

CHAPTER 2

Summary

2.1 Project Overview

The City of Redwood City has prepared this Draft Environmental Impact Report (EIR) for the proposed Redwood City Inner Harbor Specific Plan (“Specific Plan”). In addition, this Draft EIR analyzes the effects of the privately-sponsored Harbor View project (also “project”).

Specific Plan

The Specific Plan Area is approximately 99.7 acres located on the San Francisco Bay side of Highway 101. The site sits immediately east of Redwood Creek, and Steinberger Slough bisects a portion of the Plan Area, separating the main land mass in the south from open space and marshlands in the northeast part of the Plan Area referred to as “Ferrari Property.”

The Specific Plan presents a vision and specific regulations to improve the public and private realms along Redwood City’s waterfront area (Redwood Creek/Harbor Center), as directed by the Redwood City General Plan. The Specific Plan includes new land use scenario with a set of specific development standards, regulations and guidelines to achieve the vision for the Plan Area. Overall, the Specific Plan proposes a new General Plan land use designation (“Mixed Use Inner Harbor” that will support development with a mix of open space (for habitat and recreation), residential, and commercial uses; water-based uses, water-oriented recreation, floating homes, and supportive uses; required public access and open space amenities along the waterfront; a new Bay Trail section and connection to the Bay Water Trail; and pedestrian and bicycle circulation that will link the Plan Area’s waterfront amenities to Downtown. The Specific Plan will require amendments to the General Plan and Zoning Ordinance to accommodate the proposed land uses and development standards. These amendments will reconcile inconsistencies that currently exist between the Zoning Ordinance and General Plan land use designations within the Plan Area.

The Specific Plan does not propose specific private developments, but, for the purposes of environmental review, establishes a maximum theoretical buildout that represents the most impactful (from an environmental perspective) development scheme that could occur in the Plan Area. The maximum theoretical buildout scenario is as follows in **Table 2-1**:

**TABLE 2-1
INNER HARBOR SPECIFIC PLAN MAXIMUM THEORETICAL BUILDOUT**

Land Use	Proposed Maximum Theoretical Buildout	Unit
Commercial Office	1,200,000	sf
Commercial Retail	40,000	sf
Residential	550 ^a	du
Active Playfields	3.2	acres
Low-Intensity Ancillary Uses	15,000 ^b	sf
Open Space (land and water)	39.2	acres

^a Assumes up to 100 units located in a new Floating Community on Ferrari Property. The remaining 450 units could occur in Inner Harbor-1 (IH-1) and/or Inner Harbor-2 (IH-2).

^b Uses such as interpretative trail kiosks, temporary uses, snack shop, human-powered watercraft service/sales or nature center that would support water-related, open space, and/or recreational areas and activities, modeled as Commercial Retail for conservative trip generation purposes.

The scenario is considered “theoretical” because it could not actually occur to the extent described in Table 2-1 given the Specific Plan proposes development standards and regulations that would constrain physical development. As a result, the analysis of the maximum theoretical buildout scenario represents a worst-case or most conservative scenario from an environmental impact standpoint. Since publication of the Notice of Preparation (NOP) on November 6, 2014, the City has modified the presentation of the Maximum Theoretic Buildout scenario so that it shows all uses that could occur with the Plan, namely the low intensity ancillary uses and open space – both of which are key to the waterfront focus of the Plan Area’s vision.

Harbor View Project

The Harbor View project site is proposed on an approximately 25- acre property that is the easternmost portion of the Specific Plan, in addition to approximately five additional acres beyond the eastern boundary of the Specific Plan. The proposed project is a 1,250,468 square-foot, high tech office campus with four 9-story buildings and three parking structures.¹ The overall project concept is four office buildings surrounding an approximately four-acre green space with a series of landscaped spaces of varying scale and programmed uses.

The development program, building heights, and intensity (floor area ratio [FAR]) proposed by the Harbor View project exceed those currently allowed by the General Plan as well as the proposed Specific Plan. If the City elects to approve the Harbor View project (which it would consider subsequent to the Specific Plan), the project would require an Inner Harbor Specific Plan amendment to expand the Specific Plan Area to encompass the entire Harbor View project site and amendments to the relevant site development regulations. .

¹ As noted throughout this EIR, the impact analysis conservatively applies 1,400,000 square feet of commercial office use for the Harbor View project although the project sponsor’s application proposes 1,250,468 square feet.

2.2 Environmental Impacts, Mitigation Measures and Residual Impacts

All impacts and mitigation measures identified in this EIR, for both the Inner Harbor Specific Plan and the Harbor View project, are summarized in **Table 2-2**, Summary of Impacts, Mitigation Measures, and Residual Impacts, at the end of this chapter. Table 2-2 includes all impact statements, recommended mitigation measures, and the level of significance of the impact after recommended mitigation measures are implemented.

This EIR identifies for the significant and unavoidable impacts associated with the following:

Specific Plan

- Intersection operations (Plan and Cumulative)
- Freeway segments (Cumulative)
- Freeway ramps (Cumulative)

Harbor View Project

- Criteria Pollutants (Construction, Operational, and Cumulative)
- Intersection operations (Construction, Project, and Cumulative)
- Freeway segments (Cumulative)
- Freeway ramps (Cumulative)

2.3 Alternatives

Chapter 5 presents a detailed analysis of a range of reasonable alternatives to the Specific Plan, as well as a set of reasonable alternatives to the Harbor View project. The alternatives that are analyzed in detail or discussed in this EIR are listed below:

Specific Plan Alternatives

- **Alternative SP-1A: No Project - General Plan Growth** – Development that could likely occur in the Specific Plan Area pursuant to the natural course of growth under the General Plan.
- **Alternative SP-1B: No Project - Zoning Growth** – Development that could likely occur in the Specific Plan Area pursuant to the natural course of growth under the existing zoning, to the extent that the growth is within allowances currently permitted by the General Plan. Consideration of an existing zoning growth scenario is warranted in this EIR because in some cases the zoning and General Plan designations are not fully consistent; the City has not yet reconciled its zoning citywide to align with the 2010 General Plan.
- **Alternative SP-2: Less Intensive Buildout** – Development similar to the proposed Specific Plan, with the volume of all proposed development (number of residential units and square footage of other uses) reduced by about 20 percent.
- **Alternative SP-3: Maximum Floating Community** – Development similar to the proposed Specific Plan, with expanded areas for Floating Community uses (liveaboard watercraft).

- **Alternative SP-4: Expanded Commercial Office** – Development similar to the proposed Specific Plan, with more square footage of commercial office use and slightly fewer residential units as a result.
- **Alternative SP-5: Alternative Site Location** – Development similar to the proposed Specific Plan, but that would occur at a location within Redwood City other than the Specific Plan Area.

Environmentally Superior Specific Plan Alternative

Alternative SP-2 (Less Intensive Buildout) is identified as the CEQA-required environmentally superior alternative to the Specific Plan, after considering and rejecting Alternative SP-1B (No Project- Zoning Growth), as CEQA requires.

Harbor View Project Alternatives

- **Alternative HV-1A: No Project- General Plan Growth** - Development that could likely occur on the Harbor View project site pursuant to the natural course of growth under the existing 2010 General Plan.
- **Alternative HV-1B: No Project- Zoning Growth** - Development that could likely occur in on the Harbor View project site pursuant to the natural course of growth under the existing zoning, to the extent that the growth is within allowances currently permitted by the 2010 General Plan.
- **Alternative HV-2: Less Intensive Buildout** - Development similar to the Harbor View project, with all proposed development reduced by 20 percent.
- **Alternative HV-3: Alternative Site Location** - Development similar to the Harbor View project, but that would occur at a location within Redwood City other than proposed project site.
- **Alternative HV-4: Expanded Project / Site** – Development slightly larger than the Harbor View project and on a slightly large project site

Environmentally Superior Harbor View Project Alternative

Alternative HV-2 (Less Intensive Buildout) is identified as the CEQA-required environmentally superior alternative to the Harbor View project, after considering and rejecting Alternative HV-1B (No Project- Zoning Growth), as CEQA requires.

2.4 Areas of Controversy and Scoping Comments

As required by the state CEQA Guidelines, the scope of this EIR includes all environmental issues to be resolved and all areas of controversy known to the Lead Agency (Redwood City), including those issues and concerns identified as possibly significant by the City in its preliminary environmental review of the Specific Plan and Harbor View project, and by other agencies, organizations, and individuals in response to the City's Notice of Preparation1 (dated November 6, 2014) Areas of potential controversy raised by agencies or the public include:

- Biological Resources and Habitat

- Aesthetics/Views
- Historic Preservation (Steam/Water Tank)
- Flooding and Seal Level Rise
- Alternatives
- Traffic and Circulation
- Docktown Preservation

See **Appendix A** to this EIR for a comprehensive summary of comments, as well as the original correspondence received in response to the NOP.

**TABLE 2-2
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Aesthetics (SP)		
Impact AES-1.SP: Development under the Specific Plan would not have a substantial adverse effect on a scenic vista, scenic view or visual resource. (Criteria a and b). (Less than Significant)	None Required.	Less than Significant
Impact AES-2.SP: Development under the Specific Plan would not degrade the existing visual character or quality of the site and its surroundings. (Criterion c). (Less than Significant)	None Required.	Less than Significant
Impact AES-3.SP: Development under the Specific Plan would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. (Criterion d). (Less than Significant)	None Required.	Less than Significant
Impact AES-4.SP: Development under the Specific Plan would not (1) Introduce landscape that would now or in the future cast substantial shadows on existing solar collectors; (2) Cast shadows that substantially impair the beneficial use of shadow-sensitive public open space; (3) Cast shadows from parcels within the Mixed-Use Waterfront Neighborhood land use designation onto existing adjacent residential development that substantially impair the beneficial use of these residential parcels; or (4) Cast shadows that substantially impair the viability of a sensitive natural habitat. (Criterion e). (Less than Significant)	None Required.	Less than Significant
Aesthetics (HV)		
Impact AES-1.HV: Development of the Harbor View Project would not have a substantial adverse effect on a scenic vista, scenic view, or visual resource. (Criteria a and b). (Less than Significant)	None Required.	Less than Significant
Impact AES-2.HV: Development of the Harbor View Project would not degrade the existing visual character or quality of the site and its surroundings. (Criterion c). (Less than Significant)	None Required.	Less than Significant
Impact AES-3. HV: Development of the Harbor View Project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. (Criterion d). (Less than Significant)	None Required.	Less than Significant
Impact AES-4. HV: Development under the Harbor View Project would not (1) Introduce landscape that would now or in the future cast substantial shadows on existing solar collectors; (2) Cast shadows that substantially impair the beneficial use of shadow-sensitive public open space; (3) Cast shadows from parcels within the Mixed-Use Waterfront Neighborhood land use designation onto existing adjacent residential development that substantially impair the beneficial use of these residential parcels; or (4) Cast shadows that substantially impair the viability of a sensitive natural habitat. (Criterion e). (Less than Significant)	None Required.	Less than Significant

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Air Quality (CU)		
Impact AES-1.CU: Development under the Specific Plan and/or the Harbor View project, in combination with past, present, existing, approved, pending and reasonably foreseeable future projects within and in the vicinity of the Plan Area and project site, would not result in aesthetics impacts. (Less than Significant)	None Required.	Less than Significant
Air Quality (SP)		
Impact AIR-1.SP: Adoption and development under the Specific Plan would be consistent with the primary goals of the Bay Area Clean Air Plan (CAP) and would not fundamentally conflict with the CAP because the Specific Plan demonstrates reasonable efforts to implement control measures contained in the CAP (Criterion a). (Less than Significant)	None Required.	Less than Significant
Impact AIR-2.SP: Adoption and development under the Specific Plan would include special overlay zones containing goals, policies, and objectives to minimize potential Toxic Air Contaminant (TAC) impacts in areas located (a) near existing and planned sources of TACs and (b) within 500 feet of freeways and high-volume roadways containing 100,000 or more average daily vehicle trips (Criterion d). (Less than Significant)	None Required.	Less than Significant
Impact AIR-3.SP: Development under the Specific Plan would not identify existing and planned sources of objectionable odors (Criterion e). (Less than Significant)	None Required.	Less than Significant
Air Quality (HV)		
Impact AIR-1.HV: Construction activities associated with the Harbor View project would generate fugitive dust and criteria air pollutants, but would not contribute substantially to an existing or projected air quality violation (Criterion b). (Significant)	<p>Mitigation Measure AIR-1A.HV: <i>Implement BAAQMD Basic Construction Mitigation Measures.</i> The project sponsor shall require construction contractors to implement the following applicable BAAQMD Basic Construction Mitigation Measures to reduce emissions of fugitive dust and equipment exhaust:</p> <ul style="list-style-type: none"> • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. 	Significant and Unavoidable

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Air Quality (HV) – (cont.)		
<p>Impact AIR-1.HV (cont.)</p>	<ul style="list-style-type: none"> • All vehicle speeds on unpaved roads shall be limited to 15 mph. • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. • Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. • All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be checked by a certified visible emissions evaluator. • Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD’s phone number shall also be visible to ensure compliance with applicable regulations. <p>Mitigation Measure AIR-1B.HV: <i>Implement BAAQMD additional construction mitigation measures.</i> The project sponsor shall require construction contractors to implement the following measures, recommended for projects with construction emissions above significance thresholds to further reduce fugitive dust and exhaust emissions.</p> <ul style="list-style-type: none"> • All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe. • All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph. • Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity. • Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established. • The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time. • All trucks and equipment, including their tires, shall be washed off prior to leaving the site. • Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel. 	<p>Significant and Unavoidable</p>

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Air Quality (HV) – (cont.)		
Impact AIR-1.HV (cont.)	<ul style="list-style-type: none"> • Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent. • Minimizing the idling time of diesel powered construction equipment to two minutes. • Develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NOx reduction compared to the most recent CARB fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available. • Requiring that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of NOx and PM. • Requiring all contractors use equipment that meets CARB's most recent certification standard for off-road heavy duty diesel engines. 	
Impact AIR-2.HV: Construction activities associated with the Harbor View project would generate toxic air contaminants (TACs), including diesel particulate matter (DPM), but would not expose sensitive receptors to substantial pollutant concentrations (Criterion c). (Less than Significant)	None Required.	Less than Significant
Impact AIR-3.HV: The Harbor View project would not conflict with, or obstruct implementation of the <i>2010 Clean Air Plan</i> (Criterion a). (Less than Significant)	None Required.	Less than Significant
Impact AIR-4.HV: The Harbor View project would result in emissions of criteria air pollutants at levels that could violate an air quality standard, or contribute to an existing or projected air quality violation (Criterion b). (Significant)	Mitigation Measure AIR-4.HV: The project applicant shall develop and implement the proposed Harbor View TDM Plan described in Tables 4.14-28 and 4.14-29 of this Draft EIR, subject to the TDM Plan's review by C/CAG and approval by City of Redwood City prior to City approval of any development agreement.	Significant and Unavoidable
Impact AIR-5.HV: The Harbor View project would generate toxic air contaminants (TACs), including diesel particulate matter (DPM), but would not expose sensitive receptors to substantial air pollutant concentrations (Criterion d). (Less than Significant)	None Required.	Less than Significant

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Air Quality (HV) – (cont.)		
Impact AIR-6.HV: The Harbor View project would not create objectionable odors that would affect a substantial number of people (Criterion e). (Less than Significant)	None Required.	Less than Significant
Air Quality (CU)		
Impact AIR-1.CU: Development under the Specific Plan and/or the Harbor View Place project, combined with cumulative development in the Plan Area and citywide, including past, present, existing, approved, pending, and reasonably foreseeable future development in the project area, would result in cumulative air quality impacts (Criterion c). (Significant)	Mitigation Measure AIR-1.CU: Implement Mitigation Measures AIR-1A.HV, AIR-1B.HV and AIR-4.HV.	Significant and Unavoidable
Biological Resources (SP)		
Impact BIO-1.SP: Development under the Specific Plan could adversely affect, either directly or through habitat modifications, any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service (Criterion a). (Significant)	<p>Mitigation Measure BIO-1a.SP: <i>Sound Attenuation Monitoring Plan.</i> If underwater sound levels will exceed the thresholds identified by NMFS, prior to the start of in-water construction associated with the Specific Plan, the project applicant shall provide a NMFS-approved sound attenuation monitoring plan to protect fish and marine mammals. This plan shall provide detail on the sound attenuation system, detail methods used to monitor and verify sound levels during pile driving activities, and describe management practices to be taken to reduce impact hammer pile-driving sound in the marine environment to an intensity level of less than 183 dB. The sound monitoring results shall be made available to the NMFS. The plan shall incorporate, but not be limited, to the following BMPs:</p> <ul style="list-style-type: none"> • To the extent feasible, all pilings shall be installed and removed with vibratory pile drivers only. Vibratory pile driving will be conducted following the Corps' "Proposed Procedures for Permitting Projects that will Not Adversely Affect Selected Listed Species in California". USFWS and NMFS completed Section 7 consultation on this document, which establishes general procedures for minimizing impacts to natural resources associated with projects in or adjacent to jurisdictional waters. • An impact pile driver may only be used where necessary to complete installation of larger steel pilings in accordance with seismic safety or other engineering criteria. • The hammer shall be cushioned using a 12-inch thick wood cushion block during all impact hammer pile driving operations. 	Less than Significant

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Biological Resources (SP) – (cont.)		
<p>Impact BIO-1.SP (cont.)</p>	<ul style="list-style-type: none"> • All piling installation using impact hammers shall be conducted between June 1 and November 30, when the likelihood of sensitive fish species being present in the work area is minimal. • If pile installation using impact hammers must occur at times other than the approved work window, the project applicant shall obtain incidental take authorization from NMFS and CDFW, as necessary, to address potential impacts on salmon and steelhead, longfin smelt, Pacific herring and implement all requested actions to avoid impacts. • The project applicant shall monitor and verify sound levels during pile driving activities. The sound monitoring results will be made available to NMFS and the City of Redwood City. • In the event that exceedance of noise thresholds established and approved by NMFS occurs, a contingency plan involving the use of bubble curtains or air barrier shall be implemented to attenuate sound levels to below thresholds. <p>Mitigation Measure BIO-1b.SP: <i>In-Water Work Restrictions.</i> As part of the NMFS-approved Sound Attenuation Monitoring Plan required for pile driving in the Plan Area as described in Mitigation Measure BIO-1a.SP, the City shall ensure that the project applicant implements the following actions to reduce the effect of underwater noise transmission on marine mammals. These actions shall include at a minimum:</p> <ul style="list-style-type: none"> • Establishment of a 1,600-foot (500-meter) safety zone that shall be maintained around the sound source, for the protection of marine mammals in the event that sound levels are unknown or cannot be adequately predicted. • Work activities shall be halted when a marine mammal enters the 1,600-foot (500-meter) safety zone and resume only after the animal has been gone from the area for a minimum of 15 minutes. • A “soft start” technique shall be employed in all pile driving to allow marine mammals an opportunity to vacate the area. • Maintain sound levels below 90 dBA in air when pinnipeds (seals) are present. • A NMFS-approved biological monitor will conduct daily surveys before and during impact hammer pile driving to inspect the work zone and adjacent Bay waters for marine mammals. The monitor will be present as specified by NMFS during the impact pile-driving phases of construction. 	<p align="center">Less than Significant</p>

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Biological Resources (SP) – (cont.)		
<p>Impact BIO-1.SP (cont.)</p>	<p>Mitigation Measure BIO-1c.SP: The City shall require project applicants to conduct pre-construction nesting bird surveys for projects proposed in areas containing, or likely to contain, habitat for nesting birds as a condition of approval for any development-related permit. Specific measures to avoid and minimize impacts on nesting birds include, but are not limited to, those described below.</p> <ul style="list-style-type: none"> • To the extent practicable, construction activities including building demolition, vegetation and tree removal, and new site construction shall be performed between September 1 and January 31 in order to avoid the avian nesting season. If these activities cannot be performed during this period, a preconstruction survey for nesting birds shall be conducted by a qualified biologist. • During the avian nesting season (February 1 through August 31), a qualified biologist shall survey construction areas within and in the vicinity of the Plan Area for nesting raptors and passerine birds not more than 14 days prior to any ground-disturbing activity or vegetation removal. Surveys shall include all potential habitats within 500 feet (for raptors) of activities and all on-site vegetation including bare ground within 250 feet of activities (for all other species). These buffer distances may also be modified if obstacles such as buildings or trees obscure the construction area from active bird nests, or existing disturbances create an ambient background disturbance similar to the proposed disturbance. • If active nests are found either within the Plan Area or within the 500-foot survey buffer surrounding the Plan Area, no-work buffer zones shall be established around the nests in coordination with CDFW. No demolition, vegetation removal, or ground-disturbing activities shall occur within a buffer zone until young have fledged or the nest is otherwise abandoned as determined by the qualified biologist. If work during the nesting season stops for 14 days or more and then resumes, then nesting bird surveys shall be repeated, to ensure that no new birds have begun nesting in the area. • Typically, the size of individual buffers ranges from a minimum of 250 feet for raptors to a minimum of 50 feet for other birds but can be adjusted based on an evaluation of the site by a qualified biologist in cooperation with the USFWS and/or CDFW • Birds that establish nests after construction starts are assumed to be habituated to and tolerant of the indirect impacts resulting from construction noise and human activity. However, direct take of nests, eggs, and nestlings is still prohibited and a buffer must be established to avoid nest destruction. • Results of the surveys shall be forwarded to CDFW (if results are positive for nesting birds) and avoidance procedures shall be adopted, if necessary, on a case-by-case basis. These may include construction buffer areas (up to several hundred feet in the case of raptors) or seasonal avoidance. 	<p align="center">Less than Significant</p>

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Biological Resources (SP) – (cont.)		
Impact BIO-1.SP (cont.)	<p>Mitigation Measure BIO-1d.SP: Prior to each phase of construction activities that has the potential to result in impacts on special-status bats, the project applicant shall take the following steps to avoid direct losses of maternity roosts, winter roosts, or individual bats and indirect impacts to bat breeding success:</p> <ul style="list-style-type: none"> • Prior to construction or demolition activities within 250 feet of trees/structures with at least a moderate potential to support special-status bats, a qualified biologist (i.e., a biologist holding a CDFW collection permit and a Memorandum of Understanding with the CDFW allowing the biologist to handle and collect bats) shall survey for bats. If no evidence of bats (i.e., visual or acoustic detection, guano, staining, strong odors) is present, no further mitigation is required. • If bats raising pups are present within 250 feet of the Plan Area during project construction activities (typically April 15 through August 15), the project sponsor shall create a no-disturbance buffer acceptable in size to the CDFW around the bat roosts. Bat roosts initiated within 250 feet of the Plan Area after construction has already begun are presumed to be unaffected by project-related disturbance, and no buffer would be necessary. However, the “take” of individuals (e.g., direct mortality of individuals, or destruction of their roost while bats are present) is prohibited. • Trees or buildings with evidence of bat activity shall be removed during the time that is least likely to affect bats as determined by a qualified bat biologist (in general, roosts should not be removed if maternity bat roosts are present, typically April 15 – August 15, and roosts should not be removed if present bats are in torpor, typically when temperatures are less than 40 degrees Fahrenheit). Non-maternity bat roosts shall be removed by a qualified biologist, by either making the roost unsuitable for bats by opening the roost area to allow airflow through the cavity, or excluding the bats using one-way doors, funnels, or flaps. • All special-status bat roosts that are destroyed shall be replaced at a 1:1 ratio with a roost suitable for the displaced species. The roost will be modified as necessary to provide a suitable roosting environment for the target bat species. 	Less than Significant
	<p>Mitigation Measure BIO-1e.SP: With approval from the Resource Agencies, a qualified biologist shall perform sampling to ascertain the status of salt marsh harvest mouse on the Ferrari property. The survey shall be designed in cooperation with the USFWS and CDFW to determine the presence or absence of the salt marsh harvest mouse on the Ferrari Property. If salt marsh harvest mouse is not detected during surveys, no impacts would occur to this species and further action would not be required.</p> <p>If salt marsh harvest mouse is identified during surveys, or surveys are not performed and species’ presence is presumed, Mitigation Measure BIO-1f.SP shall be implemented to reduce potential impacts to less than significant.</p>	Less than Significant

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Biological Resources (SP) – (cont.)		
<p>Impact BIO-1.SP (cont.)</p>	<p>Mitigation Measure BIO-1f.SP: The following measures shall be implemented within occupied, or presumed-occupied salt marsh harvest mouse habitat to avoid, minimize, and mitigate impacts to this species and its habitat.</p> <ol style="list-style-type: none"> 1. A qualified, CDFW/USFWS-approved biological monitor will be present during all project-related activities within habitat for the salt marsh harvest mouse. The biological monitor will present a Worker Environmental Awareness Program for construction personnel to provide guidance about listed species and their habitats. The biological monitor will monitor all activities to ensure that no special-status species is harassed, killed, or injured, and to ensure that the project conforms to the conservation measures outlined in this document. The biological monitor will notify responsible construction management personnel when any aspect of the project will result in unauthorized take of special-status wildlife. 2. Vegetation will be removed using hand-tools prior to the start of any construction-related activities. A qualified biological monitor will be present during all clearing and construction-related activities associated with potential salt marsh harvest mouse habitat. If salt marsh harvest mice are observed within the work area, a biologist, with the appropriate federal and state permits, will remove and relocate the species. 3. To avoid potential impacts to salt marsh harvest mouse, exclusion fencing will be erected along the upper edges of the marsh prior to construction initiation around any work area. The fencing shall extend along the marsh edge at least 100 feet beyond the work area. 4. Any additional measures required by the USFWS (Biological Opinion) or CDFW (ITP) that will avoid impacts to the salt marsh harvest mouse will be incorporated and implemented during construction. 5. Every morning prior to the start of construction, a qualified biologist will inspect all areas within 250 feet of emergent pickleweed habitat to determine the potential presence of salt marsh harvest mice. 6. At the close of each workday, escape ramps/boards will be provided in all open trenches. 7. Vehicle use and disturbance within suitable habitat will be minimized to the maximum extent practicable. 8. The permanent or temporary loss of occupied salt marsh harvest mouse habitat will be mitigated by creating or restoring a comparable amount of habitat following completion of construction activities. Such enhancement will achieve a 1:1 ratio (i.e., no-net loss) for on-site pickleweed habitat, with habitat restored to pre-construction conditions or better and monitored following the restoration plan, as stated below. 	<p align="center">Less than Significant</p>

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Biological Resources (SP) – (cont.)		
<p>Impact BIO-1.SP (cont.)</p>	<p>9. To compensate for the loss of pickleweed and occupied salt marsh harvest mouse habitat, a restoration plan will be prepared by a qualified biologist to ensure there are no permanent impacts to salt harvest mouse habitat. The plan will outline measures to be implemented to restore and re-establish habitat on the site, and should include (but is not necessarily limited to) the following elements:</p> <ul style="list-style-type: none"> a. Restoration of temporarily filled pickleweed habitat to original contours b. Preparation of enhanced/restored areas for replanting c. Collection and propagation of site-specific plant materials d. Planting methods and required soil amendments e. The need for irrigation or site protection f. Provisions for annual weeding and other maintenance g. Performance criteria by which successful completion of mitigation can be assessed (e.g., 80% survival of plantings in year 5 with increased plant vigor each year) h. Monitoring methods and schedule (e.g., minimum of 5 years) i. Reporting requirements (e.g., annual monitoring for at least five years) 	
<p>Impact BIO-2.SP: Development under the Specific Plan could have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service (Criterion b). (Significant)</p>	<p>Mitigation Measure BIO-2.SP: Implement Mitigation Measure BIO-3b.SP.</p>	<p>Less than Significant</p>
<p>Impact BIO-3.SP: Development under the Specific Plan could have a substantial adverse effect on federally protected wetlands (as defined by Section 404 of the Clean Water Act) or state protected wetlands, through direct removal, filling, hydrological interruption, or other means (Criterion c). (Significant)</p>	<p>Mitigation Measure BIO-3a.SP: Construction activities shall avoid or minimize adverse effects on jurisdictional waters to the greatest extent feasible. Specifically:</p> <ul style="list-style-type: none"> • Any jurisdictional salt marsh areas across Redwood Creek shall be protected by setbacks throughout Plan Area construction. The Baylands Ecosystems Habitat Goals (Goals Project, 1999) recommend a minimum 300-foot marsh buffer be incorporated into project design wherever possible and recommend an absolute minimum buffer of 100 feet where existing uses preclude the establishment of larger buffers. 	<p>Less than Significant</p>

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Biological Resources (SP) – (cont.)		
<p>Impact BIO-3.SP (cont.)</p>	<ul style="list-style-type: none"> • Areas that are avoided and provided with setbacks, as well as jurisdictional drainage channels in the vicinity of the Plan area, shall be protected during construction by BMPs as described in Mitigation Measure BIO-3b.SP below. Such measures include the installation of silt fencing, straw wattles or other appropriate erosion and sediment control methods or devices to prevent sediment from activities on the upland portion of the site from entering drainages or Redwood Creek. To minimize disturbance of setbacks and wetlands, equipment such as pile drivers, backhoes and cranes used for removal or installation of levees, piles, and rip-rap along the Plan Area shoreline shall operate from dry land where possible. Construction operations within the Redwood Creek may also be barge-mounted or utilize other water-based equipment such as scows, derrick barges and tugs. <p>Mitigation Measure BIO-3b.SP: Standard BMPs described below shall be employed to avoid degradation of aquatic habitat by maintaining water quality and controlling erosion and sedimentation during construction as required by compliance with the General National Pollution Discharge Elimination System (NPDES) Permit for Construction Activities and as established by mitigation measures set forth in Section 4.8, <i>Hydrology and Water Quality</i>, to address impacts to water quality.</p> <p>BMPs shall include, but not be limited to, installing silt fencing between jurisdictional waters and Specific Plan related activities, locating fueling stations away from potentially jurisdictional features, and otherwise isolating construction work areas from any identified jurisdictional features outside of the Plan Area. In addition, BMPs to avoid impacts to water quality resulting from dredging or other activities within open waters that are identified in the LTMS (Corps, 2001) shall be implemented. These BMPs include: silt fencing and gunnerbooms or other appropriate methods for keeping dredged materials or other sediments from leaving the Plan Area.</p>	<p>Less than Significant</p>
<p>Impact BIO-4.SP: Development under the Specific Plan could substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites (Criterion d). (Potentially Significant)</p>	<p>Mitigation Measure BIO-4.SP: Prior to the approval of a landscaping plan and lighting plan for any project in the Specific Plan Area, the project applicant shall submit plans to the City, for review and approval, to demonstrate that the project has been designed to reduce unnecessary artificial nighttime lighting and potential bird collisions with buildings. The applicant shall implement into the project the following required avoidance measures to reduce bird strike impacts.</p> <ol style="list-style-type: none"> 1. Required avoidance measures include all of the following: <ol style="list-style-type: none"> a. Prohibit the use of mirrors in landscape design. b. Avoid placement of bird-friendly attractants (i.e., vegetated landscaped areas, including roofs, and water features) near glass. The placement of trees or shrubs greater than five feet tall when planted shall be located 	<p>Less than Significant</p>

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Biological Resources (SP) – (cont.)		
<p>Impact BIO-4.SP (cont.)</p>	<p>within three (3) feet of any glass façade to avoid creating a gap where birds could fly between the glass façade and the reflecting vegetation, and to slow birds down on approach.</p> <p>c. For all buildings developed within 300 feet of open spaces that are at least two acres or larger and dominated by vegetation (including vegetated landscaping, wetlands, or open water), all trees or shrubs shall be placed far enough away from any glass facades to avoid reflecting tree canopies or other vegetation in the glass façades. The specific distance would be a project-specific determination based on building and landscape plans and the proposed tree species (which will indicate the proposed tree canopy profile).</p>	
<p>Impact BIO-5.SP: Development under the Specific Plan could conflict with the Redwood City’s Tree Protection Ordinance (Redwood City Municipal Code Chapter 35.3) by removal of protected trees (Criterion e). (Less than Significant)</p>	<p>Mitigation Measure BIO-5a.SP: To mitigate for the loss of removed trees, replacement planting shall be provided to prevent excessive loss of shade, erosion control, groundwater replenishment, visual screening and wildlife habitat in accordance with the following criteria:</p> <ol style="list-style-type: none"> 1. No tree replacement shall be required for the removal of nonnative species, for the removal of trees which is required for the benefit of remaining trees, or where insufficient planting area exists for a mature tree of the species being considered. 2. Replacement tree species shall be native to California. 3. Replacement trees shall be of twenty-four (24) inch box size, except that three fifteen (15) gallon size trees may be substituted for each twenty-four (24) inch box size tree where appropriate. 4. In the event that replacement trees are required but cannot be planted due to site constraints, an in lieu fee as determined by the master fee schedule of the city may be substituted for required replacement plantings, with all such revenues applied toward tree planting in city parks, streets and medians. 5. Plantings shall be installed prior to the issuance of a certificate of occupancy, subject to seasonal constraints, and shall be maintained by the applicant until established. The Tree Reviewer may require a landscape plan showing the replacement planting and the method of irrigation. Any replacement planting which fails to become established within one year of planting shall be replanted at the applicant’s expense. 	<p align="center">Less than Significant</p>

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Biological Resources (SP) – (cont.)		
Impact BIO-4.SP (cont.)	<p>Mitigation Measure BIO-5b.SP: Tree Protection during construction. Adequate protection shall be provided during the construction period for any trees which are to remain standing, deemed to be potentially endangered by said site work, and shall include the following:</p> <ol style="list-style-type: none"> 1. Before the start of any clearing, excavation, construction or other work in the Plan Area, every protected tree deemed to be potentially endangered by said site work shall be securely fenced off at a distance from the base of the tree to be determined by the City's Parks and Recreation Director. Such fences shall remain in place for duration of all such work. All trees to be removed shall be clearly marked. A scheme shall be established for the removal and disposal of logs, brush, earth and other debris which will avoid injury to any protected tree. 2. Where proposed development or other site work is to encroach upon the protected perimeter of any protected tree, special measures shall be incorporated to allow the roots to breathe and obtain water and nutrients. Any excavation, cutting, filling, or compaction of the existing ground surface within the protected perimeter shall be minimized. No change in existing ground level shall occur within a distance to be determined by the City's Parks and Recreation Director from the base of any protected tree at any time. No burning or use of equipment with an open flame shall occur near or within the protected perimeter of any protected tree. 3. No storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees shall occur within the distance to be determined by the City's Parks and Recreation Director from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. No heavy construction equipment or construction materials shall be operated or stored within a distance from the base of any protected trees to be determined by the tree reviewer. Wires, ropes, or other devices shall not be attached to any protected tree, except as needed for support of the tree. No sign, other than a tag showing the botanical classification, shall be attached to any protected tree. 4. Periodically during construction, the leaves of protected trees shall be thoroughly sprayed with water to prevent buildup of dust and other pollution that would inhibit leaf transpiration. 5. If any damage to a protected tree should occur during or as a result of work on the site, the project applicant shall immediately notify the Parks and Recreation Department of such damage. If, in the professional opinion of the City's Parks and Recreation Director, such tree cannot be preserved in a healthy state, the Director shall require replacement of any tree removed with another tree or trees on the same site deemed adequate by the Director to compensate for the loss of the tree that is removed. 	Less than Significant

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Biological Resources (SP) – (cont.)		
Impact BIO-5.SP (cont.)	6. All debris created as a result of any tree removal work shall be removed by the project applicant from the property within two weeks of debris creation, and such debris shall be properly disposed of by the project applicant in accordance with all applicable laws, ordinances, and regulations.	
Impact BIO-6.SP: Development under the Specific Plan could conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan (Criterion f). (Less than Significant)	None Required.	Less than Significant
Biological Resources (HV)		
Impact BIO-1.HV: Development under the Harbor View project could adversely affect, either directly or through habitat modifications, any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service (Criterion a). (Potentially Significant)	Mitigation Measure BIO-1a.HV: Implement Mitigation Measure BIO-1c.SP.	Less than Significant
	Mitigation Measure BIO-1b.HV: Implement Mitigation Measure BIO-1d.SP.	Less than Significant
Impact BIO-2.HV: Development of the Harbor View project could have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service (Criterion b). (No Impact)	None Required.	No Impact
Impact BIO-3.HV: Development of the Harbor View project could have a substantial adverse effect on federally protected wetlands (as defined by Section 404 of the Clean Water Act) or state protected wetlands, through direct removal, filling, hydrological interruption, or other means (Criterion c). (No Impact)	None Required.	No Impact
Impact BIO-4.HV: Development of the Harbor View project could substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites (Criterion d). (Potentially Significant)	Mitigation Measure BIO-4.HV: Implement Mitigation Measure BIO-4.SP	Less than Significant
Impact BIO-5.HV: Development under the Harbor View project could fundamentally conflict with the City of Redwood City's Tree Protection Ordinance (Redwood City Municipal Code Chapter 35.3) by removal of protected trees under certain circumstances (Criterion e). (Potentially Significant)	Mitigation Measure BIO-5a.HV: Implement Mitigation Measure BIO-5b.SP.	Less than Significant
Impact BIO-6.HV: Adoption and development under the Harbor View project could conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan (Criterion f). (No Impact)	None Required.	No Impact

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Biological Resources (CU)		
<p>Impact BIO-1.CU: Construction activity and operations of development under the Specific Plan and/or the Harbor View project, in combination with past, present, existing, approved, pending and reasonably foreseeable future projects within and in the vicinity of the Plan Area and project site, would not result in impacts on special-status species, sensitive habitats, wildlife movement corridors, wetlands, and other waters of the U.S. (Less than Significant)</p>	None Required.	Less than Significant
Cultural Resources (SP)		
<p>Impact CUL-1.SP: Development under the Specific Plan would not result in the physical demolition, destruction, relocation, or alteration of historical resources that are listed in or may be eligible for listing in the federal, state, or local registers of historical resources. (No Impact)</p>	None Required	No Impact
<p>Impact CUL-2.SP: Development under the Specific Plan could result in significant impacts to unknown archaeological resources. (Potentially Significant or Significant)</p>	<p>Mitigation Measure CUL-2.SP: Inadvertent Discovery of Archaeological Resources. If prehistoric or historic-period archaeological resources are encountered, all construction activities within 100 feet shall halt and the City of Redwood City shall be notified. Prehistoric archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil (“midden”) containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-era materials might include deposits of metal, glass, and/or ceramic refuse. A Secretary of the Interior-qualified archaeologist shall inspect the findings within 24 hours of discovery.</p> <p>If it is determined that the project could damage a historical resource or a unique archaeological resource (as defined pursuant to the CEQA Guidelines), mitigation shall be implemented in accordance with PRC Section 21083.2 and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place. If preservation in place is feasible, this may be accomplished through one of the following means: (1) modifying the construction plan to avoid the resource; (2) incorporating the resource within open space; (3) capping and covering the resource before building appropriate facilities on the resource site; or (4) deeding resource site into a permanent conservation easement.</p>	Less than Significant

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Cultural Resources (SP) – (cont.)		
Impact CUL-2.SP (cont.)	If avoidance or preservation in place is not feasible, a qualified archaeologist shall prepare and implement a detailed treatment plan to recover the scientifically consequential information from and about the resource, which shall be reviewed and approved by the City prior to any excavation at the resource site. If avoidance is not feasible, a qualified archaeologist shall prepare and implement a detailed treatment plan in consultation with City of Redwood City and, for prehistoric resources, the appropriate Native American representative. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of (but would not be not limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the project. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and state repositories, libraries, and interested professionals.	
Impact CUL-3.SP: Development under the Specific Plan could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.(Less than Significant with Mitigation)	Mitigation Measure CUL-3.SP: <i>Inadvertent Discovery of Paleontological Resources.</i> If paleontological resources, such as fossilized bone, teeth, shell, tracks, trails, casts, molds, or impressions are discovered during ground-disturbing activities, work shall stop in that area and within 100 feet of the find until a qualified paleontologist can assess the nature and importance of the find and, if necessary, develop appropriate treatment measures in conformance with Society of Vertebrate Paleontology standards, and in consultation with the City of Redwood City.	Less than Significant
Impact CUL-4.SP: Development under the Specific Plan could disturb human remains, including those interred outside of formal cemeteries. (Less than Significant with Mitigation) (Potentially Significant)	Mitigation Measure CUL-4.SP: <i>Inadvertent Discovery of Human Remains.</i> In the event of discovery or recognition of any human remains during construction activities, such activities within 100 feet of the find shall cease until the San Mateo County Coroner has been contacted to determine that no investigation of the cause of death is required. The Native American Heritage Commission (NAHC) will be contacted within 24 hours if it is determined that the remains are Native American. The NAHC will then identify the person or persons it believes to be the most likely descendant from the deceased Native American, who in turn would make recommendations to the City of Redwood City for the appropriate means of treating the human remains and any grave goods.	Less than Significant
Cultural Resources (HV)		
Impact CUL-1.HV: The Harbor View project would not result in the physical demolition, destruction, relocation, or alteration of historical resources that are listed in or may be eligible for listing in the federal, state, or local registers of historical resources. (No Impact)	None Required.	No Impact
Impact CUL-2.HV: The Harbor View project could result in significant impacts to unknown archaeological resources. (Potentially Significant)	Mitigation Measure CUL-2.HV: Implement Mitigation Measure CUL-2.SP.	Less than Significant

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Cultural Resources (HV) – (cont.)		
Impact CUL-3.HVP: The Harbor View project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. (Potentially Significant)	Mitigation Measure CUL-3.HV: Implement Mitigation Measure CUL-3.SP .	Less than Significant
Impact CUL-4.HV: The Harbor View project could disturb human remains, including those interred outside of formal cemeteries. (Potentially Significant)	Mitigation Measure CUL-4.HV: Implement Mitigation Measure CUL-4.SP .	Less than Significant
Cultural Resources (CU)		
Impact CUL-1.CU: Construction activity and development under the Specific Plan and/or the Harbor View project, in combination with past, present, existing, approved, pending and reasonably foreseeable future projects within and in the vicinity of the Plan Area and project site, would contribute to a significant adverse cumulative impact to cultural resources, but the contribution would not be considerable. (Potentially Significant)	Mitigation Measure CUL-1.CU: Implement Mitigation Measures CUL-2.SP and CUL-2.HV (Inadvertent Discovery of Archaeological Resources); CUL-3.SP and CUL-3.HV (Inadvertent Discovery of Paleontological Resources); and CUL-4.SP and CUL-4.HV (Inadvertent Discovery of Human Remains)	Less than Significant
Geology (SP)		
Impact GEO-1.SP: Development under the Specific Plan could expose people or structures to seismic hazards such as ground shaking and seismic-related ground failure such as liquefaction, differential settlement, collapse, or lateral spreading (Criteria a.2 and a.3). (Less than Significant)	None Required.	Less than Significant
Impact GEO-2.SP: Adoption and development under the Specific Plan could potentially cause soil erosion or loss of topsoil during construction and operation of development under the Specific Plan (Criterion b). (Less than Significant)	None Required.	Less than Significant
Impact GEO-3.SP: Development under the Specific Plan could potentially be located on a geologic unit or soil that is unstable, or that would become unstable as a result of development under the Plan, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse (Criterion c). (Less than Significant)	None Required.	Less than Significant
Impact GEO-4.SP: Proposed improvements from the adoption and development under the Specific Plan could be located on expansive or corrosive soils creating substantial risks to life or property (Criterion d). (Less than Significant)	None Required.	Less than Significant

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Geology (HVP)		
Impact GEO-1.HV: Construction of the Harbor View project could expose people or structures to seismic hazards such as ground shaking and seismic-related ground failure such as liquefaction, differential settlement, collapse, or lateral spreading (Criteria a.2 and a.3). (Less than Significant)	None Required.	Less than Significant
Impact GEO-2.HV: Construction of the Harbor View project could potentially cause soil erosion or loss of topsoil during construction and operation of the project (Criteria b) (Less than Significant)	None Required.	Less than Significant
Impact GEO-3.HV: Construction of the Harbor View project could potentially be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse (Criteria c). (Less than Significant)	None Required.	Less than Significant
Impact GEO-4.HV: Construction of the Harbor View project could be located on expansive or corrosive soils creating substantial risks to life or property (Criteria d). (Less than Significant)	None Required.	Less than Significant
Geology (CU)		
Impact GEO-1.CU: Development under the Specific Plan and/or the Harbor View project, combined with cumulative development in the Plan Area and citywide, including past, present, existing, approved, pending, and reasonably foreseeable future development, would not result in significant cumulative impacts with respect to geology, soils or seismicity. (Less than Significant)	None Required.	No significant cumulative impact is identified.
Greenhouse Gas and Energy (SP)		
Impact GHG-1.SP: Construction and operation of development under the Specific Plan would produce greenhouse gas emissions that exceed 1,100 metric tons of CO ₂ e per year, but would not exceed 4.6 metric tons of CO ₂ e per service population annually (Criterion a). (Less than Significant)	None Required.	Less than Significant
Impact GHG-2.SP: Adoption and development under the Specific Plan would not conflict with an applicable plan, policy or regulation of an appropriate regulatory agency adopted for the purpose of reducing greenhouse gas emissions (Criterion b). (Less than Significant)	None Required.	Less than Significant
Impact GHG-3.SP: Development under the Specific Plan would not result in wasteful, inefficient and unnecessary use of energy and would not require substantial additional capacity. (Criteria c and d) (Less than Significant)	None Required.	Less than Significant

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Greenhouse Gas and Energy (HVP)		
Impact GHG-1.HV: Construction and operation of the Harbor View Project would produce greenhouse gas emissions that exceed 1,100 metric tons of CO ₂ e per year, but would not exceed 4.6 metric tons of CO ₂ e per service population annually (Criterion a). (Less than Significant)	None Required.	Less than Significant
Impact GHG-2.HV: Development of the Harbor View Project would not conflict with an applicable plan, policy or regulation of an appropriate regulatory agency adopted for the purpose of reducing greenhouse gas emissions (Criterion b). (Less than Significant)	None Required.	Less than Significant
Impact GHG-3.HV: Construction and operation of the Harbor View Project would not result in wasteful, inefficient and unnecessary use of energy and the Project would not require substantial additional capacity. (Criterion c and d) (Less than Significant)	None Required.	Less than Significant
Greenhouse Gas and Energy (CU)		
Impact GHG-1.CU: Development under the Specific Plan and/or the Harbor View Place project, combined with cumulative development in the Plan Area and citywide, including past, present, existing, approved, pending, and reasonably foreseeable future development in the Plan Area and its vicinity, would result in cumulative impacts regarding GHG emissions and climate change (Criterion c). (Less than Significant)	None Required.	Less than Significant
Hazards and Hazardous Materials (SP)		
Impact HAZ-1.SP: Construction associated with development under the Specific Plan as well as operational land uses could create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials. (Criterion a) (Potentially Significant)	Mitigation Measure HAZ-1.SP: Prior to issuance of any building permit for sites where ground breaking activities would occur, all proposed development sites shall have a Phase I site assessment performed by a qualified environmental consulting firm in accordance with the industry required standard known as ASTM E 1527-13. The Phase I assessment shall include an evaluation for the potential presence of undocumented fills from offsite sources that may include contaminants of concern such as petroleum hydrocarbons, polycyclic aromatic hydrocarbons, and asbestos. If the Phase I assessment shows the potential for encountering hazardous releases, then Phase II site assessments or other appropriate analyses shall be conducted to determine the extent of the contamination and the process for remediation. All proposed development in the Plan Area where previous hazardous materials releases have occurred shall require remediation and cleanup to levels identified in an approved site specific Remedial Action Plan prepared by a licensed environmental consulting firm and that considers potential exposure risks for the proposed new use of the site; or to levels established by the overseeing regulatory agency (San Mateo County Environmental Health (SMCEH), Regional Water Quality Control Board (RWQCB), or Department of Toxic Substances Control (DTSC). All proposed groundbreaking activities within areas of identified or suspected contamination shall be conducted according to a site specific health and safety plan, prepared by a	Less than Significant

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Hazards and Hazardous Materials (SP) – (cont.)		
Impact HAZ-1.SP (cont.)	<p>licensed professional in accordance with Cal/OHSA regulations (contained in Title 8 of the California Code of Regulations) and approved by SMCEH prior to the commencement of groundbreaking. The health and safety plan shall consider and may include (but not be limited to) as appropriate the following example measures:</p> <ul style="list-style-type: none"> • Emergency Response Procedures, including location of nearest emergency care facility; • Hazardous Materials Safety Data Sheets available onsite for all anticipated hazardous materials that could be used or encountered during construction; • Personal Protective Equipment requirements for all persons onsite during construction; • Isolation and protection of any excavated soils suspected of contamination; and/or <p>Contact information for SMCEH, Fire Department, and qualified environmental consulting firm capable of obtaining samples for laboratory analysis.</p>	
Impact HAZ-2.SP: Disturbance and release of hazardous structural and building components (i.e., asbestos, lead, PCBs, underground storage tanks, and above ground storage tanks) during demolition and construction phases of development or transport of these materials could expose construction workers, the public, or the environment to adverse conditions related to hazardous materials handling (Criterion a). (Less than Significant)	None Required.	Less than Significant
Impact HAZ-3.SP: Development under the Specific Plan could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. (Criterion b) (Potentially Significant)	Mitigation Measure HAZ-3.SP: All development shall require the use of construction Best Management Practices (BMPs) to control handling of hazardous materials during construction to minimize the potential negative effects from accidental release to groundwater and soils. For any projects that disturb less than one acre, a list of BMPs to be implemented shall be part of building specifications and approved of by the City Building Department prior to issuance of a building permit.	Less than Significant
Impact HAZ-4.SP: Development under the Specific Plan could be located on sites which are included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or environment. (Criterion d) (Potentially Significant)	Mitigation Measure-HAZ-4.SP: Implement Mitigation Measure HAZ-1.SP .	Less than Significant
Impact HAZ-5.SP: Development under the Specific Plan could be located within the airport land use plan for the San Carlos Airport resulting in a safety hazard for people residing or working in the project area. (Criterion e) (Less than Significant)	None Required.	Less than Significant

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Hazards and Hazardous Materials (HV)		
Impact HAZ-1.HV: Construction and operation of the Harbor View project could create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials. (Criterion a) (Potentially Significant)	Mitigation Measure HAZ-1.HV: Implement Mitigation Measure HAZ-1.SP.	Less than Significant
Impact HAZ-2.HV: Disturbance and release of hazardous structural and building components (i.e., asbestos, lead, PCBs, underground storage tanks, and above ground storage tanks) with the Harbor View project during the demolition phase of construction or transport of these materials could expose construction workers, the public, or the environment to adverse conditions related to hazardous materials handling (Criteria a). (Less than Significant)	None Required	Less than Significant
Impact HAZ-3.HV: Development of the Harbor View project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. (Criterion b) (Potentially Significant)	Mitigation Measure HAZ-3.HV: Implement Mitigation Measure HAZ-3.SP.	Less than Significant
Impact HAZ-4.HV: Development under the Specific Plan could be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or environment. (Criterion d) (Potentially Significant)	Mitigation Measure HAZ-4.HV: Implement Mitigation Measure HAZ-1.SP.	Less than Significant
Impact HAZ-5.HV: Development of the Harbor View project could be located within the airport land use plan for the San Carlos Airport resulting in a safety hazard for people residing or working in the project area. (Criterion e) (Less than Significant)	None Required.	Less than Significant
Hazards and Hazardous Materials (CU)		
Impact HAZ-1.CU: Development under the Specific Plan and/or the Harbor View project, combined with cumulative development in the Plan Area and citywide, including past, present, existing, approved, pending, and reasonably foreseeable future development, could contribute considerably to cumulative impacts related to hazards and hazardous materials. (Potentially Significant)	Mitigation Measure HAZ-1.CU: Implement Mitigation Measures HAZ-1.SP (HAZ-1.HV and HAZ-4.HV) through HAZ-3.SP (same as HAZ-3.HV).	Less than Significant
Hydrology and Water Quality		
Impact HYD-1.SP: Development under the Specific Plan could violate water quality requirements or waste discharge requirements (Criteria a). (Less than Significant)	None Required.	Less than Significant
Impact HYD-2.SP: Development under the Specific Plan could substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table (Criteria b). (Less than Significant)	None Required.	Less than Significant

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Hydrology and Water Quality – (cont.)		
Impact HYD-3.SP: Development under the Specific Plan would potentially alter the drainage pattern of the site such that it would result in substantial erosion or siltation on or off the site. (Criteria c and d). (Less than Significant)	None Required	Less than Significant
Impact HYD-4.SP: Development under the Specific Plan would potentially increase runoff and result in flooding on- or off-site. (Criteria e). (Less than Significant)	None Required.	Less than Significant
Impact HYD-5.SP: Development facilitated by the Specific Plan would potentially exceed the capacity of existing or planned stormwater infrastructure. (Criteria e). (Less than Significant)	None Required.	Less than Significant
Impact HYD-6.SP: Development under the Specific Plan would potentially place housing or other structures within the 100 year flood plain. (Criteria g and h). (Less than Significant)	None Required.	Less than Significant
Impact HYD-7.SP: Development facilitated by the Specific Plan could expose people or structures to a significant risk of loss, injury or death involving inundation as a result of sea level rise. (Criteria i (sea level rise)). (Less than Significant)	None Required.	Less than Significant
Hydrology and Water Quality (HV)		
Impact HYD-1.HV: Development of the Harbor View Project could violate water quality requirements or waste discharge requirements (Criteria a). (Less than Significant)	None Required.	Less than Significant
Impact HYD-2.HV: Development of the Harbor View Project could substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table (Criteria b). (Less than Significant)	None Required.	Less than Significant
Impact HYD-3.HV: Development of the Harbor View Project would potentially alter the drainage pattern of the site such that it would result in substantial erosion or siltation on or off the site. (Criteria c and d). (Less than Significant)	None Required.	Less than Significant
Impact HYD-4.HV: Development of the Harbor View Project would potentially increase runoff and result in flooding on- or off-site. (Criteria e). (Less than Significant)	None Required.	Less than Significant
Impact HYD-5.HV: Development of the Project would potentially exceed the capacity of existing or planned stormwater infrastructure. (Criteria e). (Less than Significant)	None Required.	Less than Significant

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Hydrology and Water Quality (HV) – (cont..)		
Impact HYD-6.HV: Development of the Harbor View Project would potentially place housing or other structures within the 100 year flood plain. (Criteria g and h) (Less than Significant)	None Required.	Less than Significant
Impact HYD-7.HV: Development of the Project could expose people or structures to a significant risk of loss, injury or death involving inundation as a result of sea level rise. (Criteria i, sea level rise) (Less than Significant)	None Required.	Less than Significant
Hydrology (CU)		
Impact HYD-1.CU: Construction activity and operations for the development under the Specific Plan and/or the Harbor View project in combination with past, present, existing, approved, pending, and reasonably foreseeable future projects in the vicinity of the Plan Area and Harbor View project site, would not contribute considerably cumulative impacts to hydrology and water quality. (Less than Significant)	None Required.	Less than Significant
Land Use and Planning (SP)		
Impact LU-1.SP: Adoption of and development under the Specific Plan would not result in the physical division of an established community (Criterion 1). (Less than Significant)	None Required.	Less than Significant
Impact LU-2.SP: Adoption of and development under the Specific Plan would not conflict with any applicable land use plan, policy adopted for the purpose of avoiding or mitigating an environmental effect (Criterion 2). (Less than Significant)	None Required.	Less than Significant
Impact LU-3.SP: Development under the Specific Plan could conflict with an applicable Habitat Conservation Plan or Natural Community Conservation Plan. (Criterion c). (Less than Significant)	None Required.	Less than Significant
Land Use and Planning (HV)		
Impact LU-1.HV: Adoption and development of the Harbor View project would not result in the physical division of an established community or conflict with adjacent or nearby land uses (Criterion 1). (Less than Significant)	None Required.	Less than Significant
Impact LU-2.HV: Adoption and development under the Harbor View project would not conflict with applicable land use plans and policies adopted for the purpose of avoiding or mitigating an environmental effect (Criterion 2). (Less than Significant)	None Required.	Less than Significant

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Land Use and Planning (SP)		
Impact LU-1.CU: Adoption of or development under the Specific Plan and/or the Harbor View project, in combination with past, present, existing, approved, pending and reasonably foreseeable future projects within and in the vicinity of the Plan Area and project site, would not result in cumulatively impacts to land use sand planning. (Less than Significant)	None Required,	Less than Significant
Noise (SP)		
Impact NOI-1.SP: Construction of development under the Specific Plan could result in substantial temporary or periodic increases in ambient noise levels in the Plan Area (Criteria a and d). (Potentially Significant)	<p>Mitigation Measure NOI-1.SP: Throughout demolition, grading and construction, the project applicants shall require construction contractors to limit standard construction activities as follows:</p> <ul style="list-style-type: none"> • Consistent with Section 24.32 of the Redwood City Noise Ordinance, construction activities shall be limited to the hours of 7:00 AM to 8:00 PM on weekdays; no construction shall take place at any time on Saturdays, Sundays, and holidays, if the construction generates noise levels exceeding the local ambient noise level measured at any point within a residential area. • Equipment and trucks used for construction shall use 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. • Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. 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; this could achieve a reduction of 5 dBA. <p>Stationary noise sources shall be located as far from adjacent receptors as possible and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or include other measures.</p>	Less than Significant
Impact NOI-2.SP: Construction of development under the Specific Plan could result in exposure of persons to or generation of, excessive ground borne vibration or ground borne noise levels in the Plan Area above existing levels without the Specific Plan (Criterion b). (Potentially Significant)	Mitigation Measures NOI-2.SP: Implement Mitigation Measure NOI-1.SP .	Less than Significant
Impact NOI-3.SP: Development under the Specific Plan could increase operational noise levels in the Plan Area to levels in excess of standards established in the Redwood City Noise Ordinance and Planning Code (Criteria a and c). (Less than Significant)	None Required.	Less than Significant

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Noise (SP) – (cont.)		
Impact NOI-4.SP: Development under the Specific Plan could expose persons to exterior noise levels in conflict with the land use compatibility guidelines of the Redwood City General Plan (Criterion a). (Significant)	Mitigation Measure NOI-4.SP: Applicants for individual projects under the Specific Plan shall conduct a project specific noise study to determine compatibility of the proposed use with the existing noise environment based on land use/noise compatibility guidelines in the City's General Plan. If the noise environment is found to be "conditionally acceptable" or "normally unacceptable" for the proposed use, a detailed acoustical analysis shall be conducted to specify the noise insulation measures needed to reduce noise exposure to "normally acceptable" levels. Measures may include but are not limited to, appropriate site design to achieve maximum sound attenuation, use of enhanced noise insulation features in the form of appropriate sound-rated assemblies and/or other features/measures to reduce interior noise levels to meet Title 24 requirements.	Less than Significant
Impact NOI-5.SP: Traffic generated by development under the Specific Plan could substantially increase traffic noise levels in the Plan Area (Criterion c). (Less than Significant)	None Required.	Less than Significant
Impact NOI-6.SP: Development under the Specific Plan could generate, or result in exposure of persons to, excessive ground borne vibration or ground borne noise levels in the Plan Area (Criteria b). (Less than Significant)	None Required.	Less than Significant
Noise (HV)		
Impact NOI-1.HV: Construction activities associated with the Harbor View project would result in substantial temporary or periodic increases in ambient noise levels in the project vicinity (Criteria a and d). (Less than Significant)	None Required.	Less than Significant
Impact NOI-2.HV: Construction activities associated with the Harbor View project would not result in exposure of persons to or generation of, excessive ground borne vibration or ground borne noise levels in the project vicinity above levels existing without the project (Criterion b). (Less than Significant)	None Required.	Less than Significant
Impact NOI-3.HV: Operational activities associated with the Harbor View project would not increase long term noise levels in the project vicinity to levels in excess of standards established in the Redwood City Noise Ordinance and Planning Code (Criteria a and c). (Less than Significant)	None Required.	Less than Significant
Impact NOI-4.HV: Development of the Harbor View project would expose persons to exterior noise levels in conflict with the land use compatibility guidelines of the Redwood City General Plan (Criterion a). (Less than Significant)	None Required.	Less than Significant
Impact NOI-5.HV: Traffic generated by the Harbor View Project would not substantially increase traffic noise levels in the project vicinity (Criterion c). (Less than Significant)	None Required.	Less than Significant

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Noise (HV) (cont.)		
Impact NOI-6.HV: Operation of the Harbor View Project would not result in exposure of persons to or generation of, excessive ground borne vibration or ground borne noise levels in the Plan Area above existing levels without the Specific Plan (Criteria b). (Less than Significant)	None Required.	Less than Significant
Noise (CU)		
Impact NOI-1.CU: Traffic generated by development under the Specific Plan and/or the Harbor View project, in combination with traffic from cumulative development in the Plan Area and citywide, including past, present, existing, approved, pending and reasonably foreseeable future development; and construction and operational noise levels in combination with traffic from cumulative development could contribute considerably to cumulative noise impacts (Criterion c). (Less than Significant)	None Required.	Less than Significant
Population, Housing, and Employment (SP)		
Impact POP-1.SP: Adoption and development under the Specific Plan could induce substantial population growth in the area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure (Criterion a). (Less than Significant)	None Required.	Less than Significant
Impact POP-2.SP: Development under the Specific Plan would not displace substantial numbers of existing housing units or people, necessitating construction of replacement housing elsewhere. (Criteria b and c) (No Impact)	None Required.	No Impact
Population, Housing, and Employment (HV)		
Impact POP-1.HV: Approval and development of the Harbor View project would not induce substantial population growth in the area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure (Criterion a). (Less than Significant)	None Required.	Less than Significant
Impact POP-2.HV: Development of the Harbor View project would not displace substantial numbers of existing housing units or people, necessitating construction of replacement housing elsewhere. (Criteria b and c) (No Impact)	None Required.	No Impact
Population, Housing, and Employment (SU)		
Impact POP-1.CU: Construction activity and development under the Specific Plan and/or the Harbor View project, in combination with past, present, existing, approved, pending and reasonably foreseeable future projects within and in the vicinity of the Plan Area and project site, would not result in a significant effect to population, housing, and employment. (Less than Significant)	None Required.	Less than Significant

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Public Services (SP)		
Impact PSR-1.SP: Development under the Specific Plan could result in an increase in calls for police services, but would not require new or physically altered police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance objectives (Criterion 1a1). (Less than Significant)	None Required.	Less than Significant
Impact PSR-2.SP: Development under the Specific Plan could result in an increase in calls for fire protection and emergency medical response services, but would not require new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance objectives (Criterion 1a2). (Less than Significant)	None Required.	Less than Significant
Impact PSR-3.SP: Development under the Specific Plan could result in new students for local schools, but would not require new or physically altered school facilities to maintain acceptable performance objectives (Criterion 1a3). (Less than Significant)	None Required.	Less than Significant
Impact PSR-4.SP: Development under the Specific Plan could increase the use of existing neighborhood and regional parks and recreation centers, but not to the extent that substantial physical deterioration of the facilities would occur or be accelerated, nor would it cause the necessity for new or expanded facilities (Criterion 1a4 and 2a,b) (Less than Significant)	None Required.	Less than Significant
Public Services (HV)		
Impact PSR-1.HV: Development of the Harbor View project would result in an increase in calls for police services, but would not require new or physically altered police facilities in order to maintain acceptable performance objectives (Criterion 1a1). (Less than Significant)	None Required.	Less than Significant
Impact PSR-2.HV: Development of the Harbor View project could result in an increase in calls for fire protection and emergency medical response services, but would not require new or physically altered fire protection or emergency medical facilities in order to maintain acceptable performance objectives (Criterion 1a2). (Less than Significant)	None Required.	Less than Significant
Impact PSR-3.HV: Development of the Harbor View project could result in new students for local schools, but would not require new or physically altered school facilities to maintain acceptable performance objectives (Criterion 1a3). (Less than Significant)	None Required.	Less than Significant

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Public Services (HV) – (cont.)		
Impact PSR-4.HV: Development of the Harbor View project could increase the use of existing neighborhood and regional parks and recreation centers, but not to the extent that substantial physical deterioration of the facilities would occur or be accelerated, nor would it cause the necessity for new or expanded facilities (Criterion 1a4 and 2a,b) (Less than Significant)	None Required.	Less than Significant
Public Services (CU)		
Impact PSR-1.CU: Construction activity and operations for development under the Specific Plan and/or the Harbor View project, in combination with past, present, existing, approved, pending, and reasonably foreseeable future projects with the vicinity of the Plan Area and Harbor View project site, would not contribute considerably to a cumulative impact to public services and recreation. (Less than Significant)	None Required.	Less than Significant
Utilities (SP)		
Impact UTIL-1.SP: The water demand generated by development under the Specific Plan could exceed water supplies available from existing entitlements and resources (Criteria (b) and (d)). (Less than Significant)	None Required.	Less than Significant
Impact UTIL-2.SP: Development under the Specific Plan could exceed the wastewater treatment requirements of the San Francisco Regional Water Quality Control Board (RWQCB) or result in a determination that new or expanded wastewater treatment facilities would be required (Criteria (a), (b), and (e)). (Less than Significant)	None Required.	Less than Significant
Impact UTIL-3.SP: Development under the Specific Plan could require or result in construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects (Criterion (c)). (Less than Significant)	None Required.	Less than Significant
Impact UTIL-4.SP: Development under the Specific Plan could violate applicable federal, state, and local statutes and regulations related to solid waste; or generate solid waste that would exceed the permitted capacity of the landfills serving the area (Criteria (f) and (g)). (Less than Significant)	None Required.	Less than Significant

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Utilities (HV)		
<p>Impact UTIL-1.HV: Development of the Harbor View project could exceed the wastewater treatment requirements of the San Francisco Regional Water Quality Control Board or result in a determination that new or expanded wastewater treatment facilities would be required (Criteria (a) and (b)). (Potentially Significant)</p>	<p>Mitigation Measure UTIL-1.HV: The length of pipe to be mitigated would be determined by calculating the increase in average daily sewage generation and dividing that number by 37.6. Once the mitigation pipe length is determined, the applicant has the option to mitigate the required length of pipe, or pay a fee based on \$300/linear feet (lf) of mitigate pipe length. Based on the increase in sewage generation of 138,560 gpd, the length of sewer pipe mitigation is 3,685 lf. Since the project is already relocating 1,013 lf of sewer pipe, the mitigation fee should be based on a length of 3,685 – 1,013 = 2,672 lf. The estimated mitigation fee is 2,672 lf x \$300/lf = \$801,600.</p>	Less than Significant
<p>Impact UTIL-2.HV: The water demand generated by development of the Harbor View project could exceed water supplies available from existing entitlements and resources or require or result in the construction of new water treatment facilities or expansion of existing facilities (Criterion (b) and (d)). (Less than Significant)</p>	None Required.	Less than Significant
<p>Impact UTIL-3.HV: Development of the Harbor View project could require or result in construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects (Criterion (c)). (Less than Significant)</p>	None Required.	Less than Significant
<p>Impact UTIL-4.HV: Development of the Harbor View project could violate applicable federal, state, and local statutes and regulations related to solid waste; or generate solid waste that would exceed the permitted capacity of the landfills serving the area (Criteria (g) and (h)). (Less than Significant)</p>	None Required.	Less than Significant
Utilities (CU)		
<p>Impact UTIL-1.CU: Construction activity and operations for the development under the Specific Plan and/or the Harbor View project in combination with past, present, existing, approved, pending, and reasonably foreseeable future projects in the vicinity of the Plan Area and Harbor View project site, would not contribute considerably to cumulative impacts to utilities and service systems. (Less than Significant)</p>	None Required.	Less than Significant
Transportation and Circulation (SP)		
<p>Impact TRANS-1.SP: Construction associated with development under the Specific Plan would increase traffic volumes at area intersections and on area freeways, potentially causing temporary increased congestion and/or disruption of vehicle, pedestrian, bicycle and transit circulation. (Criteria a, b, d, e and f) (Potentially Significant)</p>	<p>Mitigation Measure TRANS-1.SP: Developers of projects within the Specific Plan Area shall develop and submit for City approval construction management plans that specify measures that would reduce impacts to motor vehicle, bicycle, pedestrian, and transit circulation. Construction management plans shall be submitted and approved prior to issuing a building permit and shall include the following:</p> <ul style="list-style-type: none"> • Location of construction staging areas for materials, equipment, and vehicles; 	Less than Significant

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (SP) – (cont.)		
<p>Impact TRANS-1.SP (cont.)</p>	<ul style="list-style-type: none"> • Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur; • Identification of haul routes for movement of construction vehicles that would minimize impacts on vehicular and pedestrian traffic, circulation, and safety; and provision for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul trucks can be identified and corrected by the project sponsors; • Provisions for removal of trash generated by project construction activity; • A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an on-site complaint manager; and <p>Provisions for pedestrian and bicycle circulation through the congestion zone.</p>	
<p>Impact TRANS-2.SP: Development under the Specific Plan would cause the service level at Maple Street / Veterans Boulevard (intersection #4) to degrade from LOS C to LOS E in the PM peak hour under Existing Plus Project conditions. (Criteria a and b) (Potentially Significant)</p>	<p>Mitigation Measure TRANS-2A.SP: Increase traffic capacity on eastbound Veterans Boulevard to the southbound U.S. 101 on-ramp. This improvement requires substantial reconfiguration of the U.S. 101 / SR 84 (Woodside Road) Interchange, thus requiring Caltrans approval. The U.S. 101 / SR 84 (Woodside Road) Interchange Improvement Project proposes to create a direct connection between Veterans Boulevard and southbound U.S. 101, which would provide adequate capacity to accommodate the project traffic volumes on eastbound Veterans Boulevard. If Caltrans approves and permits the City to implement these improvements, individual property owners within the Plan Area shall contribute their fair share contribution to the improvements through the City's Transportation Impact Fee Program. Concurrent with future building permit applications, the City shall ensure that the required transportation impact mitigation fee has been submitted. While the fees paid would help improve traffic conditions by funding needed transportation projects such as the U.S. 101 / SR 84 (Woodside Road) Interchange Improvement Project, they would not reduce the identified project impacts to a less-than-significant level until sufficient fees are obtained to pay for construction.</p> <p>Mitigation Measure TRANS-2B.SP: As a secondary mitigation measure to reduce single-occupancy vehicle trips generated by development projects in the Plan Area and therefore the amount of traffic added to the intersection of Maple Street and Veterans Boulevard, property owners within the Plan Area shall individually develop and implement a Transportation Demand Management (TDM) Plan as part of their future development entitlements.</p>	<p>Significant and Unavoidable</p>

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (SP) – (cont.)		
<p>Impact TRANS-3.SP: Development under the Specific Plan would add traffic to Broadway / Woodside Road (SR 84) / U.S. 101 Southbound Off-Ramp (intersection #6), which currently operates at LOS F in the PM peak hour under Existing conditions, and would increase vehicle delay at this intersection by more than the five-second threshold of significance. (Criteria a and b) (Potentially Significant)</p>	<p>Mitigation Measure TRANS-3A.SP: Add a second southbound left-turn lane on Woodside Road (SR 84) for traffic headed to the southbound U.S. 101 on-ramp. This improvement requires substantial reconfiguration of the U.S. 101 / SR 84 (Woodside Road) Interchange, thus requiring Caltrans approval. The U.S. 101 / SR 84 (Woodside Road) Interchange Improvement Project proposes to add a second southbound left-turn lane at this intersection to increase capacity to the southbound on-ramp. If Caltrans approves and permits the City to implement these improvements, individual property owners within the Plan Area shall contribute their fair share contribution to the improvements through the City's Transportation Impact Fee Program. Concurrent with future building permit applications, the City shall ensure that the required transportation impact mitigation fee has been submitted. While the fees paid would help improve traffic conditions by funding needed transportation projects such as the U.S. 101 / SR 84 (Woodside Road) Interchange Improvement Project, they would not reduce the identified project impacts to a less-than-significant level until sufficient fees are obtained to pay for construction.</p> <p>Mitigation Measure TRANS-3B.SP: As a secondary mitigation measure, individual projects within the Plan Area would be responsible for developing and implementing TDM plans as described in Mitigation Measure TRANS-2B.SP.</p>	<p>Significant and Unavoidable</p>
<p>Impact TRANS-4.SP: Development under the Specific Plan would add traffic to Veterans Boulevard / Woodside Road (SR 84) / U.S. 101 Southbound On-Ramp (intersection #7), which currently operates at LOS F in the PM peak hour under Existing conditions, and would increase vehicle delay at this intersection by more than the five-second threshold of significance. (Criteria a and b) (Potentially Significant)</p>	<p>Mitigation Measure TRANS-4A.SP: Increase traffic capacity on eastbound Veterans Boulevard and southbound Woodside Road (SR 84) to the southbound U.S. 101 on-ramp. This improvement requires substantial reconfiguration of the U.S. 101 / SR 84 (Woodside Road) Interchange, thus requiring Caltrans approval. As described in Mitigation Measures TRANS-2A.SP and TRANS-3A.SP, the U.S. 101 / SR 84 (Woodside Road) Interchange Improvement Project proposes to increase traffic capacity on both of these intersection approaches. This includes creating a direct connection between Veterans Boulevard and southbound U.S. 101 and an additional turn lane on southbound Woodside Road. If Caltrans approves and permits the City to implement these improvements, individual property owners within the Plan Area shall contribute their fair share contribution to the improvements through the City's Transportation Impact Fee Program. Concurrent with future building permit applications, the City shall ensure that the required transportation impact mitigation fee has been submitted. While the fees paid would help improve traffic conditions by funding needed transportation projects such as the U.S. 101 / SR 84 (Woodside Road) Interchange Improvement Project, they would not reduce the identified project impacts to a less-than-significant level until sufficient fees are obtained to pay for construction.</p> <p>Mitigation Measure TRANS-4B.SP: As a secondary mitigation measure, individual projects within the Plan Area would be responsible for developing and implementing TDM plans as described in Mitigation Measure TRANS-2B.SP.</p>	<p>Significant and Unavoidable</p>

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (SP) – (cont.)		
<p>Impact TRANS-5.SP: Development under the Specific Plan would cause the service level at Blomquist Street / Seaport Boulevard / East Bayshore Road (intersection #8) to degrade from LOS C to LOS E in the PM peak hour under Existing Plus Project conditions. (Criteria a and b) (Potentially Significant)</p>	<p>Mitigation Measure TRANS-5.SP: Add a second westbound left-turn pocket on East Bayshore Road, and extend both of the left-turn turn pockets to approximately 225 feet and extend the right-turn pocket to 150 feet. This measure would require restriping the existing 76-foot-wide roadway right-of-way to remove the eastbound merge lane and replace it with a second left-turn pocket. This modification is currently being studied as a potential capacity improvement by the City as a part of the U.S. 101 / SR 84 (Woodside Road) Interchange Improvement Project. However, this intersection is controlled by the City of Redwood City and therefore this improvement could be implemented without Caltrans approval. Individual property owners within the Plan Area shall contribute their fair share contribution to this improvement through the City's Transportation Impact Fee Program. Concurrent with future building permit applications, the City shall ensure that the required transportation impact mitigation fee has been submitted. While the fees paid would help improve traffic conditions by funding needed transportation projects such as the U.S. 101 / SR 84 (Woodside Road) Interchange Improvement Project, they would not reduce the identified project impacts to a less-than-significant level until sufficient fees are obtained to pay for construction.</p>	<p align="center">Less than Significant</p>
<p>Impact TRANS-6.SP: Development under the Specific Plan would increase traffic volumes on study area freeway segments. (Criteria a and b) (Potentially Significant)</p>	<p>Mitigation Measure TRANS-6A.SP: Construct an additional mixed flow and/or high-occupancy vehicle (HOV) lane on southbound and northbound U.S. 101, requiring Caltrans approval. If approved by Caltrans, individual property owners within the Plan Area shall contribute their fair share contribution to this improvement through the City's Transportation Impact Fee Program. Concurrent with future building permit applications, the City shall ensure that the required transportation impact mitigation fee has been submitted. While the fees paid would help improve traffic conditions by funding needed transportation projects, they would not reduce the identified project impacts to a less-than-significant level until sufficient fees are obtained to pay for construction.</p> <p>Mitigation Measure TRANS-6B.SP: As a secondary mitigation measure, individual projects within the Plan Area would be responsible for developing and implementing TDM plans as described in Mitigation Measure TRANS-2B.SP.</p>	<p align="center">Significant and Unavoidable</p>
<p>Impact TRANS-7.SP: Development under the Specific Plan would increase traffic volumes on study area freeway ramps. (Criteria a and b) (Potentially Significant)</p>	<p>Mitigation Measure TRANS-7A.SP: Increase traffic capacity on the northbound U.S. 101 off-ramp, requiring Caltrans approval. Capacity improvements to the northbound off-ramp, such as the addition of a second optional exit lane, are currently being studied by the City as a part of the U.S. 101 / SR 84 (Woodside Road) Interchange Improvement Project. If Caltrans approves and permits the City to implement these improvements, individual property owners within the Plan Area shall contribute their fair share contribution to the improvements through the City's Transportation Impact Fee Program. Concurrent with future building permit applications, the City shall ensure that the required transportation impact mitigation fee has been submitted. While the fees paid would help improve traffic conditions by</p>	<p align="center">Significant and Unavoidable</p>

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (SP) – (cont.)		
Impact TRANS-7.SP (cont.)	funding needed transportation projects such as the U.S. 101 / SR 84 (Woodside Road) Interchange Improvement Project, they would not reduce the identified project impacts to a less-than-significant level. Mitigation Measure TRANS-7B.SP: As a secondary mitigation measure, individual projects within the Plan Area would be responsible for developing and implementing TDM plans as described in Mitigation Measure TRANS-2B.SP.	
Impact TRANS-8.SP: Development under the Specific Plan would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. (Criterion c) (Less than Significant)	None Required.	Less than Significant
Impact TRANS-9.SP: Development under the Specific Plan would not substantially increase hazards due to a design feature or incompatible uses. (Criterion d) (Less than Significant)	None Required.	Less than Significant
Impact TRANS-10.SP: Development under the Specific Plan would not result in inadequate emergency access. (Criterion e) (Less than Significant)	None Required.	Less than Significant
Impact TRANS-11.SP: Development under the Specific Plan would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. (Criterion f) (Less than Significant)	None Required.	Less than Significant
Impact TRANS-12.SP: Development under the Specific Plan, combined with cumulative development in the defined geographic area, including past, present, existing, approved, pending, and reasonably foreseeable future development, would contribute a considerable amount of traffic and increase the average vehicle delay by more than the five-second threshold of significance at Veterans Boulevard / Whipple Avenue (Intersection #1) during the AM peak hour. (Criteria a and b) (Potentially Significant)	Mitigation Measure TRANS-12.SP: Add a second 120-foot-long westbound left-turn pocket on Whipple Avenue, subject to approval by the City and designed based on City standards and specifications. Individual property owners within the Plan Area shall contribute their fair share contribution to this improvement through the City's Transportation Impact Fee Program. Concurrent with future building permit applications, the City shall ensure that the required transportation impact mitigation fee has been submitted. While the fees paid would help improve traffic conditions by funding needed transportation projects, they would not reduce the identified project impacts to a less-than-significant level until sufficient fees are obtained to pay for construction. This second westbound left-turn pocket would require widening Whipple Avenue to the north and reducing the width of the existing 10- to 14-foot-wide planting strip to approximately four feet for the length of the turn pocket.	Less than Significant

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (SP) – (cont.)		
<p>Impact TRANS-13.SP: Development under the Specific Plan, combined with cumulative development in the defined geographic area, including past, present, existing, approved, pending, and reasonably foreseeable future development, would contribute a considerable amount of traffic to East Bayshore Road / Bair Island Road / Blomquist Street extension (Intersection #3) and would cause this intersection to degrade from LOS D to LOS F in the AM peak hour and from LOS E to LOS F in the PM peak hour under Cumulative Conditions. (Criteria a and b) (Potentially Significant)</p>	<p>Mitigation Measure TRANS-13A.SP: Add right-turn bypass lanes to the southbound and westbound approaches, subject to approval by the City and designed based on City standards and specifications. Individual property owners within the Plan Area shall contribute their fair share contribution to these improvements through the City's Transportation Impact Fee Program. Concurrent with future building permit applications, the City shall ensure that the required transportation impact mitigation fee has been submitted. While the fees paid would help improve traffic conditions by funding needed transportation projects, they would not reduce the identified project impacts to a less-than-significant level until sufficient fees are obtained to pay for construction.. The westbound approach would require a yield-controlled bypass lane, while the southbound approach would require a free bypass lane and receiving lane on westbound East Bayshore Road. These improvements would require acquiring private right-of-way on the north and east sides of the roundabout.</p> <p>Mitigation Measure TRANS-13B.SP: As a secondary mitigation measure, individual projects within the Plan Area would be responsible for developing and implementing TDM plans as described in Mitigation Measure TRANS-2B.SP.</p>	<p>Significant and Unavoidable</p>
<p>Impact TRANS-14.SP: Development under the Specific Plan, combined with cumulative development in the defined geographic area, including past, present, existing, approved, pending, and reasonably foreseeable future development, would contribute a considerable amount of traffic and increase the average vehicle delay by more than the five-second threshold of significance at Maple Street / Veterans Boulevard (Intersection #4) during the PM peak hour. (Criteria a and b) (Potentially Significant)</p>	<p>Mitigation Measure TRANS-14A.SP: Implement Mitigation Measure TRANS-2A.SP to add capacity on eastbound Veterans Boulevard to the southbound U.S. 101 on-ramp. This improvement requires substantial reconfiguration of the U.S. 101 / SR 84 (Woodside Road) Interchange, thus requiring Caltrans approval. As described in Mitigation Measure TRANS-2A.SP, the U.S. 101 / SR 84 (Woodside Road) Interchange Project proposes to increase traffic capacity by creating a direct connection between Veterans Boulevard and southbound U.S. 101. If Caltrans approves and permits the City to implement these improvements, individual property owners within the Plan Area shall contribute their fair share contribution to the improvements through the City's Transportation Impact Fee Program. Concurrent with future building permit applications, the City shall ensure that the required transportation impact mitigation fee has been submitted. While the fees paid would help improve traffic conditions by funding needed transportation projects such as the U.S. 101 / SR 84 (Woodside Road) Interchange Improvement Project, they would not reduce the identified project impacts to a less-than-significant level until sufficient fees are obtained to pay for construction.</p> <p>Mitigation Measure TRANS-14B.SP: As a secondary mitigation measure, individual projects within the Plan Area would be responsible for developing and implementing TDM plans as described in Mitigation Measure TRANS-2B.SP.</p>	<p>Significant and Unavoidable</p>

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (SP) – (cont.)		
<p>Impact TRANS-15.SP: Development under the Specific Plan, combined with cumulative development in the defined geographic area, including past, present, existing, approved, pending, and reasonably foreseeable future development, would contribute a considerable amount of traffic and increase intersection delay by more than the five-second threshold of significance at Veterans Boulevard / Woodside Road (SR 84) / U.S. 101 Southbound On-Ramp (Intersection #7) in the PM peak hour. (Criteria a and b) (Potentially Significant)</p>	<p>Mitigation Measure TRANS-15A.SP: Implement Mitigation Measure TRANS-4A.SP to add capacity on eastbound Veterans Boulevard and southbound Woodside Road to the southbound U.S. 101 on-ramp. This improvement requires substantial reconfiguration of the U.S. 101 / SR 84 (Woodside Road) Interchange, thus requiring Caltrans approval. As described in Mitigation Measure TRANS-4A.SP, the U.S. 101 / SR 84 (Woodside Road) Interchange Improvement Project proposes to increase traffic capacity on both of these intersection approaches. This includes creating a direct connection between Veterans Boulevard and southbound U.S. 101, and an additional turn lane on southbound Woodside Road. If Caltrans approves and permits the City to implement these changes, individual property owners within the Plan Area shall contribute their fair share contribution to the improvements identified as part of the Project through the City's Transportation Impact Fee Program. Concurrent with future building permit applications, the City shall ensure that the required transportation impact mitigation fee has been submitted. While the fees paid would help improve traffic conditions by funding needed transportation projects such as the U.S. 101 / SR 84 (Woodside Road) Interchange Improvement Project, they would not reduce the identified project impacts to a less-than-significant level.</p> <p>Mitigation Measure TRANS-15B.SP: As a secondary mitigation measure, individual projects within the Plan Area would be responsible for developing and implementing TDM plans as described in Mitigation Measure TRANS-2B.SP.</p>	<p>Significant and Unavoidable</p>
<p>Impact TRANS-16.SP: Development under the Specific Plan, combined with cumulative development in the defined geographic area, including past, present, existing, approved, pending, and reasonably foreseeable future development, would contribute a considerable amount of traffic to Blomquist Street / Seaport Boulevard / East Bayshore Road (Intersection #8) and worsen intersection operations from LOS E to LOS F and increase the delay by more than the five-second threshold of significance in the AM peak hour. (Criteria a and b) (Potentially Significant)</p>	<p>Mitigation Measure TRANS-16.SP: Implement Mitigation Measure TRANS-5.SP to restripe the existing right-of-way to add a second westbound left turn pocket on East Bayshore Road and to extend the existing turn pockets. This modification is currently being studied as a potential capacity improvement by the City as a part of the U.S. 101 / SR 84 (Woodside Road) Interchange Improvement Project, however this intersection is controlled by the City of Redwood City and therefore this improvement could be implemented without Caltrans approval. Individual property owners within the Plan Area shall contribute their fair share contribution to this improvement through the City's Transportation Impact Fee Program. Concurrent with future building permit applications, the City shall ensure that the required transportation impact mitigation fee has been submitted. While the fees paid would help improve traffic conditions by funding needed transportation projects such as the U.S. 101 / SR 84 (Woodside Road) Interchange Improvement Project, they would not reduce the identified project impacts to a less-than-significant level until sufficient fees are obtained to pay for construction.</p>	<p>Less than Significant</p>

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (SP) – (cont.)		
<p>Impact TRANS-17.SP: Development under the Specific Plan, combined with cumulative development in the defined geographic area, including past, present, existing, approved, pending, and reasonably foreseeable future development, would increase traffic volumes on study area freeway segments. (Criteria a and b) (Potentially Significant)</p>	<p>Mitigation Measure TRANS-17A.SP: Construct an additional mixed-flow and/or HOV lane on southbound and northbound U.S. 101, requiring Caltrans approval. If approved by Caltrans, individual property owners within the Plan Area shall contribute their fair share contribution to this improvement through the City's Transportation Impact Fee Program. Concurrent with future building permit applications, the City shall ensure that the required transportation impact mitigation fee has been submitted. While the fees paid would help improve traffic conditions by funding needed transportation projects, they would not reduce the identified project impacts to a less-than-significant level until sufficient fees are obtained to pay for construction.</p> <p>Mitigation Measure TRANS-17B.SP: As a secondary mitigation measure, individual projects within the Plan Area would be responsible for developing and implementing TDM plans as described in Mitigation Measure TRANS-2B.SP.</p>	<p>Significant and Unavoidable</p>
<p>Impact TRANS-18.SP: Development under the Specific Plan, combined with cumulative development in the defined geographic area, including past, present, existing, approved, pending, and reasonably foreseeable future development, would increase traffic volumes on study area freeway ramps. (Criteria a and b) (Potentially Significant)</p>	<p>Mitigation Measure TRANS-18A.SP: Increase traffic capacity on the northbound U.S. 101 off-ramp at Woodside Road and the northbound U.S. 101 on-ramp from Whipple Avenue. Increasing the capacity on these ramps would require Caltrans approval. The U.S. 101 / SR 84 (Woodside Road) Interchange Improvement project is currently studying capacity improvements to the northbound U.S. 101 off-ramp to Woodside Road. This includes the addition of a second optional exit lane which would provide adequate capacity to accommodate the projected traffic volumes under Cumulative Plus Project conditions. The addition of a second ramp metering storage lane would increase the capacity of the Whipple Avenue on-ramp to 1,800 vehicles which would provide adequate capacity to accommodate the projected traffic volumes; however there are not currently any plans to implement this measure. If Caltrans approves and permits the City to implement improvements, individual property owners shall contribute their fair share contribution to the improvements through the City's Transportation Impact Fee Program. Concurrent with future building permit applications, the City shall ensure that the required transportation impact mitigation fee has been submitted. While the fees paid would help improve traffic conditions by funding needed transportation projects such as the U.S. 101 / SR 84 (Woodside Road) Interchange Improvement Project, they would not reduce the identified project impacts to a less-than-significant level until sufficient fees are obtained to pay for construction.</p> <p>Mitigation Measure TRANS-18B.SP: As a secondary mitigation measure, individual projects within the Plan Area would be responsible for developing and implementing TDM plans as described in Mitigation Measure TRANS-2B.SP.</p>	<p>Significant and Unavoidable</p>

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (HV)		
<p>Impact TRANS-1.HV: Construction associated with development of the Harbor View project would increase traffic volumes at area intersections and on area freeways, potentially causing temporary increased congestion and/or disruption of vehicle, pedestrian, bicycle and transit circulation. (Criteria a, b, d, e and f) (Potentially Significant)</p>	<p>Mitigation Measure TRANS-1.HV: The City will require as a Condition of Approval that the project applicant develop and submit construction management plans (for City approval) that specify measures that would reduce impacts to motor vehicle, bicycle, pedestrian, and transit circulation. City must approve the plans prior to the issuing of a building permit. Construction management plans shall include the following:</p> <ul style="list-style-type: none"> • Location of construction staging areas for materials, equipment, and vehicles; • Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur; • Identification of haul routes for movement of construction vehicles that would minimize impacts on vehicular and pedestrian traffic, circulation, and safety; and provision for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul trucks can be identified and corrected by the project sponsors; • Provisions for removal of trash generated by project construction activity; • A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an on-site complaint manager; and • Provisions for pedestrian, bicycle, and transit circulation through the congestion zone. 	<p>Significant and Unavoidable</p>
<p>Impact TRANS-2.HV: Development of the Harbor View project would cause the service level at Maple Street / Veterans Boulevard (intersection #4) to degrade from LOS C to LOS E in the PM peak hour under Existing Plus Harbor View Project conditions. (Criteria a and b) (Potentially Significant)</p>	<p>Mitigation Measure TRANS-2A.HV: Implement Mitigation Measure TRANS-2A.SP to add capacity on eastbound Veterans Boulevard to the southbound U.S. 101 on-ramp. This improvement requires substantial reconfiguration of the U.S. 101 / SR 84 (Woodside Road) Interchange, thus requiring Caltrans approval. The U.S. 101 / SR 84 (Woodside Road) Interchange Improvement Project proposes to create a direct connection between Veterans Boulevard and southbound U.S. 101, which would provide adequate capacity to accommodate the project traffic volumes on eastbound Veterans Boulevard. If Caltrans approves and permits the City to implement these improvements,</p>	<p>Significant and Unavoidable</p>

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (HV) – (cont.)		
Impact TRANS-2.HV (cont.)	<p>Harbor View property owners shall fund the improvements through the City's Transportation Impact Fee Program. Concurrent with future building permit applications, the City shall ensure that the required transportation impact mitigation fee has been submitted. While the fees paid would help improve traffic conditions by funding needed transportation projects such as the U.S. 101 / SR 84 (Woodside Road) Interchange Improvement Project, they would not reduce the identified project impacts to a less-than-significant level until sufficient fees are obtained to pay for construction.</p> <p>Mitigation Measure TRANS-2B.HV: As a secondary mitigation measure, the Harbor View project would be responsible for developing and implementing the TDM Plan described in the "Transportation Demand Management" section.</p>	
Impact TRANS-3.HV: Development of the Harbor View project would add traffic to Broadway / Woodside Road (SR 84) / U.S. 101 Southbound Off-Ramp (intersection #6), which currently operates at LOS F in the PM peak hour under Existing conditions, and would increase vehicle delay at this intersection by more than the five-second threshold of significance. (Criteria a and b) (Potentially Significant)	<p>Mitigation Measure TRANS-3A.HV: Implement Mitigation Measure TRANS-3A.SP to add a second southbound left turn lane on Woodside Road to the southbound U.S. 101 on-ramp. This improvement requires substantial reconfiguration of the U.S. 101 / SR 84 (Woodside Road) Interchange, thus requiring Caltrans approval. The U.S. 101 / SR 84 (Woodside Road) Interchange Improvement Project proposes to add a second southbound left-turn lane at this intersection to increase capacity to the southbound on-ramp. If Caltrans approves and permits the City to implement these improvements, Harbor View property owners shall fund the improvements through the City's Transportation Impact Fee Program. Concurrent with future building permit applications, the City shall ensure that the required transportation impact mitigation fee has been submitted. While the fees paid would help improve traffic conditions by funding needed transportation projects such as the U.S. 101 / SR 84 (Woodside Road) Interchange Improvement Project, they would not reduce the identified project impacts to a less-than-significant level until sufficient fees are obtained to pay for construction.</p> <p>Mitigation Measure TRANS-3B.HV: As a secondary mitigation measure, the Harbor View project would be responsible for developing and implementing TDM plans as described in Mitigation Measure TRANS-2B.HV.</p>	Significant and Unavoidable
Impact TRANS-4.HV: Development of the Harbor View project would cause the service level at Blomquist Street / Seaport Boulevard / East Bayshore Road (intersection #8) to degrade from an acceptable LOS C or better to LOS E or worse in the AM and PM peak hours under Existing Plus Harbor View Project conditions. (Criteria a and b) (Potentially Significant)	Mitigation Measure TRANS-4.HV: Implement Mitigation Measure TRANS-5.SP (restriping the westbound approach of East Bayshore Road). In addition, the Harbor View property owners must widen eastbound Blomquist Street at Seaport Boulevard to include one left-turn pocket, one through lane, and two right-turn lanes. These improvements are subject to approval by the City and shall be designed based on City standards and specifications. The widening of Blomquist Street would require up to 10 to 12 feet of additional right-of-way within the proposed Harbor View site along the south side of Blomquist Street, as shown in Figure 4.14-15. Harbor View property owners shall fully fund this improvement prior to obtaining a building permit.	Less than Significant

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (HV) – (cont.)		
<p>Impact TRANS-5.HV: Development of the Harbor View project would cause the service level at Seaport Boulevard / Lyngso Lane (intersection #9) to degrade from an acceptable LOS A to LOS F in the PM peak hour under Existing Plus Harbor View Project conditions. The addition of higher vehicle volumes to this intersection would create a potential hazard to the proposed trail crossing to the west under Criteria d and is discussed under Impact TRANS-12.HV. (Criteria a and b) (Potentially Significant)</p>	<p>Mitigation Measure TRANS-5.HV: Install traffic signals at the intersection of Seaport Boulevard / Lyngso Lane intersection. Harbor View property owners shall fund this improvement through the City's Transportation Impact Fee Program. Concurrent with future building permit applications, the City shall ensure that the required transportation impact mitigation fee has been submitted. The traffic signal shall be designed to City standards, with the following elements:</p> <ul style="list-style-type: none"> • The traffic signal would control the following traffic movements: southbound through, northbound left turn, and eastbound right turn. Eastbound left turns would not be allowed at this intersection, and northbound traffic on Seaport Boulevard would operate as a free-flow movement. • Shift the intersection approximately 20 to 30 feet to the south and re-orient the intersection to face due east rather than northeast. This change would increase the storage for vehicle queues on southbound Seaport Boulevard from approximately 275 to 300 feet and orient the intersection in the direction of the primary turning movements (eastbound right and northbound left). This shift could require 10 to 20 feet of additional right-of-way along the south side of Lyngso Lane, but would not conflict with the existing power lines or northbound on-ramp to U.S. 101 to the south of Lyngso Lane. • Coordinate this traffic signal with the existing signal at Seaport Boulevard / Blomquist Street to minimize queuing on southbound Seaport Boulevard between Lyngso Lane and Blomquist Street. This would be accomplished by providing a green overlap phase for the northbound left and eastbound right during the green phase of the westbound approach of East Bayshore Drive. 	<p align="center">Less than Significant</p>
<p>Impact TRANS-6.HV: Development of the Harbor View project would cause the service level at the project-created Blomquist Street / East Harbor View Driveway (intersection #10) to operate at an unacceptable LOS F in the PM peak hour under Existing Plus Harbor View Project conditions. (Criteria a and b) (Potentially Significant)</p>	<p>Mitigation Measure TRANS-6.HV: Implement Mitigation Measure TRANS-4.HV (widening eastbound Blomquist Street at Seaport Boulevard), and add a second lane to the north side of the proposed roundabout at Blomquist Street / Maple Street, between the east and west legs of Blomquist Street. These improvements are subject to approval by the City and shall be designed based on City standards and specifications. Harbor View property owners shall fund this improvement through the City's Transportation Impact Fee Program. Concurrent with future building permit applications, the City shall ensure that the required transportation impact mitigation fee has been submitted. While the fees paid would help improve traffic conditions by funding needed transportation projects, they would not reduce the identified project impacts to a less-than-significant level.</p>	<p align="center">Significant and Unavoidable</p>

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (HV) – (cont.)		
<p>Impact TRANS-7.HV: Development of the Harbor View project would cause the service level at the project-created Blomquist Street / Middle Harbor View Driveway (intersection #11) to operate at an unacceptable LOS F in the PM peak hour under Existing Plus Harbor View Project conditions. (Criteria a and b) (Potentially Significant)</p>	<p>Mitigation Measure TRANS-7.HV: Implement Mitigation Measure TRANS-6.HV to add a second lane to the roundabout at Blomquist Street / Maple Street. Harbor View property owners shall fund this improvement through the City's Transportation Impact Fee Program. Concurrent with future building permit applications, the City shall ensure that the required transportation impact mitigation fee has been submitted. While the fees paid would help improve traffic conditions by funding needed transportation projects, they would not reduce the identified project impacts to a less-than-significant level.</p>	Significant and Unavoidable
<p>Impact TRANS-8.HV: Development of the Harbor View project would cause the service level at the project-created Blomquist Street / West Harbor View Driveway (intersection #12) to operate at an unacceptable LOS F in the PM peak hour under Existing Plus Harbor View Project conditions. (Criteria a and b) (Potentially Significant)</p>	<p>Mitigation Measure TRANS-8.HV: Implement Mitigation Measure TRANS-6.HV to add a second lane to the roundabout at Blomquist Street / Maple Street. Harbor View property owners shall fund this improvement through the City's Transportation Impact Fee Program. Concurrent with future building permit applications, the City shall ensure that the required transportation impact mitigation fee has been submitted. While the fees paid would help improve traffic conditions by funding needed transportation projects, they would not reduce the identified project impacts to a less-than-significant level.</p>	Significant and Unavoidable
<p>Impact TRANS-9.HV: Development of the Harbor View project would increase traffic volumes on study area freeway segments. (Criteria a and b) (Potentially Significant)</p>	<p>Mitigation Measure TRANS-9A.HV: Construct an additional mixed flow and/or high-occupancy vehicle (HOV) lane on southbound and northbound U.S. 101, requiring Caltrans approval. If approved by Caltrans, Harbor View property owners shall fund this improvement through the City's Transportation Impact Fee Program. Concurrent with future building permit applications, the City shall ensure that the required transportation impact mitigation fee has been submitted. While the fees paid would help improve traffic conditions by funding needed transportation projects, they would not reduce the identified project impacts to a less-than-significant level until sufficient fees are obtained to pay for construction.</p> <p>Mitigation Measure TRANS-9B.HV: As a secondary mitigation measure, individual projects within the Plan Area would be responsible for developing and implementing TDM plans as described in Mitigation Measure TRANS-2B.HV.</p>	Significant and Unavoidable
<p>Impact TRANS-10.HV: Development of the Harbor View project would increase traffic volumes on study area freeway ramps. (Criteria a and b) (Potentially Significant)</p>	<p>Mitigation Measure TRANS-10A.HV: Increase traffic capacity on the northbound U.S. 101 off-ramp, requiring Caltrans approval. The U.S. 101 / SR 84 (Woodside Road) Interchange Improvement Project is currently studying capacity improvements to the northbound on-ramp, such as the addition of a second optional exit lane. If Caltrans approves and permits the City to implement these improvements, Harbor View property owners shall be responsible for funding these improvements identified as a part of this Project through the City's Transportation Impact Fee Program. Concurrent with future building permit applications, the City shall ensure that the required transportation impact mitigation fee has been submitted. While the fees</p>	Significant and Unavoidable

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (HV) – (cont.)		
Impact TRANS-10.HV (cont.)	<p>paid would help improve traffic conditions by funding needed transportation projects such as the U.S. 101 / SR 84 (Woodside Road) Interchange Improvement Project, they would not reduce the identified project impacts to a less-than-significant level until sufficient fees are obtained to pay for construction.</p> <p>If Caltrans approves and permits the U.S. 101 / SR 84 (Woodside Road) Interchange Improvement Project, this impact would be mitigated to a less-than-significant level. If Caltrans does not approve, and the City is unable to implement these improvements, then this impact would be significant and unavoidable. At this time, without assured approval by Caltrans and full funding, this impact is deemed to be significant and unavoidable.</p> <p>Mitigation Measure TRANS-10B.HV: As a secondary mitigation measure, individual projects within the Plan Area would be responsible for developing and implementing TDM plans as described in Mitigation Measure TRANS-2B.HV.</p>	
Impact TRANS-11.HV: Development of the Harbor View project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. (Criterion c) (Less than Significant)	None Required.	Less than Significant
Impact TRANS-12.HV: Development of the Harbor View project has the potential to create a hazard to users of the UPRR trail crossing west of the Seaport Boulevard / Lyngso Lane intersection due to the increase in vehicle volumes at this location as well as to pedestrians due to potential safety and circulation issues associated with the locations of passenger loading zones for shuttle buses.(Criterion d) (Potentially Significant)	<p>Mitigation Measure TRANS-12A.HV: Design and implement an enhanced high visibility trail crossing or realign the pathway through one of the following options: that includes add a high visibility measures such as a rectangular rapidly flashing beacons (RRFBs) to the existing trail crossing, realign the path to be incorporated into the new signal at Lyngso lane, or realign the pathway though the Harbor View project site. Harbor View property owners shall fund these improvements entirely through the City's Transportation Impact Fee Program. Concurrent with future building permit applications, the City shall ensure that the required transportation impact mitigation fee has been submitted.</p> <p>Mitigation Measure TRANS-12B.HV: As a secondary mitigation measure, the Harbor View property owners shall prepare a shuttle operations plan with a passenger loading zone that can adequately accommodate multiple shuttles. This measure shall be submitted to the City for review and finalized prior to the issuance of the building permit.</p>	Potentially Significant

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (HV) – (cont.)		
Impact TRANS-13.HV: Development of the Harbor View project would not result in inadequate emergency access. (Criterion e) (Less than Significant)	None Required.	Less than Significant
Impact TRANS-14.HV: Development of the Harbor View project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. (Criterion f) (Less than Significant)	None Required.	Less than Significant
Impact TRANS-15.HV: Development of the Harbor View project, combined with cumulative development in the defined geographic area, including past, present, existing, approved, pending, and reasonably foreseeable future development, would contribute a considerable amount of traffic and increase the average vehicle delay by more than the five-second threshold of significance at Veterans Boulevard / Whipple Avenue (Intersection #1) during the AM peak hour. (Criteria a and b) (Potentially Significant)	Mitigation Measure TRANS-15.HV: Implement Mitigation Measure TRANS-12.SP to add a second left turn pocket on westbound Whipple Avenue. Harbor View property owners shall fund this improvement through the City's Transportation Impact Fee Program. Concurrent with future building permit applications, the City shall ensure that the required transportation impact mitigation fee has been submitted. While the fees paid would help improve traffic conditions by funding needed transportation projects, they would not reduce the identified project impacts to a less-than-significant level until sufficient fees are obtained to pay for construction.	Less than Significant
Impact TRANS-16.HV: Development of the Harbor View project, combined with cumulative development in the defined geographic area, including past, present, existing, approved, pending, and reasonably foreseeable future development, would contribute a considerable amount of traffic to East Bayshore Road / Bair Island Road / Blomquist Street extension (Intersection #3) and would cause this intersection to degrade from LOS E to LOS F in the AM peak hour and to increase the average vehicle delay by more than the five-second threshold of significance within LOS F in the PM peak hour under Cumulative Conditions. (Criteria a and b) (Potentially Significant)	Mitigation Measure TRANS-16A.HV: Implement Mitigation Measure TRANS-13A.SP to add a right turn bypass lane to the southbound and westbound approaches. Harbor View property owners shall fund this improvement through the City's Transportation Impact Fee Program. Concurrent with future building permit applications, the City shall ensure that the required transportation impact mitigation fee has been submitted. While the fees paid would help improve traffic conditions by funding needed transportation projects, they would not reduce the identified project impacts to a less-than-significant level until sufficient fees are obtained to pay for construction. Mitigation Measure TRANS-16B.HV: As a secondary mitigation measure, the Harbor View project would be responsible for developing and implementing the TDM plan described in the "Transportation Demand Management" section.	Significant and Unavoidable
Impact TRANS-17.HV: Development of the Harbor View project, combined with cumulative development in the defined geographic area, including past, present, existing, approved, pending, and reasonably foreseeable future development, would contribute a considerable amount of traffic to Blomquist Street / Maple Street (Intersection #5) and would cause this intersection to degrade from LOS A to LOS E or worse in the AM and PM peak hours. (Criteria a and b) (Potentially Significant)	Mitigation Measure TRANS-17.HV: Implement Mitigation Measure TRANS-6.HV (adding a second lane to the roundabout at Blomquist Street / Maple Street), and add an eastbound free right-turn bypass lane to southbound Maple Street, with a second receiving lane on southbound Maple Street to provide a merging section. This improvement is subject to approval by the City and shall be designed to City standards and specifications. Harbor View property owners shall fund these improvements through the City's Transportation Impact Fee Program. Concurrent with future building permit applications, the City shall ensure that the required transportation impact mitigation fee has been submitted. While the fees paid would help improve traffic conditions by funding needed transportation projects, they would not reduce the identified project impacts to a less-than-significant level until sufficient fees are obtained to pay for construction.	Significant and Unavoidable

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (HV) – (cont.)		
<p>Impact TRANS-18.HV: Development of the Harbor View project, combined with cumulative development in the defined geographic area, including past, present, existing, approved, pending, and reasonably foreseeable future development, would contribute a considerable amount of traffic and increase intersection delay by more than the five-second threshold of significance at Veterans Boulevard / Woodside Road (SR 84) / U.S. 101 Southbound On-Ramp (Intersection #7) in the PM peak hour. (Criteria a and b) (Potentially Significant)</p>	<p>Mitigation Measure TRANS-18A.HV: Implement Mitigation Measure TRANS-4A.SP to add capacity to eastbound Veterans Boulevard and southbound Woodside Road to the southbound U.S. 101 on-ramp. This improvement requires substantial reconfiguration of the U.S. 101 / SR 84 (Woodside Road) Interchange, thus requiring Caltrans approval. As described in Mitigation Measure TRANS-4A.SP, the U.S. 101 / SR 84 (Woodside Road) Interchange Improvement Project proposes to increase traffic capacity on both of these intersection approaches. This includes creating a direct connection between Veterans Boulevard and southbound U.S. 101, and an additional turn lane on southbound Woodside Road. If Caltrans approves and permits the City to implement these changes, Harbor View property owners shall fund the improvements identified through the City’s Transportation Impact Fee Program. Concurrent with future building permit applications, the City shall ensure that the required transportation impact mitigation fee has been submitted. While the fees paid would help improve traffic conditions by funding needed transportation projects such as the U.S. 101 / SR 84 (Woodside Road) Interchange Improvement Project, they would not reduce the identified project impacts to a less-than-significant level until sufficient fees are obtained to pay for construction.</p> <p>Mitigation Measure TRANS-18B.HV: As a secondary mitigation measure, the Harbor View project would be responsible for developing and implementing the TDM Plan described in the “Transportation Demand Management” section.</p>	<p>Significant and Unavoidable</p>
<p>Impact TRANS-19.HV: Development of the Harbor View project, combined with cumulative development in the defined geographic area, including past, present, existing, approved, pending, and reasonably foreseeable future development, would contribute a considerable amount of traffic to Blomquist Street / Seaport Boulevard / East Bayshore Road (Intersection #8) and would increase the delay by more than the five-second threshold of significance in the AM and PM peak hours. (Criteria a and b) (Potentially Significant)</p>	<p>Mitigation Measure TRANS-19.HV: Implement Mitigation Measure TRANS-4.HV to widen eastbound Blomquist Street at Seaport Boulevard, including acquiring additional Harbor View right-of-way as shown in Figure 4.14-15. These improvements are subject to approval by the City and shall be designed based on City standards and specifications. Harbor View property owners shall fund this improvement through the City’s Transportation Impact Fee Program. Concurrent with future building permit applications, the City shall ensure that the required transportation impact mitigation fee has been submitted. While the fees paid would help improve traffic conditions by funding needed transportation projects, they would not reduce the identified project impacts to a less-than-significant level until sufficient fees are obtained to pay for construction.</p>	<p>Less than Significant</p>
<p>Impact TRANS-20.HV: Development of the Harbor View project would cause the service level at Seaport Boulevard / Lyngso Lane (intersection #9) to degrade from an acceptable LOS A to LOS F in the PM peak hour under Cumulative Plus Harbor View Project conditions. (Criteria a and b) (Potentially Significant)</p>	<p>Mitigation Measure TRANS-20.HV: Implement Mitigation Measure TRANS-5.HV to install a traffic signal at the intersection of Seaport Boulevard / Lyngso Lane with the elements described in Mitigation Measure TRANS-5.HV. Harbor View property owners shall fund this improvement through the City’s Transportation Impact Fee Program. Concurrent with future building permit applications, the City shall ensure that the required transportation impact mitigation fee has been submitted.</p>	<p>Less than Significant</p>

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (HV) – (cont.)		
<p>Impact TRANS-21.HV: Development of the Harbor View project would cause the service level at the project-created Blomquist Street / East Harbor View Driveway (intersection #10) to operate at an unacceptable LOS F in the PM peak hour under Cumulative Plus Harbor View Project conditions. (Criteria a and b) (Potentially Significant)</p>	<p>Mitigation Measure TRANS-21.HV: Implement Mitigation Measure TRANS-6.HV to add a second lane to the roundabout at Blomquist Street / Maple Street. These improvements are subject to approval by the City and shall be designed based on City standards and specifications. Harbor View property owners shall fund this improvement through the City's Transportation Impact Fee Program. Concurrent with future building permit applications, the City shall ensure that the required transportation impact mitigation fee has been submitted. While the fees paid would help improve traffic conditions by funding needed transportation projects, they would not reduce the identified project impacts to a less-than-significant level until sufficient fees are obtained to pay for construction.</p>	Significant and Unavoidable
<p>Impact TRANS-22.HV: Development of the Harbor View project would cause the service level at the project-created Blomquist Street / Middle Harbor View Driveway (intersection #11) to operate at an unacceptable LOS F in the PM peak hour under Cumulative Plus Harbor View Project conditions. (Criteria a and b) (Potentially Significant)</p>	<p>Mitigation Measure TRANS-22.HV: Implement Mitigation Measure TRANS-7.HV to add a second lane to the roundabout at Blomquist Street / Maple Street. Harbor View property owners shall fund this improvement through the City's Transportation Impact Fee Program. Concurrent with future building permit applications, the City shall ensure that the required transportation impact mitigation fee has been submitted. While the fees paid would help improve traffic conditions by funding needed transportation projects, they would not reduce the identified project impacts to a less-than-significant level until sufficient fees are obtained to pay for construction.</p>	Significant and Unavoidable
<p>Impact TRANS-23.HV: Development of the Harbor View project would cause the service level at the project-created Blomquist Street / West Harbor View Driveway (intersection #12) to operate at an unacceptable LOS F in the PM peak hour under Cumulative Plus Harbor View Project conditions. (Criteria a and b) (Potentially Significant)</p>	<p>Mitigation Measure TRANS-23.HV: Implement Mitigation Measure TRANS-8.HV to add a second lane to the roundabout at Blomquist Street / Maple Street. Harbor View property owners shall fund this improvement through the City's Transportation Impact Fee Program. Concurrent with future building permit applications, the City shall ensure that the required transportation impact mitigation fee has been submitted. While the fees paid would help improve traffic conditions by funding needed transportation projects, they would not reduce the identified project impacts to a less-than-significant level until sufficient fees are obtained to pay for construction.</p>	Significant and Unavoidable
<p>Impact TRANS-24.HV: Development of the Harbor View project, combined with cumulative development in the defined geographic area, including past, present, existing, approved, pending, and reasonably foreseeable future development, would increase traffic volumes on study area freeway segments. (Criteria a and b) (Potentially Significant)</p>	<p>Mitigation Measure TRANS-24A.HV: Construct an additional mixed-flow and/or HOV lane on southbound and northbound U.S. 101, requiring Caltrans approval. If approved by Caltrans, Harbor View property owners shall fund this improvement through the City's Transportation Impact Fee Program. Concurrent with future building permit applications, the City shall ensure that the required transportation impact mitigation fee has been submitted. While the fees paid would help improve traffic conditions by funding needed transportation projects, they would not reduce the identified project impacts to a less-than-significant level until sufficient fees are obtained to pay for construction.</p> <p>Mitigation Measure TRANS-24B.HV: As a secondary mitigation measure, the Harbor View project would be responsible for developing and implementing the TDM Plan described in the "Transportation Demand Management" section.</p>	Significant and Unavoidable

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (HV) – (cont.)		
<p>Impact TRANS-25.HV: Development of the Harbor View project, combined with cumulative development in the defined geographic area, including past, present, existing, approved, pending, and reasonably foreseeable future development, would increase traffic volumes on study area freeway ramps. (Criteria a and b) (Potentially Significant)</p>	<p>Mitigation Measure TRANS-25A.HV: Increase traffic capacity on the northbound U.S. 101 off-ramp at Woodside Road and the northbound U.S. 101 on-ramp from Whipple Avenue. Increasing the capacity on these ramps would require Caltrans approval. The U.S. 101 / SR 84 (Woodside Road) Interchange Improvement project is currently studying capacity improvements to the northbound U.S. 101 off-ramp to Woodside Road. This includes the addition of a second optional exit lane which would provide adequate capacity to accommodate the projected traffic volumes under Cumulative Plus Project conditions. The addition of a second ramp metering storage lane would increase the capacity of the Whipple Avenue on-ramp to 1,800 vehicles which would provide adequate capacity to accommodate the projected traffic volumes; however there are not currently any plans to implement this measure. If Caltrans approves and permits the City to implement improvements, individual property owners shall contribute their fair share contribution to the improvements through the City's Transportation Impact Fee Program. Concurrent with future building permit applications, the City shall ensure that the required transportation impact mitigation fee has been submitted. While the fees paid would help improve traffic conditions by funding needed transportation projects such as the U.S. 101 / SR 84 (Woodside Road) Interchange Improvement Project, they would not reduce the identified project impacts to a less-than-significant level until sufficient fees are obtained to pay for construction.</p> <p>Mitigation Measure TRANS-25B.HV: As a secondary mitigation measure, the Harbor View project would be responsible for developing and implementing the TDM Plan described in the "Transportation Demand Management" section.</p>	<p>Significant and Unavoidable</p>