

**Table S-6
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
3.2 LAND USE						
<i>LU-1. Strategic General Plan</i> – Neither the proposed project nor the Higher Occupancy Scenario would conflict with applicable policies in the Strategic General Plan.	LTS	LTS	LTS	LTS	None Required.	--
<i>LU-2. Redevelopment Plan for Project #2</i> - The proposed project and the Higher Occupancy Scenario would be consistent with applicable land use policies in the Redevelopment Plan for Project #2.	LTS	LTS	LTS	LTS	None Required.	--
<i>LU-3. Zoning Ordinance</i> - The proposed project and the Higher Occupancy Scenario would conflict with applicable height and parking requirements in the Redwood City’s Zoning Ordinance. However, the proposed project would be developed under a Precise Plan that would include new height and parking standards that would accommodate the proposed development.	LTS	LTS	LTS	LTS	None Required.	--
<i>LU-4. Draft Downtown Area Plan</i> - The proposed project and the Higher Occupancy Scenario may not reflect the policies of the Draft Downtown Area Plan, but further review by the City would ensure that development on the campus satisfies the City’s policies.	LTS	LTS	LTS	LTS	None Required.	--

1. LTS = Less Than Significant PS = Potentially Significant S = Significant PSU = Potentially Significant Unavoidable SU = Significant Unavoidable N/A – Not Applicable
2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
Land Use (Continued)						
<i>LU-5. Cumulative Land Use</i> - The proposed project and the Higher Occupancy Scenario in combination with other development in the project vicinity would not cause cumulative land use impacts for existing land uses in the Downtown Area because the project generally conforms to the <i>Strategic Plan</i> and, when adopted in 2003, the <i>Downtown Area Plan</i> .	N/A	N/A	LTS	LTS	None Required.	--
3.3 VISUAL QUALITY						
<i>VQ-1. Building Mass and Scale</i> - Under the proposed project and the Higher Occupancy Scenario, the Master Plan (if developed as proposed) would result in an increase in mass and scale of the Medical Center, but the intensification of development would not have an adverse visual impact on the surrounding area because of the existing pattern, mass, and scale of nearby development.	LTS	LTS	LTS	LTS	None Required.	--
<i>VQ-2. Visual Character</i> - Under the proposed project and the Higher Occupancy Scenario, the Master Plan (if developed as proposed) would substantially alter the visual character of the Medical Center, but the effect on the overall visual setting of the campus could be positive, because it would make the campus easier to navigate and more visually cohesive.	LTS	LTS	LTS	LTS	None Required.	--

1. LTS = Less Than Significant

PS = Potentially Significant

S = Significant

PSU = Potentially Significant Unavoidable

SU = Significant Unavoidable

N/A – Not Applicable

2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
Visual Quality (Continued)						
VQ-3. Views from Corridors & Gateways - Under the proposed project and the Higher Occupancy Scenario, the Master Plan (if developed as proposed) would alter views from major and minor travel corridors and gateways within and adjacent to the project area, but would not have a significant adverse visual impact on travelways or views because views of the coastal range are already screened by buildings and the main Hospital building would remain prominent.	LTS	LTS	LTS	LTS	None Required.	--
VQ-4. Consistency with City's Visual/Urban Design Plans and Policies - Under the proposed project and the Higher Occupancy Scenario, the Master Plan (if developed as proposed) would be generally consistent with the visual/urban design and economic development policies of Redwood City's Strategic General Plan and Redevelopment Plan. While aspects of the proposed Master Plan are not fully consistent with the Draft Urban Design Guidelines for the Kaiser Medical Center Master Plan, the City will require that Kaiser refine its designs prior to construction to ensure consistency these plans and guidelines.	LTS	LTS	LTS	LTS	None Required.	--
VQ-5. Project Phasing - Under the proposed project and the Higher Occupancy Scenario, the Master Plan (if developed as proposed) would be implemented in five phases between 2003 and 2025. As portions of the campus could be under construction for lengthy periods of time, parts of the site could be unsightly and create a potentially significant visual impact.	PS	PS	PS	PS	VQ-5.1 Implement Construction Demolition Phasing Plan to Reduce Visual Quality Degradation by Phased Construction. Prior to the start of construction, the project sponsor shall prepare and submit to the City a construction staging and demolition plan that addresses visual, noise, dust, odor, parking, and traffic impacts during the various stages of development. With respect to visual considerations, the project sponsor shall agree to make visual	LTS

1. LTS = Less Than Significant PS = Potentially Significant S = Significant PSU = Potentially Significant Unavoidable SU = Significant Unavoidable N/A – Not Applicable
2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
Visual Quality (Continued)						
<i>VQ-5. Project Phasing (Continued)</i>	PS	PS	PS	PS	<p>improvements to construction zones within a given development phase and between phases, if the zone is not scheduled for construction activity or will remain unused for a period greater than six months. Construction zones subject to this mitigation measure shall be defined by Community Development Director, and shall consider the size of the area, the nature of the construction activity, and the proximity or visibility of the area to public vantage points or residential uses. The visual improvements shall be implemented by the project contractor(s) and must be approved by the Community Development Director. The intent of these improvements is to aesthetically improve portions of the campus that would remain unimproved for an extended period and screen the construction zone from view by passerbys along the public streets and sidewalks, or to make the zone usable for Kaiser employees, patients, and the public. Possible improvements include, but are not limited to, the following (if timelines other than six months are specified below, the shorter of six months or the time specified below shall apply):</p> <ol style="list-style-type: none"> a. The project sponsor shall clear a construction zone of construction debris and remove construction equipment whenever construction is not anticipated for at least two weeks. b. If a site is a construction zone, but no construction activities are scheduled for more than one month, the project sponsor shall be responsible for regular garbage removal and watering of any existing landscaping c. The project sponsor shall remove or visually treat fencing around construction zones that front onto a public street, an on-campus plaza, or Redwood Creek, in a manner deemed acceptable by the Community Development Director, in order to promote safety, 	

1. LTS = Less Than Significant

PS = Potentially Significant

S = Significant

PSU = Potentially Significant Unavoidable

SU = Significant Unavoidable

N/A – Not Applicable

2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
Visual Quality (Continued)						
<i>VQ-5. Project Phasing (Continued)</i>	PS	PS	PS	PS	connectivity through the site, and pedestrian friendliness. d. If a site is not in use as a construction zone for more than six months due to demolition or construction of a structure, the project sponsor shall improve the site with landscaping (e.g., trees, shrubs and groundcover), passive recreation/open space facilities (e.g., benches, picnic tables), decorative fencing and/or seating walls, and pedestrian and bicycle routes that connect to adjacent open spaces and pedestrian/bicycle networks as defined by and to the satisfaction of the Community Development Director.	
Initial Study: Light and Glare - The proposed project could become a new source of substantial light or glare.	PS	PS	PS	PS	<i>Lighting Specifications.</i> The project sponsor shall implement, but not be limited to, the following measures that would reduce light and glare effects to a less-than- significant level. Implementation of this measure shall occur prior to issuance of a building permit for each phase of construction proposed by the project sponsor. <ul style="list-style-type: none"> The lighting system designer/contractor shall prepare a lighting plan and select light fixtures that meet or exceed industry standards for cutoff performance. This performance standard will minimize the dispersion of light in a manner that reduces the glow or aurora effect. The lighting system designer/contractor shall be required to install the lights at the proper angle such that spill light is minimized beyond the project site. 	LTS
3.4 TRANSPORTATION						
<i>TR-1. Intersection Operations in the Near Term</i> - The proposed project would not significantly affect study area intersections.	LTS	LTS	N/A, See TR-7	N/A, See TR-10	None Required.	--

1. LTS = Less Than Significant

PS = Potentially Significant

S = Significant

PSU = Potentially Significant Unavoidable

SU = Significant Unavoidable

N/A – Not Applicable

2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
Transportation (Continued)						
TR-2. US 101 Freeway Segments and Ramp Operations in the Near Term –The proposed project would not significantly affect US 101 freeway segments or ramp operations within the study area.	LTS	LTS	N/A, See TR-8 and TR-9	N/A, See TR-11 and TR-12	None Required.	--
TR-3. Local Circulation – Neither the proposed project or the Higher Occupancy Scenario would interfere with existing or proposed bicycle, pedestrian, or transit facilities. However, there are potentially significant impacts to bus-related traffic flow, bus and shuttle access, site access, and on-site circulation.	PS	PS	PS	PS	<p>TR-3.1 Design Bus Access to Minimize Conflicts Among Vehicles and Pedestrians. To maintain traffic flow along Veterans Boulevard and minimize conflicts between buses and other vehicles:</p> <ul style="list-style-type: none"> a. The existing 20-foot width of the southbound curb lane on Veterans Boulevard adjacent to the project site shall be maintained. This lane width allows a bus to exit the flow of traffic while making a stop. b. Red curb shall be located for 20 feet on either side of the stop if on-street parking is permitted. c. If the lane width is narrowed at all, a separate bus turnout shall be provided. <p>TR-3.2 Design Pedestrian Access to Minimize Conflicts with Vehicles. To maintain pedestrian and traffic flow and minimize conflicts between pedestrians and vehicles:</p> <ul style="list-style-type: none"> a. All public and on-site sidewalks shall provide additional width where possible. b. Sidewalks shall maintain a minimum of five feet in width in low traffic areas, and 10 or more feet in width where high pedestrian volumes are anticipated (e.g. near bus stops, between parking structures and the hospital or MOB) and where street furniture or street luminaries may reduce the effective walking area, or as otherwise stipulated in the Precise Plan. 	LTS

1. LTS = Less Than Significant PS = Potentially Significant S = Significant PSU = Potentially Significant Unavoidable SU = Significant Unavoidable N/A – Not Applicable
2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
Transportation (Continued)						
<i>TR-3. Local Circulation (Continued)</i>	PS	PS	PS	PS	<p>c. The proposed pedestrian bridge, linking Parking Structure B with the hospital, shall be designed so that it does not interfere with visibility for vehicles on Walnut Street. To be effective in reducing the number of pedestrians crossing midblock at this location, the lower level of the parking structure shall be designed to preclude pedestrian access on Walnut Street. The vehicle entrances are currently proposed for Veterans Boulevard and Bradford Street, which will discourage at-grade pedestrian crossings.</p> <p>d. The existing pedestrian signal located on Maple Street will provide access between the portions of the campus on either side of Maple Street. The pedestrian signal could adversely affect operations at the Veterans Boulevard/Maple Street intersection due to its proximity to that intersection. A combination of pedestrian enhancements could be installed at this location, including bulbouts (narrowing the amount of roadway pedestrians would have to cross), up-lit crosswalks, or pedestrian crossing warning systems.</p> <p>e. Adequate pedestrian access shall be provided throughout the Medical Center, including between the central plaza and Marshall Street.</p> <p><i>TR-3.3 Design Site Access and Circulation to Minimize Conflicts with Vehicles.</i> To maintain traffic flow and minimize conflicts between pedestrians and vehicles, the project sponsor shall comply with the following standards, unless they conflict with the Precise Plan in which case the Precise Plan would govern:</p> <p>a. All driveways shall be located at a minimum of 75 feet from the adjacent public street intersection (measured from the curb return to the first driveway cut).</p>	

1. LTS = Less Than Significant

PS = Potentially Significant

S = Significant

PSU = Potentially Significant Unavoidable

SU = Significant Unavoidable

N/A – Not Applicable

2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
Transportation (Continued)						
<i>TR-3. Local Circulation (Continued)</i>	PS	PS	PS	PS	<ul style="list-style-type: none"> b. Driveways to parking structures shall be installed with warning systems and signage to alert motorists and pedestrians of each other. c. Drop off areas shall include one lane for drop-offs with a by-pass lane for vehicles exiting the drop-off lane. d. Drop off areas shall be designed so drop-offs occur from the passenger side of vehicles next to the curb. e. Parking aisles, turning templates, and circulation aisles shall be designed to City standards or as stipulated in the Precise Plan. <p><i>TR-3.4 Reduce Project-related Motor Vehicle Emissions through Alternate Transportation Facilities.</i> Incorporation of the following measures into the proposed project and/or into the Transportation Demand Management (TDM) program required by C/CAG would ensure further reduction of the number of motor vehicle trips or the length of the trips. This list is not intended to be exhaustive, and other equivalent measures may be introduced by the City, C/CAG, or the project sponsor. All TDM measures are subject to review and approval by Redwood City.</p> <ul style="list-style-type: none"> a. Kaiser shall subsidize transit tickets for employees wishing to use Caltrain or SamTrans buses as a commute alternative. This will encourage the use of the existing transit facilities as a commute alternative. b. Kaiser shall work with SamTrans to evaluate relocation of the existing mid-block Veterans Boulevard stop and the addition of a second stop on Veterans Boulevard. The project sponsor should provide a turnout (as required), a transit shelter, and other amenities at all bus stops located along the project frontage to encourage the use of this mode. 	

1. LTS = Less Than Significant

PS = Potentially Significant

S = Significant

PSU = Potentially Significant Unavoidable

SU = Significant Unavoidable

N/A – Not Applicable

2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
Transportation (Continued)						
<i>TR-3. Local Circulation (Continued)</i>	PS	PS	PS	PS	<ul style="list-style-type: none"> c. Caltrain shuttle stop locations shall be designated onsite or in turnouts along the project site frontage to minimize the impact to through traffic on city streets. Additionally, the shuttle stops shall be designed to avoid conflict with on or off site vehicular, pedestrian, or bicycle circulation. d. Kaiser shall increase the frequency and number of shuttles to provide convenience access to the Caltrain station and downtown Redwood City. e. To encourage bicycle travel, the project shall include secure and covered bicycle parking spaces on site for staff. Additional bicycle racks shall be installed throughout the campus to allow patients and other visitors to lock their bicycle. Enhanced bicycle facilities will allow Caltrain riders an alternative to using the shuttle and will permit bicycle usage for other activities such as travel to downtown lunch and shopping destinations, as well as exercise opportunities. f. Kaiser shall provide on-site amenities to encourage bicycles and walking as a commute alternative. These amenities shall include showers and changing rooms. g. The City's Draft Downtown Area Plan and Draft Urban Design Guidelines both call for enhanced pedestrian connections to and through the Downtown District. The City shall review Kaiser's development applications to ensure that the campus is designed and built in compliance with these City policies. In developing its plans, the project sponsor shall design sidewalks and pedestrian routes in a manner that encourages walking to, from, and around the Medical Center. 	

1. LTS = Less Than Significant

PS = Potentially Significant

S = Significant

PSU = Potentially Significant Unavoidable

SU = Significant Unavoidable

N/A – Not Applicable

2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
Transportation (Continued)						
TR-4. Parking Supply and Demand - The proposed project would provide sufficient onsite parking spaces to meet the projected parking demand.	LTS	N/A, See TR-13	LTS	N/A, See TR-13	None Required.	--
TR-5. Congestion Management Agency Requirements – Both the proposed project and the Higher Occupancy Scenario would generate more than 100 new peak hour trips and would be required to prepare a Transportation Demand Management Plan to satisfy C/CAG requirements.	LTS	LTS	LTS	LTS	None Required.	--
TR-6. Construction Period Trips and Parking - Construction-related trips from construction deliveries and workers would add to congestion at study area intersections but because the effects would be temporary, they are considered to be less than significant. The parking demand associated with construction activities would not exceed on-street and off-street parking supply.	LTS	LTS	LTS	LTS	None Required.	--
TR-7. Intersection Operations under Cumulative with Project Conditions - The Cumulative with Project Conditions would result in several intersections (Whipple Avenue/Veterans Boulevard, Hansen Way/Veterans Boulevard, and Woodside Road/Veterans Boulevard) operating at unacceptable levels during various peak periods. However, the proposed project would contribute substantially only to the unacceptable levels of service at the Woodside Road/Veterans Boulevard intersection.	N/A, See TR-1	N/A, See TR-1	S	N/A, See TR-10	TR-7.1 Contribute to Woodside Road/Veterans Boulevard Intersection Improvements. To mitigate cumulative project impacts, the eastbound approach on Veterans Boulevard would need to be widened to accommodate an additional through lane (with an associated receiving lane on the on-ramp to US 101). Additionally, the southbound right-turn movement would need to be controlled by a separate phase (i.e., an arrow) that would be green while the eastbound left-turn phase occurs (this is known as an “overlap” right-turn phase and would require prohibition of eastbound U-turns). With this improvement, the intersection is expected to	SU

1. LTS = Less Than Significant PS = Potentially Significant S = Significant PSU = Potentially Significant Unavoidable SU = Significant Unavoidable N/A – Not Applicable
2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
Transportation (Continued)						
<i>TR-7. Intersection Operations under Cumulative with Project Conditions (Continued)</i>	N/A, See TR-1	N/A, See TR-1	S	N/A, See TR-10	operate at LOS C during the AM peak hour and LOS D during the PM peak hour. It should be noted that a second receiving lane would have to be added on the US 101 on-ramp and the ramp would have to be widened to accommodate merging with the ramp connection from eastbound Woodside Road. If the ramp is not sufficiently widened, merging congestion could degrade ramp operations making this mitigation undesirable. Additionally, Caltrans approval would be required. City staff has indicated that widening of the freeway ramp is most likely infeasible.	
<i>TR-8. US 101 Freeway Segments under Cumulative with Proposed Project Conditions - Under Cumulative With Project Conditions, certain freeway segments would be overcapacity, but the proposed project would result in a minimal contribution and thus have a less-than-significant impact on the nearby freeway segments.</i>	N/A, See TR-2	N/A, See TR-2	LTS	N/A, See TR-11	None Required.	--
<i>TR-9. US 101 Freeway Ramp Operations under Cumulative with Proposed Project Conditions - Under Cumulative with Project Conditions, the study freeway ramps would have sufficient capacity to serve demand.</i>	N/A, See TR-2	N/A, See TR-2	LTS	N/A, See TR-11	None Required.	--

1. LTS = Less Than Significant PS = Potentially Significant S = Significant PSU = Potentially Significant Unavoidable SU = Significant Unavoidable N/A – Not Applicable
2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
Transportation (Continued)						
<i>TR-10. Intersection Operations under Cumulative with HOS Conditions</i> - Under the Cumulative with HOS Conditions, the intersections at Maple Street/Marshall Street, Whipple Avenue/Veterans Boulevard, Hansen Way/Veterans Boulevard, and Woodside Road/Veterans Boulevard are projected to operate an unacceptable levels.	N/A, See TR-1	N/A, See TR-1	N/A, See TR-7	S	<p><i>TR-10.1 Contribute to Maple Street/Marshall Street Intersection Improvements.</i> To mitigate Cumulative with HOS Conditions impacts at the Maple Street/Marshall Street intersection, a traffic signal would need to be installed. The project sponsor shall contribute its fair share to the design and installation of the signal, which would enable the intersection to operate at LOS B during the AM and PM peak hours.</p> <p><i>TR-10.2 Contribute to Whipple Avenue/Veterans Boulevard Intersection Improvements.</i> An improvement has been identified for this intersection in the <i>Redwood City Traffic Impact Mitigation Fee Study (TIMFS)</i>. The identified improvement includes the addition of a dedicated northbound right-turn lane. However, the level of service analysis conducted for this EIR indicates that this improvement alone would not provide acceptable operations during the AM or PM peak hours under Cumulative with HOS Conditions. In addition to the TIMFS-identified additional northbound right-turn lane, to mitigate the Cumulative with HOS Conditions impact (i.e., to achieve LOS D at this intersection), the following improvements would be needed:</p> <ul style="list-style-type: none"> • Add a second southbound left-turn lane; • Add a dedicated northbound left-turn lane and change northbound left-turns from permitted to protected phasing; • Restripe the existing northbound shared through/left-turn lane as a dedicated through lane; • Provide a “green-arrow” for eastbound right-turns while the northbound left-turn phase is occurring creating an “overlap” right-turn phase. This would also require prohibiting northbound U-turns. 	SU

1. LTS = Less Than Significant

PS = Potentially Significant

S = Significant

PSU = Potentially Significant Unavoidable

SU = Significant Unavoidable

N/A – Not Applicable

2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
Transportation (Continued)						
<i>TR-10. Intersection Operations under Cumulative with HOS Conditions. (Continued)</i>	N/A, See TR-1	N/A, See TR-1	N/A, See TR-7	S	With these improvements, the intersection is expected to operate at LOS D during the AM and PM peak hours. It should be noted that improvements to the northbound approach would require widening the roadway and are likely be infeasible due to right-of-way constraints. Additionally, improvements to the southbound approach may require modifications to the Whipple Avenue overpass and will likely require coordination with Caltrans. As such, the potential impact at this location would remain significant and unavoidable.	SU
					<i>TR-10.3 Contribute to Hansen Way/Veterans Boulevard Intersection Improvements.</i> It is recommended that the intersection be monitored in a similar manner as other unsignalized intersections in Redwood City to determine if signalization would be warranted in the future. If the intersection were to become signalized under Cumulative with HOS Conditions, the intersection is expected to operate at LOS A during the AM and PM peak hours.	SU
					<i>TR-10.4 Contribute to Woodside Road/Veterans Boulevard Intersection Improvements.</i> The same improvements identified in Mitigation Measure 6.1 for this intersection for Cumulative with Proposed Project Conditions would apply under the HOS. With these improvements, the intersection is expected to operate at LOS C during the AM peak hour and LOS D during the PM peak hour, the same as described for Cumulative with Proposed Project Conditions. As before, these improvements were considered to be infeasible and thus the impact would remain significant and unavoidable.	SU

1. LTS = Less Than Significant PS = Potentially Significant S = Significant PSU = Potentially Significant Unavoidable SU = Significant Unavoidable N/A – Not Applicable
2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
Transportation (Continued)						
<i>TR-11. US 101 Freeway Segments under Cumulative with Higher Occupancy Scenario</i> Conditions - Under the Cumulative with Higher Occupancy Scenario Conditions, the southbound US 101 mixed flow lanes from SR 92 to Whipple Avenue and from Woodside Road to Marsh Road would be significantly affected by Higher Occupancy Scenario traffic.	N/A, See TR-2	N/A, See TR-2	N/A, See TR-8	S	<i>TR-11.1 Contribute to Construction of An Additional Southbound US 101 Lane.</i> Full mitigation of this impact to a less-than-significant level would require the addition of another southbound through lane to both segments. The addition of another through travel lane, with a design capacity of 2,300 vplph, would more than offset the addition of traffic generated by the HOS. However, freeway widening is generally considered to be beyond the scope of a single development project, i.e., an infeasible mitigation requirement. Therefore, the effect of HOS traffic on the southbound segments of US 101 is considered to represent a significant unavoidable cumulative impact. To minimize this impact the HOS could implement a transportation demand management (TDM) program.	SU
<i>TR-12. US 101 Ramp Operations under Cumulative with HOS Conditions</i> - The Cumulative with HOS Conditions would exceed the capacity of the northbound US 101 off-ramp to Woodside Road during the PM peak hour.	N/A, See TR-2	N/A, See TR-2	N/A, See TR-9	S	<i>TR-12.1 Contribute to Construction of Another Ramp Lane at the Northbound US 101 Off-Ramp to Woodside Road.</i> Full mitigation of this impact to a less-than-significant level would require the addition of another lane on the off-ramp. The addition of another ramp lane would more than offset the number of project trips being added to the ramp (153 trips during the PM peak hour). However, freeway ramp widening is generally considered to be beyond the scope of a single development project, i.e., an infeasible mitigation requirement. Therefore, the effect of HOS traffic on this off-ramp is considered to represent a significant unavoidable cumulative impact. To minimize this impact the HOS could implement a transportation demand management (TDM) program. <i>TR-12.1 Contribute to Construction of Another</i>	SU

1. LTS = Less Than Significant PS = Potentially Significant S = Significant PSU = Potentially Significant Unavoidable SU = Significant Unavoidable N/A – Not Applicable
2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
Transportation (Continued)						
<i>TR-12. US 101 Ramp Operations under Cumulative with HOS Conditions. (Continued)</i>	N/A, See TR-2	N/A, See TR-2	N/A, See TR-9	S	<i>Ramp Lane at the Northbound US 101 Off-Ramp to Woodside Road.</i> Full mitigation of this impact to a less-than-significant level would require the addition of another lane on the off-ramp. The addition of another ramp lane would more than offset the number of project trips being added to the ramp (153 trips during the PM peak hour). However, freeway ramp widening is generally considered to be beyond the scope of a single development project, i.e., an infeasible mitigation requirement. Therefore, the effect of HOS traffic on this off-ramp is considered to represent a significant unavoidable cumulative impact. To minimize this impact the HOS could implement a transportation demand management (TDM) program.	SU
<i>TR-13. Parking Supply and Demand under the HOS</i> - The HOS would provide sufficient onsite parking spaces to meet the projected parking demand.	N/A, See TR-4	LTS	N/A, See TR-4	LTS	None Required.	--
3.5 AIR QUALITY						
<i>AQ-1. Operational Air Quality</i> – Under the proposed project, project contributions of new mobile sources of air pollutants would not cause emissions of ROG, NO _x , and PM ₁₀ that would contribute substantially to an existing or projected air quality violation or be inconsistent with regional air quality plans to achieve attainment. As such, project impacts on criteria air pollutants would be less than significant.	LTS	LTS	N/A, See AQ-4	N/A, See AQ-4	None Required.	--

1. LTS = Less Than Significant PS = Potentially Significant S = Significant PSU = Potentially Significant Unavoidable SU = Significant Unavoidable N/A – Not Applicable
2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
Air Quality (Continued)						
AQ-2. Localized Air Quality – Under the proposed project and the Higher Occupancy Scenario, project traffic would create congestion at intersections in the project vicinity and in enclosed parking structures. This traffic would increase concentrations of carbon monoxide around the intersections and in the parking structure, but would not exceed the ambient air quality standards. As such, project impacts on localized CO concentrations would be less than significant.	LTS	LTS	LTS	LTS	None Required.	--
AQ-3. TAC and Objectionable Odors – Neither the proposed project nor the Higher Occupancy Scenario would expose the public to toxic air contaminants or objectionable odors because TAC and odor emissions would not be substantial.	LTS	LTS	LTS	LTS	None Required.	--
AQ-4. Cumulative Air Quality – Neither the proposed project’s nor the Higher Occupancy Scenario’s contributions to regional air emissions would be significant, therefore, the project’s cumulative effect would also not be a significant impact.	N/A, See AQ-1	N/A, See AQ-1	LTS	LTS	None Required.	--
Initial Study: Construction Dust - Construction activities at the project site, including operation of equipment and movement of construction vehicles, could result in temporary air quality impacts.	PS	PS	PS	PS	<i>Construction Dust Abatement.</i> The project applicant shall implement a construction dust abatement program including the following measures: <ul style="list-style-type: none"> • Water all active construction areas at least twice daily; • Water or cover stockpiles of debris, soil, sand, or other materials that can be blown by the wind; 	LTS

1. LTS = Less Than Significant PS = Potentially Significant S = Significant PSU = Potentially Significant Unavoidable SU = Significant Unavoidable N/A – Not Applicable
2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
Air Quality (Continued)						
Initial Study: Construction Dust (Continued)	PS	PS	PS	PS	<ul style="list-style-type: none"> Cover all trucks hauling soil, sand, and other loose materials, or require all trucks to maintain at least two feet of freeboard; Pave, apply water three times daily, or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites; Sweep daily (preferably with water sweepers) if visible soil material is carried onto adjacent public streets; Hydroseed or apply non-toxic soil stabilizers to inactive construction areas; Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.); Install wheel washers for all existing trucks, or wash off the tires or tracks of trucks and equipment leaving the site; Limit traffic speeds on unpaved roads to 15 miles per hour; Install sandbags or other erosion control measures to prevent silt runoff to public roadways; and Replant vegetation in disturbed areas as quickly as possible. 	
3.6 NOISE						
NO-1. Construction Noise and Vibration - Under the proposed project and the Higher Occupancy Scenario, construction of new facilities at the Kaiser Medical Center campus would temporarily generate noise and vibration levels that would exceed the limits set forth in the City of Redwood City's Noise Ordinance for construction and demolition noise.	S	S	S	S	NO-1.1 Implement Best Management Practices to Reduce Construction Noise. The proposed project shall incorporate the following practices into the construction documents to be implemented by the project contractor and these practices shall be provided to the Community Development Director for approval prior to the issuance of building permits:	SU

1. LTS = Less Than Significant PS = Potentially Significant S = Significant PSU = Potentially Significant Unavoidable SU = Significant Unavoidable N/A – Not Applicable
2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
Noise (Continued)						
<i>NO-1. Construction Noise and Vibration (Continued)</i>	S	S	S	S	<ul style="list-style-type: none"> a. Comply with noise and vibration control measures identified in the Redwood City General Plan (i.e., Policy N-2 and Policy N-3 described in the Setting section under “Applicable Plans and Regulations”). b. Maximize the physical separation between noise generators and noise receptors. Such separation includes, but is not limited to, the following measures: <ul style="list-style-type: none"> - Provide enclosures such as heavy-duty mufflers for stationary equipment and barriers around particularly noisy areas on the site or around the entire site; - Use shields, impervious fences, or other physical sound barriers, to inhibit transmission of noise to sensitive receptors; - Locate stationary equipment to minimize noise impacts on the community; and - Minimize backing movements of equipment. c. Use quiet construction equipment whenever possible, particularly air compressors. d. Impact equipment (e.g., jack hammers and pavement breakers) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. Compressed air exhaust silencers shall be used on other equipment. Other quieter procedures shall be used such as drilling rather than impact equipment whenever feasible. e. Prohibit unnecessary idling of internal combustion engines. 	

1. LTS = Less Than Significant PS = Potentially Significant S = Significant PSU = Potentially Significant Unavoidable SU = Significant Unavoidable N/A – Not Applicable
2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
Noise (Continued)						
<i>NO-1. Construction Noise and Vibration (Continued)</i>	S	S	S	S	<p>f. Schedule construction activity that produces higher noise levels during less noise-sensitive hours (normally 8:00 am to 5:00 pm on weekdays). Minimize noise intrusive impacts during the most noise-sensitive hours by planning noisier operations during times of highest ambient noise levels.</p> <p>g. Select routes for movement of construction-related vehicles and equipment in conjunction with the Redwood City Community Development Services Department so that noise-sensitive areas, including residences, hotels, and outdoor recreation areas, are avoided as much as possible. Include these routes in materials submitted to the Community Development Services Director for approval prior to the issuance of building permits.</p> <p>h. Designate a noise disturbance coordinator who will be responsible for responding to complaints about noise during construction. The telephone number of the noise disturbance coordinator shall be conspicuously posted at the construction site and shall be provided to the Community Development Services Director. Copies of the construction schedule shall also be posted at nearby noise-sensitive areas.</p> <p><i>NO-1.2 Reduce Pile Driving Noise and Vibration Effects on Structures.</i> Kaiser shall require that its geotechnical engineering contractor conduct a pre-construction assessment of existing subsurface conditions and the structural integrity of nearby buildings subject to pile driving impacts prior to receiving a building permit. If recommended by the geotechnical engineer, for structures or facilities within 50 feet of pile driving, Kaiser shall require ground-borne</p>	

1. LTS = Less Than Significant

PS = Potentially Significant

S = Significant

PSU = Potentially Significant Unavoidable

SU = Significant Unavoidable

N/A – Not Applicable

2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
Noise (Continued)						
<i>NO-1. Construction Noise and Vibration (Continued)</i>	S	S	S	S	vibration monitoring of nearby structures. Kaiser shall also require its construction contractor to use noise-reducing pile driving techniques if nearby structures are subject to pile driving noise and vibration. These techniques are pre-drilling pile holes (if feasible, based on soils) to the maximum feasible depth, installing intake and exhaust mufflers on pile driving equipment, vibrating piles into place when feasible, and installing shrouds around the pile driving hammer where feasible.	SU
<i>NO-2. Mechanical Noise</i> - Under the proposed project and the Higher Occupancy Scenario, mechanical equipment associated with the new buildings may exceed the noise limits in Redwood City's Noise Ordinance.	PS	PS	--	--	<i>NO-2.1 Design Equipment and Their Location to Reduce Noise Levels.</i> Kaiser shall retain an Acoustical Engineer who will review the mechanical equipment to make sure that the limits of Redwood City's Noise Ordinance are met, prior to issuance of a building permit. In addition, mechanical equipment (i.e., HVAC, etc.) shall be shielded to muffle noise. If shielding alone will not sufficiently reduce noise to acceptable levels, the equipment shall be sited on the rooftops of new buildings so that the equipment is located farthest from sensitive receptors. The following is a list of techniques that may be recommended by the Acoustical Engineer to sufficiently reduce mechanical noise emissions: a. Purchasing low-level noise-producing equipment. b. Placing a solid architectural screen about the mechanical equipment and designed per the Acoustical Engineer recommendations for the project. c. Enclosing the HVAC system within architectural screens and using the housing to help block the noise. d. Supplying the air handlers of the HVAC system with a noise control package. e. Using scroll compressors with the air handler instead of reciprocating compressors.	LTS

1. LTS = Less Than Significant

PS = Potentially Significant

S = Significant

PSU = Potentially Significant Unavoidable

SU = Significant Unavoidable

N/A – Not Applicable

2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
Noise (Continued)						
<i>NO-3. Loading and Trash Compaction Noise</i> - Under the proposed project and the Higher Occupancy Scenario, noise generated by activities at the loading docks and during trash compaction and collections could potentially impact off-site receptors.	PS	PS	--	--	<i>NO-3.1 Design Loading Docks and Trash Collection Facilities to Reduce Noise Levels.</i> When new medical buildings are proposed within 100 feet of any residential land uses, the project sponsor shall, prior to receiving a building permit, implement the following measures to reduce potential noise impacts from loading dock and trash collection operations. a. Loading docks, trash compaction and storage facilities and compressors shall be located so that the medical building itself serves as a noise buffer or adequate noise buffers shall be provided. These noise abatement features shall be shown on drawings submitted for the project's building permits. b. Auxiliary power sources shall be included and used at each loading dock so that there is no needless engine idling of delivery trucks with refrigerator units. These sources shall be shown on drawings submitted for the project's building permits.	LTS
<i>NO-4. Traffic Noise</i> - Under the proposed project and the Higher Occupancy Scenario, increased traffic noise levels due to implementation of the project would not increase ambient noise levels greater than 3 dBA.	LTS	LTS	N/A, See NO-5	N/A, See NO-5	None Required.	--
<i>NO-5. Cumulative Traffic Noise</i> - Traffic generated from either the proposed project or the Higher Occupancy Scenario would not have cumulative noise effects.	N/A, See NO-4	N/A, See NO-4	LTS	LTS	None Required.	--

1. LTS = Less Than Significant PS = Potentially Significant S = Significant PSU = Potentially Significant Unavoidable SU = Significant Unavoidable N/A – Not Applicable
2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
3.7 HAZARDOUS MATERIALS						
<i>HM-1. Construction-Related Hazardous Materials Disturbance</i> – Under the proposed project and the Higher Occupancy Scenario, project-related demolition or renovation could disturb hazardous materials in existing building components and thereby cause adverse health or safety effects.	PS	PS	PS	PS	<i>HM-1.1 Perform Pre-Construction Hazardous Materials Surveys and Manage Properly if Hazardous Materials are Identified.</i> Under the proposed project and the Higher Occupancy Scenario, Kaiser shall retain a qualified environmental specialist (e.g., a Registered Environmental Assessor or similarly qualified individual) to inspect existing building areas subject to demolition or renovation for the presence of as yet unidentified asbestos, PCBs, mercury, lead, or other hazardous materials. If found at levels that require special handling, Kaiser shall manage these materials as required by law and according to federal and state regulations and guidelines, including those of DTSC, BAAQMD, Cal/OSHA, CSMHSA, and any other agency with jurisdiction over these hazardous materials.	LTS
<i>HM-2. Exposure to Contaminated Soil and/or Groundwater</i> - Under the proposed project and the Higher Occupancy Scenario, excavation and construction of proposed basement and building foundations could expose construction personnel and the public to existing contaminated soil and/or groundwater	PS	PS	--	--	<i>HM-2.1 Prepare Site Health and Safety Plan.</i> Because the site was a former leaking UST site and in the event that contaminated soil or groundwater is encountered, Kaiser shall comply with the <i>Occupational Safety and Health Guidance Manual for Hazardous Waste Site Activities</i> regulatory requirements for hazardous materials/waste health and safety plans. The <i>Site Health and Safety Plan</i> shall establish policies and procedures to protect workers and the public from potential hazards posed by residual contamination issues at the site. The Plan shall include items applicable to site conditions, such as identification of contaminants, potential hazards, material handling procedures, dust suppression measures, personal protection clothing and devices, controlled access to the site, health and safety training requirements, monitoring equipment used during construction to verify health and safety of workers	LTS

1. LTS = Less Than Significant PS = Potentially Significant S = Significant PSU = Potentially Significant Unavoidable SU = Significant Unavoidable N/A – Not Applicable
2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
Hazardous Materials (Continued)						
<i>HM-2. Exposure to Contaminated Soil and/or Groundwater (Continued)</i>	PS	PS	--	--	and the public, measures to protect public health and safety, and emergency response procedures. If petroleum hydrocarbons are present in the soil and/or groundwater proposed for the use of backfill or disposal, the handling and disposal of the contaminated soil and groundwater would be governed by the applicable local and federal hazardous materials regulations.	
<i>HM-3. Hazardous Materials Storage and Handling</i> - Both the proposed project and the Higher Occupancy Scenario would increase hazardous materials storage and handling at the Medical Center, thereby increasing risks of human and environmental exposure to hazardous materials. However, existing health and safety programs limit the potential for exposure to hazardous materials by workers, other individuals on site, the community, and the environment.	LTS	LTS	N/A, See HM-6	N/A, See HM-6	None Required.	--
<i>HM-4. Hazardous Waste Generation</i> - Both the proposed project and the Higher Occupancy Scenario would increase hazardous waste generation by the Medical Center, but, by itself, would not substantially increase risks of environmental exposure.	LTS	LTS	N/A, See HM-6	N/A, See HM-6	None Required.	--
<i>HM-5. Hazardous Materials Exposure</i> - Both the proposed project and the Higher Occupancy Scenario would increase the number of individuals exposed to, but not the nature of, physical safety hazards at the Medical Center. Existing safety programs minimize the potential for physical hazards to pose significant impacts.	LTS	LTS	N/A, See HM-6	N/A, See HM-6	None Required.	--

1. LTS = Less Than Significant PS = Potentially Significant S = Significant PSU = Potentially Significant Unavoidable SU = Significant Unavoidable N/A – Not Applicable
2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
Hazardous Materials (Continued)						
<i>HM-6. Cumulative Hazardous Waste and Disposal</i> - Project-related hazardous materials use under the proposed project or the Higher Occupancy Scenario would not contribute to cumulative human and environmental health and safety issues, including hazardous waste generation and disposal.	N/A, See HM-3, HM-4, and HM-5	N/A, See HM-3, HM-4, and HM-5	LTS	LTS	None Required.	--
3.8 POPULATION AND HOUSING						
<i>PH-1. Employment Growth</i> – Under either the proposed project or the Higher Occupancy Scenario, the Master Plan would not significantly increase overall employment in Redwood City or San Mateo County.	LTS	LTS	LTS	LTS	None Required.	--
<i>PH-2. Housing Demand</i> – Under either the proposed project or the Higher Occupancy Scenario, the Master Plan would not significantly increase overall housing demand (less than one percent) in Redwood City or in the primary housing market.	LTS	LTS	LTS	LTS	None Required.	--
<i>PH-3. Jobs/Employed Residents Ratio</i> – Under either the proposed project or the Higher Occupancy Scenario, the Master Plan would not significantly affect the Redwood City and San Mateo County jobs/employed residents ratios.	LTS	LTS	LTS	LTS	None Required.	--

1. LTS = Less Than Significant PS = Potentially Significant S = Significant PSU = Potentially Significant Unavoidable SU = Significant Unavoidable N/A – Not Applicable
2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
3.9 PUBLIC SERVICES						
<i>PS-1. Fire and Police Services: Population</i> - New Kaiser employees associated with either the proposed project or the Higher Occupancy Scenario would not result in a significant increase in demand for services from the RCFD or the RCPD.	LTS	LTS	LTS	LTS	None Required.	--
<i>PS-2. Fire and Police Services: Square Footage</i> - An increase of approximately 628,450 GSF of developed space at the Kaiser facilities under either the proposed project or the Higher Occupancy Scenario would not result in a significant increase in demand for services from the RCFD and the RCPD. Existing fire and police facilities would be sufficient to serve the new Medical Center.	LTS	LTS	LTS	LTS	None Required.	--
<i>PS-3. School and Park Demand</i> - Implementation of either the proposed project or the Higher Occupancy Scenario would have a less-than-significant effect on local public schools and parks.	LTS	LTS	LTS	LTS	None Required.	--
3.10 UTILITIES AND SERVICE SYSTEMS						
<i>UT-1. Water Supply</i> - The Water Supply Assessment (WSA) required by SB 610 shows Redwood City would not have sufficient water supply to meet projected future demands of the proposed project or the Higher Occupancy Scenario.	S	S	N/A, See UT-5	N/A, See UT-5	<i>UT-1.1 Obtain Potable Water Supply Via Tentative City's Recycled Water Program.</i> The WSA states that the City has tentative plans to serve high quality recycled water to existing and future water users for landscape irrigation and various industrial uses. If implemented, this system will provide a means of meeting water demands that would otherwise have to be met from potable water sources. The program would, at full utilization, deliver up to 1,995	PSU

1. LTS = Less Than Significant PS = Potentially Significant S = Significant PSU = Potentially Significant Unavoidable SU = Significant Unavoidable N/A - Not Applicable
2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
Utilities and Service Systems (Continued)						
<i>UT-1. Water Supply (Continued)</i>	S	S	N/A, See UT-5	N/A, See UT-5	<p>AF/Y, thereby reducing existing and future demands on City's potable water supply. The project sponsor shall contribute its fair share to the cost of implementation of the recycled water system, assuming that the recycled water program is adopted by the City. The project sponsor shall also be required to comply with all applicable current and future City of Redwood City water demand performance standards, including standards in the <i>City of Redwood City Urban Water Management Plan</i>, the City's recycled water project, and the City's water conservation program. If the recycled water program is not approved, the applicant shall be responsible for obtaining water supply from a third-party water supplier, if feasible.</p> <p><i>UT-1.2 Include Techniques of Water Conservation in Medical Center Buildings and Landscaping.</i> The project sponsor shall include methods of water conservation in Medical Center buildings and landscaping. These methods shall include, but not be limited to, the following:</p> <ol style="list-style-type: none"> Install water conserving dishwashers, washing machines, and water efficient centralized cooling systems in the hospital, medical and administrative buildings, and laboratories. Incorporate water efficient laboratory techniques in laboratory facilities, where feasible. Install water conserving irrigation systems (e.g., drip irrigation and automated irrigation systems). Design landscaping with drought-resistant and other low water use plants. Include limited turf areas in open space. 	PSU

1. LTS = Less Than Significant PS = Potentially Significant S = Significant PSU = Potentially Significant Unavoidable SU = Significant Unavoidable N/A – Not Applicable
2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
Utilities and Service Systems (Continued)						
<i>UT-1. Water Supply (Continued)</i>	S	S	N/A, See UT-5	N/A, See UT-5	f. Install water-saving devices such as water-efficient toilets, faucets, and showerheads. Minus substantial evidence that these measures would mitigate the impact--i.e., would lead to the identification and realization of an adequate additional water source--the effectiveness of this mitigation measure is unknown at this time. Therefore, until an achievable water supply is identified, this impact is considered to be a significant impact (i.e., would require adoption of a Statement of Overriding Consideration).	
<i>UT-2. Water Distribution and Emergency Storage System</i> - The proposed project and the Higher Occupancy Scenario may adversely affect the water distribution and emergency storage system around the Medical Center.	PS	PS	PS	PS	<i>UT-2.1 Upgrade Water Lines.</i> The project sponsor shall be responsible for the cost of analysis, design, and construction of all necessary upgrades and new water transmission and distribution systems in accordance with City Standards and Guidelines to adequately serve the project. <i>UT-2.2 Build New Water Tank and Pump Station.</i> The project sponsor shall be responsible for the cost of analysis, design, and construction of a new water tank and pump station in accordance with City Standards and Guidelines to adequately serve the proposed project. The required volume is calculated as three times the average-day water usage of the project per City Standards. The required emergency storage for this project at buildout would be 2.45 million gallons (i.e., 3 x 0.818 mgd).	LTS

1. LTS = Less Than Significant PS = Potentially Significant S = Significant PSU = Potentially Significant Unavoidable SU = Significant Unavoidable N/A – Not Applicable
2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
Utilities and Service Systems (Continued)						
UT-3. Wastewater Collection System - The proposed project and the Higher Occupancy Scenario would result in increased wastewater flows from the project site. While there is sufficient capacity at the wastewater treatment plant to accommodate the additional flows from the Kaiser Medical Center Master Plan, the number of buildings, their locations, and their sequencing may adversely affect the local wastewater collection system.	PS	PS	N/A, See UT-5	N/A, See UT-5	UT-3.1 Upgrade Sewer Collection and Transmission System. The project sponsor shall be responsible for the cost of analysis, design, and construction of all necessary upgrades to or replacement of sewer collection and transmission in accordance with City Standard and Guidelines to adequately serve the project. Upgrades shall include pipes around and downstream of the project site, SBSA's Maple Street Sanitary Pump Station, and SBSA's transmission facilities.	LTS
UT-4. Storm Drain System - The proposed project and the Higher Occupancy Scenario may adversely affect the existing storm drain system; however, coordination with the City and the San Mateo Countywide Storm Water Pollution Prevention Program should protect receiving waters from any increase in storm water runoff.	LTS	LTS	N/A, See UT-5	N/A, See UT-5	None Required.	--
UT-5. Cumulative Water Supply, Wastewater, and Storm Drain System - The proposed Kaiser Master Plan in conjunction with other pending and future development would create significant cumulative water supply impacts and could have potentially significant wastewater and storm drainage impacts.	N/A , See UT-1, UT-3, and UT-4	N/A , See UT-1, UT-3, and UT-4	S	S	UT-5.1 Pay Fair Share of Future Wastewater Treatment Plant Expansion. If additional wastewater treatment capacity rights are needed at the SBSA facility due to the increase of flows from any future phases of the Kaiser Master Plan, the project sponsor shall provide its fair share of funds for SBSA's Stage II, or future stages of expansion of rights in accordance with a formula to be adopted by the City and SBSA.	PSU

1. LTS = Less Than Significant PS = Potentially Significant S = Significant PSU = Potentially Significant Unavoidable SU = Significant Unavoidable N/A – Not Applicable
2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
Utilities and Service Systems (Continued)						
<i>UT-5. Cumulative Water Supply, Wastewater, and Storm Drain System (Continued)</i>	N/A , See UT-1, UT-3, and UT-4	N/A , See UT-1, UT-3, and UT-4			<i>UT-5.2 Pay Fair Share of Future Storm Drain Facilities Improvements.</i> If additional storm drain collection capacity or pump station capacity is needed due to the increase of storm water flows from any future phases of the Kaiser Master Plan, the project sponsor shall provide its fair share of funds for improvements to the storm drain facilities, in accordance with a formula to be adopted by the City.	
Initial Study: Sanitary Sewer System - If improvement to the sanitary sewer system is necessary under the proposed project, the following construction impacts could result: traffic could be inconvenienced and require detours; air quality standards could be exceeded if bare soil was left exposed and construction vehicles were in operation; and community noise standards may be exceeded during operation of construction vehicles and equipment.	PS	PS	--	--	<p>The project sponsor would be responsible for implementing the following mitigation measures to reduce construction impacts during improvement of the sewer system and replacement of distribution facilities, which were included in the 1989 Proposed Second Amendment to the City of Redwood City Redevelopment Plan for Redevelopment Project #2 Draft EIR to reduce the severity of these impacts (the numbers represent the Mitigation Measure numbers from the 1989 Proposed Second Amendment to the City of Redwood City Redevelopment Plan for Redevelopment Project #2 Draft EIR).</p> <ul style="list-style-type: none"> • All sanitary improvements, relocations, or additions proposed should be designed and constructed to meet all criteria and standards established by the Redwood City Community Development Department. • Unpaved construction sites should be sprinkled with water at least twice per day. • Stockpiles of soil, sand, and other such materials should be covered (Air Quality Mitigation Measure 2). • Trucks hauling debris, soil, or other such materials should also be covered). 	LTS

1. LTS = Less Than Significant PS = Potentially Significant S = Significant PSU = Potentially Significant Unavoidable SU = Significant Unavoidable N/A – Not Applicable
2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
Utilities and Service Systems (Continued)						
Initial Study: Sanitary Sewer System (Continued)	PS	PS	--	--	<ul style="list-style-type: none"> Streets surrounding demolition and construction sites should be swept at least once per day. Paving and planting should be done as soon as possible. Construction equipment engines should not be kept idling when not in use and should receive periodic maintenance. This would reduce emissions of air pollutants associated with their use and, consequently, reduce the likelihood of spot violations of the CO standards and odor complaints (Air Quality Mitigation Measure 5). Construction activities should be limited to daylight hours and construction equipment should be muffled or controlled to State standards shown in Table 16, page 4G-9 of the 1989 Draft EIR (Noise Mitigation Measure 1). 	LTS
Initial Study: Water Main - If improvement to the water main is necessary under the proposed project, the following construction impacts could result: traffic could be inconvenienced and require detours; air quality standards could be exceeded if bare soil was left exposed and construction vehicles were in operation; and community noise standards may be exceeded during operation of construction vehicles and equipment.	PS	PS			The project sponsor would also be responsible for implementing the following mitigation measures to reduce construction impacts during improvement of the water main and replacement of distribution facilities, which were included in the 1989 Proposed Second Amendment to the City of Redwood City Redevelopment Plan for Redevelopment Project #2 Draft EIR to reduce the severity of these impacts (the numbers represent the Mitigation Measure numbers from the 1989 Draft EIR).	

1. LTS = Less Than Significant PS = Potentially Significant S = Significant PSU = Potentially Significant Unavoidable SU = Significant Unavoidable N/A – Not Applicable
2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
Utilities and Service Systems (Continued)						
Initial Study: Water Main (Continued)	PS	PS	--	--	<ul style="list-style-type: none"> Water system improvement projects should be designed and constructed to meet all criteria and standards established by the Redwood City Community Development Department, the Redwood City Fire Department, and the California Water Works Standards. The City should continue to impose its Water Conservation Ordinance during periods of severe drought to maximize the use of the City's water allocation from the SFWD's Hetch-Hetchy aqueduct system, and to conserve the City's finite water resources. Water services to the Amendment Area should meet the criteria and standards used by the Redwood City Fire Department to determine adequate fire protection in the Amendment Area. The specific project requirements for fire protection shall be determined during the plan check process. Air Quality Mitigation Measures 1 to 5 (listed above). Noise Mitigation Measure 1 (listed above). 	LTS
Initial Study: Drainage Facilities - If improvement to the drainage system is necessary under the proposed project, the following construction impacts could result: traffic could be inconvenienced and require detours; air quality standards could be exceeded if bare soil was left exposed and construction vehicles were in operation; and community noise standards may be exceeded during operation of construction vehicles and equipment.					<p>The project sponsor would be responsible for the following mitigation measures to reduce the severity of these construction impacts related to drainage improvements to less than significant:</p> <ul style="list-style-type: none"> The storm drainage improvement projects proposed under the Second Amendment should be designed and constructed to meet all criteria and standards established by the Redwood City Community Development Department. Air Quality Mitigation Measures 1 to 5. 	

1. LTS = Less Than Significant PS = Potentially Significant S = Significant PSU = Potentially Significant Unavoidable SU = Significant Unavoidable N/A – Not Applicable
2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
Utilities and Service Systems (Continued)						
Initial Study: Drainage Facilities (Continued)	PS	PS	--	--	<ul style="list-style-type: none"> Noise Mitigation Measure 1. No schedule for the implementation of new storm water drainage facilities proposed for the Redevelopment Project #2 Area has been adopted. It is expected that these improvements will occur concurrent with development in the Redevelopment Project #2 Area. Kaiser would be expected to contribute funds to the construction of these proposed improvements.	LTS
BIOLOGICAL RESOURCES						
Initial Study: Nesting Birds - Existing trees on the site may provide habitat for nesting birds typically found in urban settings. Proposed project related removal of trees currently existing on the site during nesting season could affect these birds.	PS	PS	--	--	<i>Protection of Nesting Birds.</i> To avoid disturbance to birds, their eggs, or their young, the construction contractor shall schedule all tree removal to occur between August 31 and February 1 during the period when birds are not nesting. If this is not feasible, the California Department of Fish and Game would require a pre-construction survey for nesting birds to be conducted no earlier than 45 days and no later than 20 days prior to the removal of any trees or shrubs on the project site. In the event that an active nest is located in trees or shrubs to be removed, clearing and construction within 100 feet (or as determined on a case-by-case basis) shall be postponed until the nest is vacated and a qualified wildlife biologist has determined that juveniles have fledged (typically 3-4 weeks for most small birds) and there is no evidence of a second attempt at nesting.	LTS

1. LTS = Less Than Significant PS = Potentially Significant S = Significant PSU = Potentially Significant Unavoidable SU = Significant Unavoidable N/A – Not Applicable
2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
CULTURAL RESOURCES						
Initial Study: Archaeological Resources - There is a potential to discover currently unknown archaeological resources during excavation activities for the proposed project.	PS	PS	--	--	<p>The project sponsor shall prepare a Cultural Resources Management Plan that will take into account the following:</p> <p><i>Monitoring by Qualified Archaeologist.</i> Due to the high potential for the discovery of cultural resources, a qualified archaeologist (hired by the project sponsor) shall be present prior to and during site preparation stages to monitor all excavation activities. If any resources are discovered, the work shall be halted or deferred, as directed by City staff and for such periods as directed by City staff (e.g., disturbances of the soil during the excavation activities).</p> <p><i>Donation of Artifacts.</i> Any artifacts found during excavation shall be turned over by the project sponsor immediately to a designated repository to ensure that they will be made available for public display. Identified cultural resources shall be recorded on DPR 422 forms (for archaeological sites) and DPR 523 forms (for historic resources). Similar forms acceptable to the State Office of Historic Preservation can also be used.</p> <p><i>Cessation of Excavation Work.</i> The following instructions shall be followed if, during excavation or site preparation, any human remains are discovered:</p> <ul style="list-style-type: none"> • The project sponsor shall stop work immediately and contact the San Mateo County Coroner. • The Coroner has two working days to examine the remains after being notified by the person responsible for the excavation. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission. 	LTS

1. LTS = Less Than Significant

PS = Potentially Significant

S = Significant

PSU = Potentially Significant Unavoidable

SU = Significant Unavoidable

N/A – Not Applicable

2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
Cultural Resources (Continued)						
Initial Study: Archaeological Resources (Continued)	PS	PS	--	--	<p><i>Designation of Qualified Observers.</i> Designated observers by staff, taking into consideration the recommendations of the Redwood City Historic Resources Advisory Committee (HRAC), utilizing a member of the HRAC, when possible (as appointed by the HRAC) shall be authorized onsite by the project sponsor (prior to and during excavation activities) to observe, record, and recommend to the site archaeologist and help retrieve (if applicable) any artifacts identified onsite. The project sponsor shall accordingly prepare a hold harmless agreement.</p> <p>The project sponsor's excavation contractor shall coordinate and cooperate with the archaeologist and/or observer(s) during excavation. The contractor shall utilize careful grading practices in order to allow the adequate identification of all resource/artifacts by the archaeologist and observer(s). The archaeologist shall then develop a list of recommended mitigation measures to be submitted to staff for consideration.</p> <p><i>Evaluation of Cultural Resource.</i> The following criteria shall be applied in evaluating a cultural resource:</p> <ul style="list-style-type: none"> • that the quality of significance in American history, architecture, archaeology, engineering and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and • that are associated with events that have made a significant contribution to the broad patterns of our history; or 	

1. LTS = Less Than Significant

PS = Potentially Significant

S = Significant

PSU = Potentially Significant Unavoidable

SU = Significant Unavoidable

N/A – Not Applicable

2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
Cultural Resources (Continued)						
Initial Study: Archaeological Resources (Continued)	PS	PS			<ul style="list-style-type: none"> that are associated with the lives of persons significant in our past; or that embody the distinctive characteristics of a type, period or method of construction, or that represent the work of a master, or that possess high artistic values, or that represents significant and distinguishable entry whose components may lack individual distinction; or that have yielded, or may be likely to yield, information in pre-history or history. <p><i>Security.</i> The project sponsor shall take the following security measures:</p> <ul style="list-style-type: none"> Fencing with locked gates must go up as soon as possible; fencing sections must be securely fastened together to prevent gaps. At least three gate keys are to be provided to the City – two for HRAC staff liaison and one gate key for the Redwood City Police Captain who is in charge of the patrolling officers assigned to this area. This is so they can have after-hours access to the site should it be necessary to go on site to check for trespassers. “NO TRESPASSING” signs are to be posted on all sides of the perimeter fencing as soon as it goes up. A sign must be posted adjacent to or on all gates. 	

1. LTS = Less Than Significant

PS = Potentially Significant

S = Significant

PSU = Potentially Significant Unavoidable

SU = Significant Unavoidable

N/A – Not Applicable

2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
GEOLOGY AND SOILS						
Initial Study: Soil Erosion - Some localized soil erosion could occur during construction of the project. The eroded materials could reach Redwood Creek, which ultimately flows to San Francisco Bay, and thus, could result in stormwater pollution.	PS	PS	PS	PS	<p><i>Soil Erosion Control.</i> The project sponsor shall implement, the following BMPs, or similar measures, to reduce the potential soil erosion impacts to a less-than-significant level:</p> <ul style="list-style-type: none"> • Train contractors, subcontractors, and construction employees about the possible best management practices. Inform contractors and subcontractors about the new stormwater requirements and their responsibilities. • Schedule excavation and grading activities for dry weather periods as much as possible. Plant temporary vegetation or place other erosion controls before rain begins. • Place silt fences, hay bales, or other erosion controls around graded areas to minimize off-site sediment transport in stormwater. • Locate and protect storm drains in the vicinity of the site with berms or filters during wet weather periods. • Control the amount of runoff crossing the site (especially during excavation) by using berms or temporary or permanent drainage ditches to divert water flow around the site. Reduce stormwater runoff velocities by constructing temporary check dams or berms where appropriate. • Keep materials out of the rain -- prevent runoff contamination at the source. Cover exposed piles of soil or construction materials with plastic sheeting or temporary roofs. • Water or cover exposed soils twice daily to minimize wind erosion. 	LTS

1. LTS = Less Than Significant

PS = Potentially Significant

S = Significant

PSU = Potentially Significant Unavoidable

SU = Significant Unavoidable

N/A – Not Applicable

2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
Geology and Soils (Continued)						
Initial Study: Stormwater Quality - The proposed project would contain typical urban activities (such as landscaping, vehicle parking, and maintenance activities) that could affect the stormwater quality.	PS	PS	PS	PS	<p><i>Implement BMPs and NPDES Measures During Operation.</i> The project sponsor shall implement, but not be limited to, the following BMPs or specific measures in the NPDES permit, whichever is more comprehensive, that would reduce the potential degradation of water quality in San Francisco Bay to a less-than-significant level:</p> <ul style="list-style-type: none"> • Install oil and grease separators or fossil fuel filters in the drains to filter out automotive pollutants. • Cover areas where potential pollutants such as trash, grease, chemicals, paints, and hazardous and biological wastes are stored or collected. • Seal leaking dumpsters or storage areas immediately. • Transfer hazardous materials and wastes in such a way as to prevent leaks, spills, or accidental releases. Clean up immediately once they occur. • Sweep parking lots and outdoor storage areas. Pick up and dispose of debris, never sweep into drain. Never hose off paved areas. • Maintain landscape properly. Pick up and properly dispose of trimmings and clippings. Do not dispose into storm drain. Avoid over-irrigation and over-application of herbicides and pesticides. • Recycle or dispose automotive pollutants, solvents, or cleaners, or dispose them as hazardous materials. • Wash vehicles and equipment in designated areas only. Stencil storm drain inlets to alert employees and Kaiser members that no dumping is allowed. Prevent accumulated pollutants from washing down storm drains by inspecting monthly, or more often as needed, and removing and properly disposing of any debris. 	LTS

1. LTS = Less Than Significant

PS = Potentially Significant

S = Significant

PSU = Potentially Significant Unavoidable

SU = Significant Unavoidable

N/A – Not Applicable

2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
Geology and Soils (Continued)						
Initial Study: Stormwater Quality (Continued)	PS	PS	PS	PS	<ul style="list-style-type: none"> Educate employees and Kaiser members to implement stormwater pollution prevention practices. Post notices of appropriate prevention practices, provide convenient disposal containers, and train employees to implement these pollution prevention practices. <i>Implement BMPs and NPDES Measures During Construction.</i> During the construction period, the project sponsor shall implement, but not be limited to, the following BMPs or specific measures in the NPDES permit, whichever is more comprehensive, that would reduce the potential degradation of water quality in San Francisco Bay to a less-than-significant level: <ul style="list-style-type: none"> BMPs listed under Item VI(b) of this Initial Study (Soil Erosion Control) When breaking up paving, be sure to pick up all the pieces and dispose properly. Do not mix up more fresh concrete or cement than will be used in a day. Recycle large chunks of broken concrete at a landfill. Dispose of small amounts of excess dry concrete, grout, and mortar in the trash. Set up and operate small mixers on tarps or heavy plastic drop cloths. When cleaning up after driveway, or sidewalk construction, wash fines onto dirt areas, not down the driveway or into the street or storm drain. 	

1. LTS = Less Than Significant

PS = Potentially Significant

S = Significant

PSU = Potentially Significant Unavoidable

SU = Significant Unavoidable

N/A – Not Applicable

2. Potentially Significant (PS) and Significant(S) Impacts only

**Table S-6 (Continued)
Summary of Impacts and Mitigation Measures**

Impacts	Impact Significance Without Mitigation ¹				Mitigation Measures	Residual Impacts After Mitigation ²
	Proposed Project	Higher Occupancy Scenario	Proposed Project Plus Cumulative	Higher Occupancy Scenario Plus Cumulative		
Geology and Soils (Continued)						
Initial Study: Stormwater Quality (Continued)	PS	PS	PS	PS	<ul style="list-style-type: none"> • Designate one completely contained area for auto parking, vehicle refueling, and routine equipment maintenance. The designated area should be well away from streams or storm drain inlets, and bermed if necessary. Make major repairs off site. • Clean up leaks, drips and other spills immediately so they do not contaminate soil or groundwater or leave residue on paved surfaces. Use dry cleanup methods whenever possible. If you must use water, use just enough to keep the dust down. Cover and maintain dumpsters. Check frequently for leaks. Place dumpsters under roofs or cover with tarps or plastic sheeting secured around the outside of the dumpster. A plastic liner is recommended to prevent leakage of liquids. Never clean out a dumpster by hosing it down on the construction site. • Make sure portable toilets are maintained in good working order by the leasing company and that wastes are disposed of properly. Check toilets frequently for leaks. • Practice source reduction. Minimize waste when you order materials. Order only the amount you need to finish the job. • Use recyclable materials whenever possible. Arrange for pick-up of recyclable materials such as concrete, asphalt, scrap metal, solvents, degreasers, cleared vegetation, paper, rock, and vehicle maintenance materials such as used oil, antifreeze, batteries, and tires. Materials and debris that cannot be recycled must be taken to an appropriate landfill or disposed of as hazardous waste. Never bury waste materials or leave them in the street or near a creek or streambed. 	

1. LTS = Less Than Significant

PS = Potentially Significant

S = Significant

PSU = Potentially Significant Unavoidable

SU = Significant Unavoidable

N/A – Not Applicable

2. Potentially Significant (PS) and Significant(S) Impacts only

1. LTS = Less Than Significant PS = Potentially Significant S = Significant PSU = Potentially Significant Unavoidable SU = Significant Unavoidable N/A – Not Applicable
2. Potentially Significant (PS) and Significant(S) Impacts only