic volume (left turns and through) on the westbound approach to the Veterans Boulevard / Woodside Road intersection [#14], which would increase backups into the westbound through lane, creating potentially unsafe conditions. (Significant)</p>	<p>D.2: The project sponsor and the City of Redwood City shall work with Caltrans to lengthen the westbound left-turn pocket and install advance warning signs at the Veterans Boulevard / Woodside Road intersection [#14]. The project sponsor would pay its fair share of the cost of this measure. (Identified by this EIR)</p>	<p>This project impact would be significant and unavoidable because it is not certain that Mitigation Measure D.2 could be implemented (i.e., because the City of Redwood City, as Lead Agency, could not implement the improvement without Caltrans' approval). However, in the event that Mitigation Measure D.2 could be implemented, the impact would be less than significant.</p>

TABLE II-1 (Continued)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
D. <u>Traffic, Transportation, Circulation and Parking</u> (cont.)		
D.3: The proposed project would increase the traffic volume-to-capacity ratios on area freeway ramps. (Less than Significant)	None required.	Less than Significant
D.4: The proposed project would increase the traffic volume-to-capacity ratios on area freeways. (Significant)	D.4: The project sponsor would implement Mitigation Measure D.1 (a more aggressive Transportation Demand Management program). The project sponsor would be fully responsible for this measure. (Identified by this EIR)	Significant Unavoidable
D.5: The proposed project would increase traffic volumes on area roadways, which could affect transit, pedestrian and bicycle operations. (Less than Significant)	None required.	
D.6: The proposed project would generate parking demand that would have to be accommodated by the onsite parking supply. (Less than Significant)	None required.	
D.7: Project construction could result in temporary circulation and safety impacts in the project vicinity. (Potentially Significant)	<p>D.7: Prior to construction activity, the project sponsor shall submit a construction management plan for review and approval by Redwood City’s Engineering and Construction Division.</p> <p>This plan shall include, but is not limited to, the following items:</p> <ul style="list-style-type: none"> • Identification of routes and hours (in a Haul Route Plan) for the movements of construction vehicles that would minimize the impacts on vehicular traffic circulation and safety in the area. • Staging of the movements of construction materials and equipment so as not to hinder the general flow of traffic in the immediate vicinity of the project site. 	Less than Significant

TABLE II-1 (Continued)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
D. <u>Traffic, Transportation, Circulation and Parking</u> (cont.)		
<p>D.8: The proposed project would increase vehicle delays at area intersections under “With Blomquist Extension” conditions. (Significant)</p>	<ul style="list-style-type: none"> • Identification of areas required for encroachment within the public right-of-way. • Accommodation of on-site placement of construction equipment and construction vehicles. • Posting of signs at the construction site that include permitted construction days and hours, a day and evening contact number for the job site, and a day and evening contact number for the City of Redwood City. • Designation of an on-site complaint and enforcement manager to respond to and track complaints. • Provision of adequate notification procedures for any road closures. <p>D.8a: The project sponsor would work with the City of Redwood City to modify traffic control at the Blomquist Street / Maple Street intersection [#9] in one of three alternative ways. The project sponsor would pay its fair share of the cost of this measure. (Identified by this EIR and in the <i>Marina Shores EIR</i>)</p> <ul style="list-style-type: none"> • Install a traffic signal (with emergency vehicle signal pre-emption), or • Reconstruct the intersection as a roundabout, or • Install stop signs on all intersection approaches. 	<p>Less than Significant</p>

TABLE II-1 (Continued)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
D. Traffic, Transportation, Circulation and Parking (cont.)		
D.9: The proposed project would increase vehicle delays at area intersections under cumulative (2020) conditions. (Significant)		
<p>D.9a: The proposed project would increase vehicle delays within an already unacceptable level of service by more than five seconds on the side-street movements at the unsignalized intersection of Blomquist Street / Maple Street [#9] during the AM and PM peak hours; in addition, the intersection would meet the Caltrans Peak Hour Volume Warrant for signal installation.</p>	<p>D.9a: The project sponsor would work with the City of Redwood City to modify traffic control at the Blomquist Street / Maple Street intersection [#9] in one of two alternative ways. The project sponsor would pay their fair share of the cost of this measure. (Identified by this EIR and in the <i>Marina Shores EIR</i>)</p> <ul style="list-style-type: none"> • Install a traffic signal (with emergency vehicle signal pre-emption), or • Reconstruct the intersection as a roundabout 	<p>Less than Significant</p>
<p>D.9b: The proposed project would increase vehicle delays within an already unacceptable level of service by more than five seconds at the signalized intersection of Middlefield Road / Woodside Road [#11] during the PM peak hour.</p>	<p>D.9b: In the absence of readily-attainable capacity-enhancing measures to improve traffic conditions at the intersection of Middlefield Road / Woodside Road [#11], the project sponsor would implement Mitigation Measure D.1b (a more aggressive Transportation Demand Management [TDM] program) to reduce the travel demand at this intersection. In addition, the project sponsor and the City of Redwood City shall work with Caltrans to add emergency vehicle signal pre-emption to the traffic signal control at this signalized intersection. The project sponsor would be fully responsible for the enhanced TDM program, and would pay its fair share of the cost of the emergency signal pre-emption. (Identified by this EIR)</p>	<p>Significant Unavoidable</p>

**TABLE II-1 (Continued)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
D. <u>Traffic, Transportation, Circulation and Parking</u> (cont.)		
<p>D.9c: The proposed project would degrade the level of service from LOS D to LOS E at the signalized intersection of Bay Road / Woodside Road [#12] during the PM peak hour.</p>	<p>D.9c: In the absence of readily-attainable capacity-enhancing measures to improve traffic conditions at the intersection of Bay Road / Woodside Road [#12], the project sponsor would implement Mitigation Measure D.1b (a more aggressive Transportation Demand Management [TDM] program) to reduce the travel demand at this intersection. In addition, the project sponsor and the City of Redwood City shall work with Caltrans to add emergency vehicle signal pre-emption to the traffic signal control at this signalized intersection. The project sponsor would be fully responsible for the enhanced TDM program, and would pay its fair share of the cost of the emergency signal pre-emption. (Identified by this EIR)</p>	<p>Significant Unavoidable</p>
<p>D.9d: The proposed project would increase vehicle delays within an already unacceptable level of service by more than five seconds at the signalized intersection of Broadway / Woodside Road [#13] during the AM and PM peak hours.</p>	<p>D.9d: Implement Mitigation Measure D.1a (work with Caltrans to modify the traffic signal phasing to provide an overlap phase during which northbound right turns would be made (with a green arrow) simultaneously with each of the signal phases for left turns from westbound Woodside Road and from the southbound US 101 off-ramp, and add emergency vehicle signal pre-emption to the traffic signal control). The project sponsor would pay its fair share of the cost of this measure. (Identified by this EIR)</p>	<p>This project impact would be significant and unavoidable because it is not certain that Mitigation Measure D.1a could be implemented (i.e., because the City of Redwood City, as Lead Agency, could not implement the improvement without Caltrans' approval). However, in the event that Mitigation Measure D.1a could be implemented, the impact would be less than significant.</p>
<p>D.9e: The proposed project would increase vehicle delays within an already unacceptable level of service by more than five seconds at the signalized intersection of Veterans Boulevard / Woodside Road [#14] during the PM peak hour.</p>	<p>D.9e: The project sponsor and the City of Redwood City shall work with Caltrans to modify the Veterans Boulevard / Woodside Road intersection [#14] in one of two alternative ways. The project sponsor would pay its fair share of the cost of this measure. (Identified by this EIR, the <i>Marina Shores EIR</i>, and the <i>Kaiser Master Plan EIR</i>)</p>	<p>This project impact would be significant and unavoidable because it is not certain that Mitigation Measure D.9e could be implemented (i.e., because the City of Redwood City, as Lead Agency, could not implement either of the above improvements on state highways without</p>

TABLE II-1 (Continued)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
D. <u>Traffic, Transportation, Circulation and Parking</u> (cont.)		
	<ul style="list-style-type: none"> • Add a second southbound through lane on Veterans Boulevard (and add emergency vehicle signal pre-emption to the traffic signal control), or • Add a second westbound left-turn lane on Seaport Boulevard - Woodside Road and modify the traffic signal to provide a westbound overlap right-turn signal phase or a free westbound right-turn movement (and add emergency vehicle signal pre-emption to the traffic signal control). 	Caltrans' approval). However, in the event that Mitigation Measure D.9e could be implemented, the impact would be less than significant.
D.9f: The proposed project would degrade the level of service from LOS D to LOS F at the signalized intersection of Blomquist Street / Seaport Boulevard [#15] during the PM peak hour, and delays would increase within an already unacceptable level of service by more than five seconds during the AM peak hour.	D.9f: The project sponsor would work with the City of Redwood City to modify the lane configuration and the signal phasing at the Blomquist Street / Seaport Boulevard intersection [#15]. The project sponsor would pay its fair share of the cost of this measure. (Identified by this EIR and the <i>Marina Shores EIR</i>)	This project impact would be significant and unavoidable because it is not certain that Mitigation Measure D.9f could be implemented (i.e., because the identified mitigation measure requires coordination with outside agencies, and realigning the intersection to the south may be infeasible). However, in the event that Mitigation Measure D.9f could be implemented, the impact would be less than significant.
D.10: The proposed project would increase the traffic volume-to-capacity ratios on area freeway ramps. (Less than Significant)	None required.	
D.11: The proposed project would increase the traffic volume-to-capacity ratios on area freeways. (Significant)	D.11: The project sponsor would implement Mitigation Measure D.1 (a more aggressive Transportation Demand Management program). The project sponsor would be fully responsible for this measure. (Identified by this EIR)	Significant Unavoidable

**TABLE II-1 (Continued)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
E. <u>Air Quality</u>		
E.1: Construction activities associated with demolition, renovation and new construction would generate short-term emissions of criteria pollutants, including suspended and inhalable particulate matter and equipment exhaust emissions. (Potentially Significant)	E.1: The project sponsor shall require the construction contractor to implement the BAAQMD basic control measures for dust abatement at all construction sites, and “enhanced” control measures for dust abatement at construction sites greater than four acres in area (BAAQMD, 1999).	Less than Significant
E.2: The project would result in an increase in criteria pollutant emissions due to project-related traffic and onsite area sources. (Less than Significant)	None required.	
E.3: Project traffic would increase localized carbon monoxide concentrations at intersections in the project vicinity. (Less than Significant)	None required.	
E.4: The project together with existing and probable future cumulative development in the Bay Area would contribute to regional air pollution. (Less than Significant)	None required.	
F. <u>Noise</u>		
F.1: Construction activities would intermittently and temporarily generate noise levels above existing ambient levels in the project vicinity. (Potentially Significant)	F.1a: Limit construction activities to the hours between 7:00 a.m. and 7:00 p.m. Monday through Friday. Pile driving activities shall be limited to the hours between 8:00 a.m. and 4:00 p.m. Monday through Friday. Except as provided in Mitigation Measure F.2c, no construction activities shall be allowed on weekends except in enclosed building areas. (Identified by this EIR)	Less than Significant
	F.1b: To reduce daytime noise impacts due to construction, the applicant shall require construction contractors to implement the following measures:	

TABLE II-1 (Continued)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<p>F. Noise (cont.)</p>	<ul style="list-style-type: none"> • Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds, wherever feasible); • Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever feasible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible (which could achieve a reduction of 5 dBA). Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible; and • Stationary noise sources shall be located as far from sensitive receptors as feasible, shall be muffled and enclosed within temporary sheds, and insulation barriers shall be incorporated to the extent feasible. 	
<p>F.2: Pile driving associated with project construction would result in adverse noise effects. (Significant)</p>	<p>F.2a: To reduce the potential for noise impacts from pile driving, alternate methods of driving shall be used, if feasible. (Identified by this EIR)</p> <p>F.2b: Establish a process for responding to and tracking complaints pertaining to construction noise that includes the following components:</p>	<p>Less than Significant</p>

TABLE II-1 (Continued)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<p>F. <u>Noise</u> (cont.)</p>	<ul style="list-style-type: none"> • a procedure for notifying City Building Division staff and Police Department; • a plan for posting signs onsite pertaining to permitted construction days and hours and complaint procedures, who to notify in the event of a problem; and a listing of telephone numbers to call (during regular construction hours and off-hours); • designation of a construction complaint manager for the project; and • posting of notices to notify neighbors within 300 feet of the project construction area at least 30 days in advance of pile-driving activities about the nature and estimated duration of the activity. <p>F.2c: If pile driving would be conducted during hours outside those specified in Mitigation Measure F.1a, in addition to Mitigation Measures F.1b, F.2a, and F.2b, the project applicant shall implement the following measures to reduce the impact of pile driving noise on nearby sensitive receptors:</p> <ul style="list-style-type: none"> • The project applicant shall erect temporary plywood barriers along the southwest boundary of the project site, between the site and sensitive receptors to attenuate noise from pile driving; • The project applicant shall hire a third party acoustical consultant to recommend additional mitigation measures to reduce pile driving noise based on site and project- specific factors; 	

**TABLE II-1 (Continued)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
F. <u>Noise</u> (cont.)	<ul style="list-style-type: none"> The project applicant shall retain a third party to conduct noise monitoring at sensitive receptors over the duration of the pile driving activity in order to ensure that noise levels from the project site do not exceed ambient noise levels. 	
F.3: Project-generated traffic and other operational noise, including mechanical equipment noise, would result in less-than-significant noise impacts at nearby noise receptors. (Less than Significant)	None required.	
F.4: The project proposes to locate sensitive receptors in a noise environment incompatible with such uses. (Less than Significant)	None required.	
F.5: The proposed project together with other existing and anticipated future development in the area could result in long-term traffic increases and could cumulatively increase noise levels along affected roadways. (Less than Significant)	None Required	
G. <u>Aesthetics and Visual Quality</u>		
G.1: Construction of the proposed project would create temporary aesthetic nuisances associated with construction activities during each of the project's proposed three phases (an average of 16 months per phase). (Short-Term, Potentially Significant)	G.1: The project sponsor shall implement a demolition and construction phasing plan to reduce visual quality degradation during each phase of project construction. (Identified by this EIR)	Less than Significant

TABLE II-1 (Continued)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
G. <u>Aesthetics and Visual Quality</u> (cont.)		
G.2: The proposed project would alter the visual character of the site. (Potentially Significant)	G.2: The project applicant shall prepare a master plan and design guidelines that will guide development on the site through all phases of the proposed project. The guidelines shall be submitted with the Planned Development permit application. The master plan and design guidelines shall be completed and approved by the Redwood City Planning Commission as part of the project approval. The project's master plan and design guidelines shall include site development standards and guidelines to assure that all phases of the proposed project incorporate the features of the site plan, including but not limited to: fencing, massing, height, and landscaping. Each phase of the development, including Phase 1, will require a separate Architectural Review permit, including a review of the compatibility of each phase with the master plan and design guidelines. (Proposed as Part of the Project)	Beneficial
G.3: Development of the project would partially obstruct views of the San Francisco Bay from selected public vantage points. (Less than Significant)	None required.	
G.4: Development of the proposed project would introduce new sources of light and glare onto the project site and increase ambient light in the site vicinity. (Potentially Significant)	G.4: The proposed project shall include lighting designed to confine illumination to the project site, to minimize light spillage to adjacent offices, commercial uses, and public open space and recreational areas. The project sponsor shall shield and orient light sources so that they are not directly visible from outside the site. Where appropriate, the project sponsor shall provide structural or vegetative screening for sensitive adjacent uses. The applicant shall also submit a completed photometrics site plan analysis with each of the project's building phases for review and approval by the City's Community Development Services Director. (Identified by this EIR)	Less than Significant

TABLE II-1 (Continued)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
H. <u>Biological Resources</u>		
H.1: Increased noise levels during construction could result in disturbances to rare or endangered wildlife species, especially shore birds and other users of the adjacent aquatic habitat. (Less than Significant)	None required.	
H.2: Construction of the proposed project could result in increases in pollutants such as oil and grease, contaminated sediments or stormwater runoff that could adversely affect biological resources. (Less than Significant)	None required.	
H.3: Increased human activity on the project site may attract non-native nuisance wildlife. (Less than Significant)	None required.	
H.4: Increased light levels and human activity on the project site may disturb wildlife using adjacent aquatic habitats. (Less than Significant)	None required.	
I. <u>Hazards and Hazardous Materials</u>		
I.1: The project would involve the transportation, use and storage of some hazardous chemicals, radioactive materials, and biohazardous materials, which could present health or safety risks for proposed project occupants and the community. (Potentially Significant)	I.1: The project sponsor shall include area evacuation and business evacuation plans as a part of its business plan, subject to review by both the County of San Mateo Health Services Agency and the Redwood City Fire Department. Additionally, the project sponsor, in conjunction with the Redwood City Fire Department, shall conduct onsite hazardous materials training and orientation to hazardous conditions as needed, or at least every 18 months. (Identified by this EIR)	Less than Significant
I.2: The proposed project would emit some toxic air contaminants. (Less than Significant)	None required.	

TABLE II-1 (Continued)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
I. <u>Hazards and Hazardous Materials</u> (cont.)		
I.3: The proposed project could increase the risk of spillage and/or accidental release of hazardous substances. (Potentially Significant)	I.3: Implement Mitigation Measure I.1. (Identified by this EIR)	Less than Significant
I.4: The project site is listed as a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and as a result, has potential to create a significant hazard to the public or the environment. (Less than Significant)	None required.	
I.5: The proposed project would introduce new development and employment population within the restricted height area of the San Carlos Airport planning area. (Less than Significant)	None required.	
I.6: As a result of the project, employees and visitors could be exposed to residual hazardous materials that exist on certain structural and building components at certain locations at the project site. (Less than Significant)	None required.	
I.7: Hazards at the project site could contribute to cumulative hazards in the vicinity of the project. (Less than Significant)	None required.	
J. <u>Public Services</u>		
J.1: The proposed project could affect the Redwood City Fire Department's ability to provide adequate fire suppression and emergency services. (Potentially Significant)	J.1a: The project applicant shall fund and the City shall install additional water mains as required by the Redwood City Fire Department and as necessary to ensure adequate water supply for fire suppression activities. The required fire flow shall be provided at a minimum residual pressure of 20 psi.	Less than Significant

**TABLE II-1 (Continued)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
J. <u>Public Services</u> (cont.)	<p>J.1b: The project shall comply with requirements of the Uniform Fire Code, including the following:</p> <ul style="list-style-type: none"> • All valves controlling the water supply for automatic fire sprinkler systems and water flow switches on all fire sprinkler systems shall be electronically monitored. • Fire apparatus access roads in excess of 150 feet in length shall include provisions for turning around of fire apparatus. • Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be provided with a surface so as to provide all-weather driving capabilities. • The unobstructed width of all fire access roads shall not be less than 20 feet (16 feet drivable with 4 feet of shoulder). • The outside turning radius of a fire apparatus access road shall be a minimum of 45 feet with a maximum inside turning radius of 22 feet. Both radii shall share the same center point. • The gradient for fire department access roads shall not exceed ten percent. • Fire apparatus access roads shall have an unobstructed vertical clearance of not less than 13.5 feet. • Applicant shall submit a “Hazardous Materials Inventory Statement” and “Material Safety Data Sheets for all listed materials for review by the Fire Department. 	

TABLE II-1 (Continued)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
J. <u>Public Services</u> (cont.)	J.1c: The proposed project shall provide an emergency water system with a storage capacity of three times the project’s average daily demand (approximately 370,000 gallons), capable of delivering adequate fire flow and pressure to the project site, as required by the Redwood City Public Works Department. (Identified in this EIR)	Less than Significant
J.2: Implementation of the proposed project could affect the Redwood City Police Department’s ability to provide police protection services to the project site and other areas under its jurisdiction. (Potentially Significant)	J.2a: The project sponsor shall provide private security measures including security personnel, to protect people and property at the project site. (Proposed by the project)	
	J.2b: The project sponsor shall provide security lighting onsite and on the proposed landscaped waterfront perimeter. Lighting shall be designed to provide security but shall not contribute to glare or other adverse effects, as described in Mitigation Measure G.4 of this EIR. (Identified in this EIR)	
	J.2c: The project sponsor shall submit plans for each proposed development phase to the RCPD for review to identify specific additional design measures to enhance site security. (Identified in this EIR)	
J.3: Increased school enrollments attributable to the proposed project could exceed available capacities of the RCSD and the SUHSD. (Less than Significant)	None required.	
J.4: Implementation of the proposed project could reduce the available capacity of childcare facilities in the area. (Less than Significant)	J.4: The project sponsor shall provide adequate childcare services for children of project employees. If feasible, the project sponsor shall provide an onsite childcare facility. (Identified by this EIR)	Less than Significant

**TABLE II-1 (Continued)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
J. Public Services (cont.)		
J.5: Implementation of Mitigation Measure J.4 would place project childcare facilities in a noise environment that may be incompatible with such uses. (Less than Significant)	None required.	
J.6: The project would create improved, publicly accessible open space along its waterfront perimeter. (Beneficial)	None required.	
J.7: The project in combination with other existing and reasonably foreseeable future development in the City could contribute to cumulative increases in the demands for police, fire, emergency, and childcare services. (Potentially Significant)	J.7: Implementation of project-specific mitigation measures for fire protection and emergency services (Measures J.1a, J.1b, and J.1c), police protection (Measures J.2a and J.2b), and childcare (Measure J.4) would reduce the project’s contributions to potentially significant cumulative impacts to less than significant levels.	Less than Significant
J.8: Increased population attributable to the project and other reasonably foreseeable future development in Redwood City could increase enrollments in the Redwood City School District and the Sequoia Union High School District. (Potentially Significant)	J.8: The City shall require the project sponsor to contribute the maximum permitted school impact fee. (Identified by this EIR)	Less than Significant
K. Cultural Resources		
K.1: The proposed project could result in inadvertent damage to Native American or other archaeological resources. (Potentially Significant)	K.1a: The applicant shall retain an archeologist, at its own expense, to monitor onsite excavation of any generally “undisturbed” areas on the project site, such as areas along the shoreline band and under existing buildings.	Less than Significant

TABLE II-1 (Continued)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
K. <u>Cultural Resources</u> (cont.)		
	<p>K.1b: If cultural resources are accidentally uncovered during construction or grading activities for the proposed project, the developer shall notify the City immediately and all excavation work within ten feet of the find shall immediately cease. The applicant shall retain a qualified archaeologist to evaluate any Native American or other archaeological resource exposed during construction, to make recommendations for recovery, avoidance, or other appropriate protection for the resource, and to determine the necessity for monitoring the remaining excavation. Construction activity shall resume upon consultation with the City of Redwood City and upon implementation of the recommendations of the archaeologist. (Identified by this EIR)</p> <p>K.1c: In the event that human remains are encountered during demolition, construction, or grading activities for the proposed project, the City of Redwood City shall require the project sponsor to immediately notify the San Mateo County Coroner. If the County Coroner determines that the remains are Native American, the Coroner shall contact the California Native Heritage Commission, pursuant to subdivision (c) of Section 7050.5 of the Health and Safety Code. (Identified by this EIR)</p>	
<p>K.2: Construction activities associated with each of the proposed three phases of construction could disturb onsite architectural and historic resources. (Potentially Significant)</p>	<p>K.2: The project sponsor shall provide a photographic record of existing structures and equipment on the project site prior to demolition. The photographs shall be submitted to Redwood City’s Historic Resources Advisory Committee to be used at the HRAC’s discretion. (Proposed as part of the project)</p>	<p>Less than Significant</p>

**TABLE II-1 (Continued)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
L. <u>Utilities and Service Systems</u>		
L.1: The proposed project would increase demand for water in Redwood City. (Potentially Significant)	<p>L.1a: The proposed project shall obtain non-potable water supply from the City’s tentative recycled water program, if approved by the City. Assuming the program is adopted by the City, the project applicant shall contribute its fair share to the cost of implementation of the recycled water program. (Identified by this EIR)</p> <p>L.1b: The proposed project shall implement Redwood City’s <i>Landscape Guidelines</i>, which set forth regulations regarding plant selection, turf selection and limitation, soil conditioning and mulching, decorative uses of water, and irrigation. (Identified by this EIR)</p> <p>L.1c: The proposed project shall implement the following measures as described in the California Urban Water Conservation Council’s BMPs. (Identified by this EIR):</p> <ul style="list-style-type: none"> • All new water connections shall be billed by volume of use (BMP 4). • The project shall install dedicated irrigation meters and efficient irrigation equipment, provide climate-appropriate landscaping, and participate in a landscape survey (BMP 5). • The project shall install the latest water conservation technology (including water-efficient toilets), participate in available water surveys, and comply with applicable plumbing codes (BMP 9). • The project shall ensure the prohibition of gutter flooding, single pass cooling systems, and non-recycling decorative water fountains (BMP 13). 	Significant and Unavoidable

TABLE II-1 (Continued)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
L. <u>Utilities and Service Systems</u> (cont.)		
	L.1d: The project sponsor shall retain an independent civil engineering or water specialist to monitor actual water consumption subsequent to buildout of each of the proposed project's three phases. Water consumption data shall be submitted to the Redwood City Engineering and Construction Services Department to ensure that the estimated water demand is consistent with actual water use.	
L.2: The provision of water service to the project site would require modifications to the water delivery system in the project vicinity. (Less than Significant)	L.2: The project shall be required to: (1) construct all necessary water system facilities as identified in the <i>Abbott Laboratories Site Investigation</i> ; and (2) submit all final project water system design specifications and construction modifications for approval by the City of Redwood City Engineering and Construction Department. (Proposed as Part of the Project)	Less than Significant
L.3: The proposed project would require the expansion of existing domestic water supply facilities. (Potentially Significant)	L.3: During construction of on- and offsite improvements, the contractor shall implement Mitigation Measures D.7, E.1, F.1a, F.1b, F.2a, F.2b, and F.2c as identified in Sections IV.D, IV.E, and IV.F. (Identified by this EIR)	Less than Significant
Impact L.4: The proposed project would have insufficient emergency water supply capability to support fire suppression requirements at the proposed project site. (Potentially Significant)	L.4: The project sponsor shall be responsible for the cost of analysis, design, and construction of a new water storage system in accordance with the Redwood City's Hydraulic Design Criteria to provide an emergency water system with a storage capacity of three times the project's average daily demand (approximately 370,000 gallons) to adequately serve the proposed project. (Identified by this EIR)	Less than Significant

TABLE II-1 (Continued)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
L. <u>Utilities and Service Systems</u> (cont.)		
L.5: The proposed project would increase sewage generation in the project vicinity. (Potentially Significant)	L.5: Prior to issuance of the Building Permit, the City of Redwood City shall purchase from the SBSA the dry weather treatment capacity necessary to accommodate the projected increase in sewage generated by the proposed project. The project’s ultimate treatment capacity requirement shall be calculated in the final permitting stage. The project applicant shall reimburse the City for all costs associated with the purchase of this treatment capacity (i.e., the capacity option itself and associated administrative costs), the procedural details of which shall be included in a development agreement for the project. (Identified by this EIR)	Less than Significant
L.6: Due to the current limited capacity of the sewage collection system, implementation of the proposed project would require modifications to the existing sewage system. (Potentially Significant)	<p>L.6: The project sponsor shall fund one of the three sanitary sewer improvement alternatives identified in the BKF Abbott Laboratories Site Investigation, 2003. These mitigation alternatives, proposed as part of the project, are described below:</p> <p><u>Alternative 1:</u> Construct an onsite pump station and a 10-inch PVC force main from the site to Seaport Boulevard in Chesapeake Drive. This force main will connect to the existing 10-inch ACP force main at the intersection of Chesapeake Drive and Seaport Boulevard. The City’s Engineering Department has indicated that the Marina pump station flow transfer could be performed through the link prior to Chesapeake Drive, thus allowing the existing 10-inch ACP force to be used only by the Abbott Laboratories’ project from Chesapeake Drive to the SBSA pump station; or,</p>	Less than Significant

TABLE II-1 (Continued)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<p>L. <u>Utilities and Service Systems</u> (cont.)</p>	<p><u>Alternative 2</u>: Construct a sewer system identical to Alternative 1, above. However, this Alternative would utilize the existing 10-inch ACP in Seaport Boulevard up to Bloomquist Street. At the intersection of Bloomquist Street the 10-inch ACP line would be connected to the SBSA 33-inch main near the intersection of Bloomquist Street next to the 14-inch connection point; or,</p> <p><u>Alternative 3</u>: Utilize the pump station and 10-inch PVC line in Chesapeake Drive described in Alternative 1. However, this alternative would connect the 10-inch PVC in Chesapeake to a new sanitary sewer line constructed in Seaport Boulevard. The new line would be approximately 2,300 linear feet long and would run parallel to the 14-inch line constructed by the Pacific Shores project. The new line would connect to the SBSA 33-inch main near the intersection of Bloomquist Street next to the 14-inch connection point.</p>	<p>Less than Significant</p>
<p>L.7: The proposed project would generate solid waste. (Potentially Significant)</p>	<p>L.7a: The project shall provide suitable storage locations and containers for recyclable materials. The containers shall be designed and constructed to protect soils, water resources, biological resources, and all other aspects of the environment. (Identified by this EIR)</p> <p>L.7b: The project sponsor shall prepare and implement a recycling program to achieve at least a 50 percent reduction in waste generated from project operations through the use of recycling (i.e. paper, bottles, and cans). Additionally, if and when BFI Peninsula implements a food scrap composting program, the project sponsor shall participate to further reduce waste generated by the cafeteria component of the proposed project. (Identified by this EIR)</p>	<p>Less than Significant</p>

**TABLE II-1 (Continued)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
L. <u>Utilities and Service Systems</u> (cont.)	L.7c: Before construction begins, the project applicant shall prepare and submit a reduction and recycling plan for all construction and demolition debris during the construction phase to the City Public Works Department for approval. (Identified by this EIR)	
L.8: The proposed project would increase energy usage and would require the relocation and expansion of some PG&E distribution and transmission lines and related facilities. (Potentially Significant)	<p>L.8: The project sponsor shall implement energy conservation, including the following:</p> <ul style="list-style-type: none"> • Ensure exterior doors and windows are closed while HVAC system is running. • Install ENERGY STAR ®-labeled programmable thermostats with locking covers to prevent tampering with temperature settings. • Use ENERGY STAR® compact fluorescent lighting instead of incandescent lighting, where feasible. • Install occupancy sensors to turn off lights when rooms are not in use. • Install ENERGY STAR®- labeled roofing material. • Turn off lighting in unoccupied areas when not in use or where windows provide sufficient daylighting. Make sure lighting controllers (time clocks and photocells) are working and properly set. Ensure that exterior lighting is off in the daytime. (Identified by this EIR) 	Less than Significant

**TABLE II-1 (Continued)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
L. <u>Utilities and Service Systems</u> (cont.)		
L.9: The proposed project would require the extension of cable television and other data transmission lines to serve the site. This would be a less than significant impact.	None required.	
L.10: The proposed project would contribute to cumulative impacts on the availability of domestic water supply. (Potentially Significant)	L.10: The project sponsor shall implement Mitigation Measures L.1a through L.1c. (Identified by this EIR)	Significant and Unavoidable
L.11: The proposed project, together with other existing and probable future development, could reduce the excess capacity of the sewer system. (Potentially Significant)	L.11: The project sponsor shall contribute its fair share to the funding of potential sanitary sewer system improvements to increase the hydraulic capacity of the conveyance system from the SBSA pump station at Maple Street to the SBSA treatment plant, as determined by the City of Redwood City.	Less than Significant
M. <u>Population, Jobs, and Housing</u>		
M.1: The proposed project would result in employment growth and an increase in job opportunities in Redwood City. (Beneficial)	None required.	
M.2: The proposed project would redevelop an older industrial area providing opportunities for R&D and office employment growth in an innovative industry. (Beneficial)	None required.	
M.3: The proposed project would not induce population growth and associated housing demand in the near term and would not, by itself, contribute significantly to higher housing prices and rents in the local housing market. (Less than Significant)	None required.	

TABLE II-1 (Continued)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
M. <u>Population, Jobs, and Housing</u> (cont.)		
<p>M.4: The project would contribute to cumulative employment growth in Redwood City over the long-term, which would contribute to increased demand for housing, continued upward pressure on housing prices and rents, and resultant long commutes as workers find more affordable housing in the East Bay and in Central Valley communities.</p>	<p>M.4a: If Redwood City adopts a jobs-housing linkage program requiring non-residential projects to pay a fee per square foot to mitigate impacts to affordable housing, Abbott Laboratories shall pay the required fees for Phases 2 and 3 of the proposed project, if the program is in place when those phases are developed. (Identified in by this EIR)</p> <p>M.4b: Increase the residential development potential in the City through land use and zoning changes. (Identified by this EIR)</p>	<p>Less than Significant</p>