

2 EXECUTIVE SUMMARY

This summary chapter is intended to highlight major areas of importance in the environmental analysis as required by Section 15123 of the California Environmental Quality Act (CEQA) Guidelines. This chapter briefly summarizes the 201 Haskins Way Project (project). Following the summary description of the proposed project, a summary table presents the environmental impacts of the proposed project, and mitigation measures identified to reduce significant impacts. Following the summary table is a description of the alternatives to the proposed project that are addressed in this EIR, including a description of the environmentally superior alternative. The final subsection in this chapter is a summary of environmental issues to be resolved and areas of known controversy.

2.1 Summary Description

This Draft EIR analyzes the potential for environmental impacts resulting from implementation of the proposed 201 Haskins Way Project. The proposed project would involve redevelopment of light industrial uses into office/research and development (R&D) uses and intensifying the buildout of existing office/R&D.¹ The applicants are Alexandria Real Estate Equities (ARE) and the City of South San Francisco (City). The Lead Agency is the City of South San Francisco. The applicants are seeking amendments of the City's Zoning Code as well as entitlements to enable development of the project area, including but not limited to approval of a subdivision map, design review, a Transportation Demand Management (TDM) Plan, and Conditional Use Permit to enable redevelopment of the 201 Haskins Way Project.

The proposed project site encompasses approximately 18.2 acres on eight parcels of privately owned light industrial and research and development area in South San Francisco's East of 101 Area. The site is bounded by East Grand Avenue to the north, Haskins Way to the west, San Francisco Bay (Bay) to the south, an existing recycling center to the southeast, and the Genentech campus to the northeast. The project site includes six parcels with trucking, warehouse, and distribution uses, one parcel used for parking, and one parcel with existing office/R&D use.

The proposed project would involve removal of existing light industrial uses and associated parking on seven parcels (101, 151, and 201 Haskins Way; 410 and 430 East Grand Avenue; 451 East Jamie Court; and one parcel with no address [Assessor's Parcel Number {APN} 015-102-290]), the construction of new office/R&D use on those seven parcels, and the expansion of existing office/R&D use on one parcel (400-450 East Jamie Court). The proposed project would be constructed in at least two development phases. ARE has submitted an application for Phase 1 development that would include demolition of approximately 24,075 gross square feet (gsf) of light industrial space and development of approximately 336,368 gsf of new office/R&D space. The City proposes rezoning of Phase 2, but there is no specific development application submitted or anticipated for Phase 2 at this time. For the purposes of analysis,

¹ In the 2000s, the 400-450 East Jamie Court parcel was developed into a business and technology office use at approximately 0.6 floor area ratio (FAR) under a previous project, which included the construction of a new segment of the San Francisco Bay Trail.

this EIR assumes the project would be constructed in two phases with the proposed Phase 1 site plan and a conceptual Phase 2 development for buildout of the project site.

This EIR presents separate analysis of the project impacts of Phase 1 development, and the project impacts of Phase 1 and 2 development combined (referred to as “project buildout” in this EIR). The EIR includes analysis of the maximum potential development in Phase 2 associated with the proposed rezoning those affected parcels. In addition, this EIR analyzes a conceptual Phase 2 development plan that includes demolition of approximately 157,995 gsf of light industrial space and development of approximately 341,232 gsf of new office/R&D space.²

2.2 201 Haskins Way Project Impacts and Mitigation Measures

Table 2.1: Summary of Project Impacts, Mitigation Measures, and Improvement Measures, beginning on p. 2.3, provides an overview of the following:

- Environmental impacts with the potential to occur as a result of the proposed project
- Level of significance of the environmental impacts before implementation of any applicable mitigation measures
- Mitigation measures that would avoid or reduce significant environmental impacts
- Improvement measures that would further reduce less-than-significant impacts
- The level of significance for each impact after the mitigation measures are implemented

² Gross square feet (gsf) is calculated separately from floor area and FAR, which excludes areas defined under Sections 20.040.008 and 20.040.009 of the zoning ordinance.

Legend: NI = No Impact; LS = Less-than-significant impact; LSM = Less-than-significant impact with mitigation; S = Significant; SU = Significant and unavoidable impact; SUM = Significant and unavoidable impact with mitigation

Table 2.1: Summary of Project Impacts, Mitigation Measures, and Improvement Measures

Potential Environmental Impacts	Level of Significance before Mitigation	Recommended Mitigation Measures and Improvement Measures	Level of Significance after Mitigation
Aesthetics			
Impact AE-1: The proposed project would not have a substantial adverse effect on a scenic vista.	LS	None required.	LS
Impact AE-2: The proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings.	LS	None required.	LS
Impact AE-3: The proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.	LS	None required.	LS
Impact C-AE-1: The proposed project would not result in a cumulatively considerable contribution to significant cumulative impacts on aesthetics.	LS	None required.	LS
Impact AE-4: The proposed project would not alter wind conditions in a manner that would substantially, adversely affect public safety.	LS	None required.	LS
Impact AE-5: The proposed project would not create new shadow in a manner that would substantially, adversely affect the use of public open space.	LS	None required.	LS
Agriculture and Forest Resources			
Impact AG-1: The proposed project would not convert designated farmland under the Farmland Mapping and Monitoring Program, nor would it conflict with any existing agricultural zoning or a Williamson Act contract, nor would it involve any changes to the environment that would result in the conversion of designated farmland.	NI	No impact	NI

Potential Environmental Impacts	Level of Significance before Mitigation	Recommended Mitigation Measures and Improvement Measures	Level of Significance after Mitigation
Impact AG-2: The proposed project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland, nor would it result in the loss of or conversion of forest land to non-forest uses.	NI	No impact	NI
Impact C-AG-1: The proposed project would not result in a cumulatively considerable contribution to a significant cumulative impact on agricultural resources or forest land or timberland.	NI	No impact	NI
Air Quality			
Impact AQ:1: The proposed project would violate air quality standards or contribute substantially to an existing or projected air quality violation.	S	<p>Mitigation Measure MM-AQ-1a: Off-road Equipment Standards and Construction Emissions Minimization Plan</p> <p>Off-road equipment greater than 25 horsepower used during construction shall meet the Tier 4 Final off-road emission standards. Should the utilization of equipment meeting this standard prove to be technically infeasible, the construction contractor will select the lowest-emitting off-road equipment available. The construction contractor shall develop a Construction Emissions Minimization Plan (CEMP) which establishes the process used to select the lowest-emitting off-road equipment, specify the steps that will be taken to reduce emissions of criteria air pollutants and precursors, and provide analysis showing that NOx emissions for the applicable construction phase would remain below 54 lb/day, where feasible. The CEMP will be submitted to the City's Planning Division and approved prior to utilizing off-road equipment greater than 25 horsepower that does not meet Tier 4 Final off-road emission standards.</p> <p>Mitigation Measure MM-AQ-1b: Implement BAAQMD Basic Construction Mitigation Measures</p> <p>BAAQMD Basic Construction Mitigation Measures are as follows:</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. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour. 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. 	LSM

Potential Environmental Impacts	Level of Significance before Mitigation	Recommended Mitigation Measures and Improvement Measures	Level of Significance after Mitigation
		<ul style="list-style-type: none"> 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 mechanic and determined to be running in proper condition prior to operation. 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 Air District's phone number shall also be visible to ensure compliance with applicable regulations. 	
Impact AQ:2: The proposed project would not expose sensitive receptors to substantial pollutant concentrations.	S	Implement Mitigation Measure MM-TR-9 , below..	LSM
Impact AQ:3: The proposed project buildout would not create objectionable odors affecting a substantial number of people.	LS	None required.	LS
Impact AQ:4: The proposed project would conflict with the BAAQMD's 2017 Clean Air Plan.	S	Implement Mitigation Measures MM-AQ-1a and MM-AQ-1b , above.	LSM
Impact C-AQ-1: The proposed project would make a cumulatively considerable contribution to significant cumulative impacts with respect to nonattainment pollutants, including ozone precursors impacts.	S	Implement Mitigation Measures MM-AQ-1a and MM-AQ-1b , above.	LSM
Impact C-AQ-2: The proposed project would not make a cumulatively considerable contribution to significant cumulative impacts from pollutant concentrations exposure to sensitive receptors.	LS	None required.	LS
Impact C-AQ-3: The proposed project operations would not make a cumulatively considerable contribution to significant cumulative worsening of ambient odor impacts, nor affect a substantial number of people.	LS	None required.	LS

Potential Environmental Impacts	Level of Significance before Mitigation	Recommended Mitigation Measures and Improvement Measures	Level of Significance after Mitigation
<p>Impact C- AQ-4: The proposed project would make a cumulatively considerable contribution to cumulative impacts to long term air pollution reduction goals of the BAAQMD's 2017 Clean Air Plan.</p>	S	<p>Implement Mitigation Measures MM-AQ-1a and MM-AQ-1b, above.</p>	LSM
Biological Resources			
<p>Impact BI-1: The proposed project would have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service; and the proposed project would not interfere substantially with the movement of native resident or migratory wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.</p>	S	<p>Mitigation Measure MM-BI-1a: Pre-construction Nesting Bird Surveys and Buffer Areas</p> <p>Nesting birds and their nests shall be protected during construction by implementation of the following measures for each construction phase:</p> <ul style="list-style-type: none"> a. To the extent feasible, conduct initial activities including, but not limited to, vegetation removal, tree trimming or removal, ground disturbance, building demolition, site grading, and other construction activities which may compromise breeding birds or the success of their nests outside of the nesting season (February 15 – September 15). b. If construction during the bird nesting season cannot be fully avoided, a qualified wildlife biologist* shall conduct a pre-construction nesting survey within 14 days prior to the start of construction or demolition at areas that have not been previously disturbed by project activities or after any construction breaks of 14 days or more. The survey shall be performed in suitable habitat within 100 feet of the applicable construction phase area in order to locate any active nests of passerine species and within 300 feet of the applicable construction phase area to locate any active raptor (birds of prey) nests. c. If active nests are located during the preconstruction nesting bird survey, a qualified biologist shall evaluate if the schedule of construction activities could affect the active nests and if so, the following measures would apply: <ul style="list-style-type: none"> i. If the qualified biologist determines that construction is not likely to affect the active nest, construction may proceed without restriction; however, a qualified biologist shall regularly monitor the nest at a frequency determined appropriate for the surrounding construction activity to confirm there is no adverse effect. Spot-check monitoring frequency would be determined on a nest-by-nest basis considering the particular construction activity, duration, proximity to the nest, and physical barriers which may screen activity from the nest. ii. If it is determined that construction may affect the active nest, the qualified biologist shall establish a no-disturbance buffer around the nest(s) and all project work shall halt within the buffer until a qualified biologist determines the nest is no longer in use. Typically, these buffer distances are 100 feet for passerines and 300 feet for raptors; however, the buffers may be adjusted if an obstruction, such as a building, is within line-of-sight between the nest and construction. 	LSM

Potential Environmental Impacts	Level of Significance before Mitigation	Recommended Mitigation Measures and Improvement Measures	Level of Significance after Mitigation
		<p>iii. Modifying nest buffer distances, allowing certain construction activities within the buffer, and/or modifying construction methods in proximity to active nests shall be done at the discretion of the qualified biologist and in coordination with the Planning Division. Necessary actions to remove or relocate an active nest(s) shall be coordinated with the Planning Division in compliance with the California Fish and Game Code and other applicable laws.</p> <p>iv. Any work that must occur within established no-disturbance buffers around active nests shall be monitored by a qualified biologist. If adverse effects in response to project work within the buffer are observed and could compromise the nest, work within the no-disturbance buffer(s) shall halt until the nest occupants have fledged.</p> <p>v. Any birds that begin nesting within the project area and survey buffers amid construction activities are assumed to be habituated to construction-related or similar noise and disturbance levels, so exclusion zones around nests may be reduced or eliminated in these cases as determined by the qualified biologist in coordination with the Planning Division. Work may proceed around these active nests as long as the nests and their occupants are not directly impacted.</p> <p>d. In the event inactive nests are observed within or adjacent to the project site during construction at any time throughout the year, any removal or relocation of the inactive nests shall be at the discretion of the qualified biologist in coordination with the Planning Division and in compliance with the California Fish and Game Code and other applicable laws, as appropriate. Work may proceed around these inactive nests.</p> <p>* Typical experience requirements for a “qualified biologist” include a minimum of 4 years of academic training and professional experience in biological sciences and related resource management activities, and a minimum of 2 years of experience conducting surveys for each species that may be present within the project area.</p>	
		<p>Mitigation Measure MM-BI-1b: Lighting Measures to Reduce Impacts on Birds</p> <p>During design, a qualified biologist experienced with bird strikes and building/lighting design issues shall identify lighting-related measures to minimize the effects of the building’s lighting on birds. Such measures, which may include the following and/or other measures, shall be incorporated into the building’s design and operation.</p> <ul style="list-style-type: none"> • Use strobe or flashing lights in place of continuously burning lights for obstruction lighting. Use flashing white lights rather than continuous light, red light, or rotating beams. • Install shields onto light sources not necessary for air traffic to direct light towards the ground. • Extinguish all exterior lighting (i.e., rooftop floods, perimeter spots) not required for public safety. 	

Potential Environmental Impacts	Level of Significance before Mitigation	Recommended Mitigation Measures and Improvement Measures	Level of Significance after Mitigation
		<ul style="list-style-type: none"> When interior or exterior lights must be left on at night, the operator of the buildings shall examine and adopt alternatives to bright, all-night, floor-wide lighting, which may include installing motion-sensitive lighting, using desk lamps and task lighting, reprogramming timers, or using lower-intensity lighting. Windows or window treatments that reduce transmission of light out of the building shall be implemented to the extent feasible. <p>Mitigation Measure MM-BI-1c: Building Design Measures to Minimize Bird Strike Risk</p> <p>During design, a qualified biologist experienced with bird strikes and building/lighting design issues shall identify measures related to the external appearance of the building to minimize the risk of bird strikes. Such measures, which may include the following and/or other measures, shall be incorporated into the building's design.</p> <ul style="list-style-type: none"> Minimize the extent of glazing. Use low-reflective glass and/or patterned or fritted glass. Use window films, mullions, blinds, or other internal or external features to "break up" reflective surfaces rather than having large, uninterrupted areas of surfaces that reflect, and thus to a bird may not appear noticeably different from, vegetation or the sky. <p>Mitigation Measure MM-BI-1d: Pre-construction Bat Survey for Roosting Bats and Roosting Habitat Abatement (Phase 2)</p> <p>Prior to Phase 2 building demolition or tree removal activities, no more than 2 weeks prior to the start of any such demolition or removal activities, a qualified bat biologist shall conduct a pre-construction survey to identify if bats are roosting within vacant buildings and trees located on the Phase 2 project site. If no roosting sites or bats are observed during the survey, no further mitigation is necessary.</p> <p>If roosting bats or indications of bat roosts are observed within Phase 2 buildings or structures to be demolished, the qualified bat biologist shall be consulted to determine if bat roost replacement is required. If required, roost replacement shall be implemented before bat exclusion devices are installed on structures. Roost replacement, if required, will be implemented using suggested strategies such as those described in the Caltrans' report California Bat Mitigation Techniques, Solutions, and Effectiveness and will be based on species-specific roosting requirements.</p> <p>If bat exclusion is required, a wildlife removal specialist under the guidance of the qualified bat biologist shall conduct humane bat exclusion using methods such as one-way doors and installing physical barriers to entry. To reduce potential effects on roosting bats, exclusion shall be conducted between September 1 and March 31, but will not occur during long periods of inclement or cold weather (as determined by the qualified bat biologist) when prey are not available or bats are in torpor. For Phase 2 building demolition, eviction shall be initiated by either opening the roosting area to allow air flow through the roost cavity or installing a one-way exclusion device (e.g., one-way door) to evict the bats. Following bat</p>	

Potential Environmental Impacts	Level of Significance before Mitigation	Recommended Mitigation Measures and Improvement Measures	Level of Significance after Mitigation
		<p>exclusion device installation, the qualified bat biologist shall conduct biweekly inspections of each excluded structure until the structure(s) is demolished to ensure that physical exclusion devices are maintained.</p> <p>If roosting bats or indications of bat roosts are observed within Phase 2 project trees to be removed, tree removal shall be conducted between September 1 and March 31, but will not occur during long periods of inclement or cold weather (as determined by the qualified bat biologist) when prey are not available or bats are in torpor, to avoid impacts on maternal bat roosts. During Phase 2 tree removal and where potential bat roosts were identified, the qualified bat biologist shall be present and tree removal shall begin with portions of the tree that do not provide suitable roost habitat (e.g., low limbs lacking forage). Trees shall be removed at a speed in coordination with the on-site qualified bat biologist that allows any roosting bats to vacate the tree.</p>	
<p>Impact BI-2: The proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.</p>	LS	None required.	LS
<p>Impact C-BI-1: The proposed project would result in a cumulatively considerable contribution to significant cumulative impacts on biological resources.</p>	S	Implement Mitigation Measures MM-BI-1a, MM-BI-1b, MM-BI-1c, and MM-BI-1d , above.	LSM
Cultural Resources			
<p>Impact CR-1: Construction activities for the proposed project would not cause a substantial adverse change in the significance of an historic architectural resource as defined in Section 15064.5.</p>	NI	No Impact	NI
<p>Impact CR-2: Construction activities for the proposed project would cause a substantial adverse change in the significance of archaeological resources, if such resources are present within the project site.</p>	S	<p>Mitigation Measure MM-CR-2a: Cultural Resources Worker Environmental Awareness Program (WEAP)</p> <p>A qualified archaeologist should conduct a WEAP training for all construction personnel on the project site prior to construction and ground-disturbing activities. The training should include basic information about the types of artifacts that might be encountered during construction activities, and procedures to follow in the event of a discovery. This training should be provided for any additional personnel added to the project even after the initiation of construction and ground disturbing activities.</p> <p>Mitigation Measure MM-CR-2b: Cultural Resources Monitoring During Ground-Disturbing Activities</p> <p>A qualified archaeologist shall monitor all ground-disturbing activities within native sediments within the project. This monitoring will continue for the duration of the project or until culturally sterile sediments are reached (e.g., bedrock). A qualified archaeologist may determine to</p>	LSM

Potential Environmental Impacts	Level of Significance before Mitigation	Recommended Mitigation Measures and Improvement Measures	Level of Significance after Mitigation
		<p>decrease or increase monitoring efforts based on sediments observed, findings, or number of large ground disturbing machines in operation.</p> <p>Mitigation Measure MM-CR-2c: Halt Construction Activity, Evaluate Find, and Implement Mitigation</p> <p>In the event that previously unidentified paleontological, archaeological, historical, or tribal resources are uncovered during site preparation, excavation, or other construction activity, all such activity within 25 feet of the discovery shall cease until the resources have been evaluated by a qualified professional, and specific measures can be implemented to protect these resources in accordance with sections 21083.2 and 21084.1 of the California Public Resources Code. If the find is significant, the archaeologist will excavate the find in compliance with state law, keeping project delays to a minimum. If the qualified archaeologist determines the find is not significant then proper recordation and identification will ensue and the project will continue without delay.</p>	
<p>Impact CR-3: Construction activities for the proposed project would disturb human remains, including those interred outside of formal cemeteries, if such remains are present within the project site.</p>	S	<p>Mitigation Measure MM-CR-3: Halt Construction Activity, Evaluate Remains, and Take Appropriate Action in Coordination with Native American Heritage Commission</p> <p>In the event that human remains are uncovered during site preparation, excavation, or other construction activity, all such activity within 25 feet of the discovery shall cease until the remains have been evaluated by the County Coroner, and appropriate action taken in coordination with the NAHC, in accordance with section 7050.5 of the CHSC or, if the remains are Native American, section 5097.98 of the California Public Resources Code.</p>	LSM
<p>Impact CR-4: Construction activities for the proposed project would cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code Section 21074, if such resources are present within the project site.</p>	S	Implement Mitigation Measures CR-2a, CR-2b, CR-2C and CR-3 , above.	LSM
<p>Impact CR-5: Construction activities for the proposed project would not directly or indirectly destroy a unique paleontological resources or site or unique geologic feature.</p>	NI	No impact	NI
<p>Impact C-CR-1: The proposed project would make a cumulatively considerable contribution to a significant cumulative impact on historic or archaeological resources.</p>	S	Implement Mitigation Measures CR-2a, CR-2b, CR-2c, and CR-3 , above.	LSM
<p>Impact C-CR-2: The proposed project would make a cumulatively considerable contribution to a significant cumulative impact on tribal cultural resources.</p>	S	Implement Mitigation Measures CR-2a, CR-2b, CR-2c, and CR-3 , above.	LSM

Potential Environmental Impacts	Level of Significance before Mitigation	Recommended Mitigation Measures and Improvement Measures	Level of Significance after Mitigation
Geology and Soils			
Impact GE-1: The proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, liquefaction, or landslides, with implementation of regulatory compliance measures.	LS	None required.	LS
Impact GE-2: The proposed project would not result in substantial soil erosion or the loss of topsoil.	LS	None required.	LS
Impact GE-3: The proposed project would be located on expansive soils but would not create substantial risk to life or property with implementation of standard regulatory measures.	LS	None required.	LS
Impact GE-4: The proposed project would be located on a geologic unit or soil that is unstable, but would not result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse with implementation of standard regulatory measures.	LS	None required.	LS
Impact C-GE-1: The proposed project would not result in a cumulatively considerable contribution to a significant adverse cumulative impact on geology and soils.	LS	None required.	LS
Greenhouse Gas Emissions			
Impact GHG-1: The proposed project would result in GHG emissions; however, the emissions from the project would be below the applicable thresholds of significance.	LS	None required.	LS
Impact GHG-2: The proposed project's contribution to significant cumulative impacts related to GHGs would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.	LS	None required.	LS

Potential Environmental Impacts	Level of Significance before Mitigation	Recommended Mitigation Measures and Improvement Measures	Level of Significance after Mitigation
Hazards and Hazardous Materials			
Impact HZ-1: The proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	LS	None required.	LS
Impact HZ-2: The proposed project would not 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.	LS	None required.	LS
Impact HZ-3: The proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	LS	None required.	LS
Impact HZ-4: The proposed project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment with compliance of applicable regulations.	LS	None required.	LS
Impact HZ-5: The proposed project is located within an airport land use plan, but would not result in a safety hazard for people residing or working in the project area.	LS	None required.	LS
Impact HZ-6: The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	NI	No Impact	NI
Impact C-HZ-1: The proposed project would not result in a cumulatively considerable contribution to a significant adverse cumulative impact related to hazards and hazardous materials.	LS	None required.	LS

Potential Environmental Impacts	Level of Significance before Mitigation	Recommended Mitigation Measures and Improvement Measures	Level of Significance after Mitigation
Hydrology and Water Quality			
Impact HY-1: Construction activities and operation of the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality.	LS	None required.	LS
Impact HY-2: The proposed project would not 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 level.	LS	None required.	LS
Impact HY-3: Construction of the proposed project would not substantially alter the existing drainage pattern of the site or area in a manner which would result in substantial erosion or siltation on or off site, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site.	LS	None required.	LS
Impact HY-4: The proposed project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.	LS	None required.	LS
Impact HY-5: Operation of the proposed project would not place structures within a future 100-year flood zone that would impede or redirect flood flows, nor would it expose of people or structures to a significant risk or loss, injury, or death involving flooding.	LS	None required.	LS
Impact HY-6: The proposed project would not expose people or structures to substantial risk of loss, injury, or death due to inundation by seiche, tsunami, or mudflow.	LS	None required.	LS
Impact C-HY-1: The proposed project would not make a cumulatively considerable contribution to significant cumulative impacts related to hydrology and water quality.	LS	None required.	LS

Potential Environmental Impacts	Level of Significance before Mitigation	Recommended Mitigation Measures and Improvement Measures	Level of Significance after Mitigation
Land Use and Planning			
Impact LU-1: The proposed project would not physically divide an established community.	LS	None required.	LS
Impact LU-2: The proposed project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.	LS	None required.	LS
Impact C-LU-1: The proposed project would not make a cumulatively considerable contribution to a significant cumulative impact on land use and planning.	LS	None required.	LS
Mineral Resources			
Impact ME-1: The proposed project would not have a significant adverse impact on the availability of a known mineral resource and/or a locally important mineral resource recovery site.	NI	No Impact	NI
Impact C-ME-1: The proposed project would not result in a cumulatively considerable contribution to a significant adverse cumulative impact on mineral and energy resources.	LS	None required.	LS
Noise			
Impact NO-1: Construction activities for the proposed project would not generate noise that would substantially increase temporary noise levels at uses in the vicinity of the site.	LS	<p>Improvement Measure IM-NO-1: Construction Noise Minimization and Notification</p> <p>In order to minimize disruption and potential annoyance during project construction, the project sponsor shall implement the following construction minimization and notifications measures:</p> <ul style="list-style-type: none"> All construction equipment shall be equipped with mufflers and sound control devices (e.g., intake silencers and noise shrouds) that are in good condition and appropriate for the equipment. Maintain all construction equipment to minimize noise emissions. Stationary equipment shall be located on the site to maintain the greatest possible distance to the existing office buildings, where feasible. Unnecessary idling of internal combustion engines should be strictly prohibited. 	LS

Potential Environmental Impacts	Level of Significance before Mitigation	Recommended Mitigation Measures and Improvement Measures	Level of Significance after Mitigation
Impact NO-2: Construction of the proposed project would create a substantial temporary increase in groundborne vibration levels in the project vicinity above existing conditions	S	<ul style="list-style-type: none"> • Provide advance notification to surrounding land uses disclosing the construction schedule, including the various types of activities that would be occurring throughout the duration of the construction period. • The construction contractor shall provide the name and telephone number an on-site construction liaison. If construction noise is found to be intrusive to the community (complaints are received), the construction liaison shall investigate the source of the noise and require that reasonable measures be implemented to correct the problem. • Schedule high noise-producing activities during times when they would be least likely to interfere with the noise sensitive activities of the neighboring land uses, when possible. 	LSM
Impact NO-3: Operation of the proposed project mechanical equipment would create a substantial permanent increase in ambient noise levels in the project vicinity above existing conditions.	S	<p>Mitigation Measure MM-NO-2: Groundborne Vibration Minimization and Avoidance</p> <p>Prior to issuance of a site permit, the project sponsor shall identify areas of potential building damage from construction vibration and determine the distance at which construction equipment would be used during implementation of the proposed project. For any equipment use that would be located near enough to a building to exceed the Caltrans/FTA building damage threshold of 0.5 in/sec, the project sponsor shall prepare a mitigation plan that provides a procedure for limiting vibration on potentially affected structures based on an assessment of each structure’s ability to withstand the loads and displacements due to construction vibrations. The project sponsor shall also prepare and implement a compliance monitoring program to ensure construction vibrations near buildings do not exceed the threshold of 0.5 in/sec, and identify site-specific control measures in consideration of equipment location and processes including, but not limited to, the following examples.</p> <ul style="list-style-type: none"> • Operate earth-moving equipment on the work site as far away from existing buildings and human-occupied sites as possible. • Avoid simultaneous operation of vibration-causing construction equipment for demolition, earth-moving, or ground-impacting activities within approximately 50 feet existing buildings, where possible. • Avoid operation of vibratory rollers and packers within approximately 50 feet of existing buildings, where possible. <p>Mitigation Measure MM-NO-3: Mechanical Equipment Noise Requirements</p> <p>Analysis of noise from the project’s mechanical equipment shall be conducted to determine if the equipment will exceed the maximum permissible L50 sound levels 60 dB between 10 p.m. and 7 a.m. and 65 dB between 7 a.m. and 10 p.m. when measured at any receiving property as determined by Table 8.32.030 of the Municipal Code for C-1, P-C, Gateway, and Oyster Point Marina specific plan districts and what, if any, noise control measures must be included in the design to meet the City’s requirements. Typical noise control measures include barriers, enclosures, silencers and acoustical louvers at vent openings. Prior to issuance of any building permits, the project applicant shall submit a report showing that noise levels calculated for project mechanical equipment will be no greater than maximum permissible sound levels provided in Municipal Code Chapter 8.32 and Table 8.32.030 on receiving properties.</p>	LSM

Potential Environmental Impacts	Level of Significance before Mitigation	Recommended Mitigation Measures and Improvement Measures	Level of Significance after Mitigation
Impact NO-4: Traffic volumes generated by operation of the proposed project would not create a substantial permanent increase in ambient noise levels in the project vicinity above existing conditions.	LS	None required.	LS
Impact C-NO-1: Construction of the proposed project would not make a cumulatively considerable contribution to significant cumulative construction noise impacts (i.e. that would substantially increase temporary noise levels at uses in the vicinity of the site).	LS	None required.	LS
Impact C-NO-2: Construction of the proposed project would make a cumulatively considerable contribution to significant cumulative groundborne vibration impacts (i.e., that would substantially increase temporary vibration at uses in the vicinity of the site).	S	Implement Mitigation Measures MM-NO-2 above.	LSM
Impact C-NO-3: Operation of the proposed project's mechanical equipment would not make a cumulatively considerable contribution to significant cumulative noise impacts (i.e., noise that would create a substantial permanent increase in ambient noise levels in the project vicinity above existing conditions).	LS	None required.	LS
Impact C-NO-4: Traffic volumes generated by operation of the proposed project would not make a cumulatively considerable contribution to significant cumulative traffic noise impacts (i.e., traffic noise that would create a substantial permanent increase in ambient noise levels in the project vicinity above existing conditions).	LS	None required.	LS
Population and Housing			
Impact PH-1: The proposed project would not induce substantial population growth in an area, either directly or indirectly.	LS	None required.	LS
Impact PH-2: The proposed project would not displace housing or people, and would not necessitate the construction of replacement housing elsewhere.	LS	None required.	LS

Potential Environmental Impacts	Level of Significance before Mitigation	Recommended Mitigation Measures and Improvement Measures	Level of Significance after Mitigation
Impact C-PH-1: The proposed project would not result in a cumulatively considerable contribution to significant cumulative population and housing impacts.	LS	None required.	LS
Public Services			
Impact PS-1: Operation of the proposed project would not require the provision of new or physically altered fire and emergency medical services in order to maintain acceptable service ratios, response times, or other performance objectives.	LS	None required.	LS
Impact PS-2: Operation of the proposed project would not require the provision of new or physically altered police protection services in order to maintain acceptable service ratios, response times, or other performance objectives.	LS	None required.	LS
Impact PS-3: Operation of the proposed project would not require the provision of new or physically altered schools or other public facilities in order to maintain acceptable service ratios, response times, or other performance objectives.	LS	None required.	LS
Impact C-PS-1: Operation of the proposed project would not require the provision of new or physically altered public services in order to maintain acceptable service ratios, response times, or other performance objectives.	LS	None required.	LS
Recreation			
Impact RE-1: The proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	LS	None required.	LS
Impact RE-2: The proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	LS	None required.	LS

Potential Environmental Impacts	Level of Significance before Mitigation	Recommended Mitigation Measures and Improvement Measures	Level of Significance after Mitigation
<p>Impact C-RE-1: The proposed project, would not result in a cumulatively considerable contribution to significant cumulative impacts on recreation.</p>	LS	None required.	LS
Transportation and Traffic			
<p>Impact TR-1: The proposed project (Phase 1 or buildout) would cause the intersection of Littlefield Avenue and East Grand Avenue to exceed LOS D operations during the AM peak hour, and the project (Phase 1 or buildout) would contribute more than 2 percent of the total traffic through the intersection.</p>	S	<p>Mitigation Measure MM-TR-1: Add a Northbound Right-Turn Lane at the Intersection of Littlefield Avenue and East Grand Avenue.</p> <p>The City of South San Francisco shall restripe the northbound approach on Littlefield Avenue to provide a separate right-turn lane in addition to the existing left-through-right lane. The additional turn lane may require removal of on-street parking and/or acquisition of right-of-way along Littlefield Avenue approaching East Grand Avenue. This improvement is included in the East of 101 Area Traffic Impact Fee. Therefore, the project's payment of East of 101 Traffic Impact Fees will represent the project's required contribution towards this mitigation.</p>	LSM
<p>Impact TR-2: The proposed project (Phase 1 or buildout) would cause the intersection of Allerton Avenue and East Grand Avenue to exceed LOS D operations during the PM peak hour, and the project would contribute more than 2 percent of the total traffic through the intersection.</p>	S	No mitigation feasible.	SU
<p>Impact TR-3: The proposed project (Phase 1 or buildout) would contribute more than 2 percent of the total traffic through the intersection of Gateway Boulevard/South Airport Boulevard/Mitchell Avenue, which operates at LOS E during the PM peak hour without the project.</p>	S	<p>Mitigation Measure MM-TR-3: Widen and Restripe the Southbound, Eastbound and Westbound Approaches at the Intersection of Gateway Boulevard/South Airport Boulevard/Mitchell Avenue.</p> <p>The City of South San Francisco shall widen the southbound approach on Gateway Boulevard to provide a second right-turn lane, widen the eastbound approach on South Airport Boulevard to provide a second left-turn lane and replace the existing shared through-right lane with one through lane and a second right-turn lane, and widen the westbound approach on Mitchell Avenue to replace the existing shared through-right lane with three through lanes and a right-turn lane. This improvement is included in the East of 101 Area Traffic Impact Fee. Therefore, the project's payment of East of 101 Traffic Impact Fees will represent the project's required contribution towards this mitigation.</p>	LSM
<p>Impact TR-4: The proposed project (Phase 1 or buildout) would add less than 1 percent of traffic to the right-turn lane from the southbound U.S. 101 flyover off-ramp at Gateway Boulevard/Oyster Point Boulevard where the 95th percentile queue currently exceeds the ramp's storage length in the AM peak hour.</p>	LS	None required.	LS

Potential Environmental Impacts	Level of Significance before Mitigation	Recommended Mitigation Measures and Improvement Measures	Level of Significance after Mitigation
<p>Impact TR-5: The proposed project (Phase 1 or buildout) would add more than 1 percent of total traffic to the westbound left-turn movement on East Grand Avenue at Gateway Boulevard where the 95th percentile queue currently exceeds the available storage length during the AM and PM peak hours without the project.</p>	S	<p>Mitigation Measure MM-TR-5: Adjust Signal Timing at Gateway Boulevard and East Grand Avenue.</p> <p>The City of South San Francisco shall adjust signal timing at the intersection of Gateway Boulevard with East Grand Avenue to reduce the 95th percentile queue length in the westbound left-turn lane by the amount increased by the project. Improvements at this intersection are included in the East of 101 Area Traffic Impact Fee. Therefore, the project's payment of East of 101 Traffic Impact Fees will represent the project's required contribution towards this mitigation.</p>	LSM
<p>Impact TR-6: The proposed project (Phase 1 or buildout) would add more than 1 percent of total traffic to the westbound left turn movement on Airport Boulevard at San Mateo Avenue/Produce Avenue where the 95th percentile queue currently exceeds the available storage length during the PM peak hour without the project.</p>	S	<p>Mitigation Measure MM-TR-6: Adjust Signal Timing at the intersection of Airport Boulevard/San Mateo Avenue/Produce Avenue.</p> <p>The City of South San Francisco shall adjust signal timing at the intersection of Airport Boulevard and San Mateo Avenue/Produce Avenue to reduce the 95th percentile queue length in the westbound left-turn lane by the amount increased by the project. Improvements at this intersection are included in the East of 101 Area Traffic Impact Fee. Therefore, the project's payment of East of 101 Traffic Impact Fees will represent the project's required contribution towards this mitigation.</p>	LSM
<p>Impact TR-7: The proposed project (Phase 1 or buildout) would cause the existing 95th percentile queue to exceed the available storage capacity in the AM peak hour at the southbound left-turn lane on Airport Boulevard at Grand Avenue.</p>	S	<p>Mitigation Measure MM-TR-7: Adjust Signal Timing at Airport Boulevard and Grand Avenue.</p> <p>The City of South San Francisco shall adjust signal timing at the intersection of Airport Boulevard with Grand Avenue to reduce the 95th percentile queue length in the southbound left-turn lane to be within the available 300 feet of storage length. Improvements at this intersection are included in the East of 101 Area Traffic Impact Fee. Therefore, the project's payment of East of 101 Traffic Impact Fees will represent the project's required contribution towards this mitigation.</p>	LSM
<p>Impact TR-8: The proposed project (Phase 1 or buildout) would add traffic to freeway ramps, but not in numbers that would exceed the capacity of the freeway ramps.</p>	LS	None required.	LS
<p>Impact TR-9: The proposed project (Phase 1 or buildout) would generate more than 100 peak hour vehicle trips, exceeding the threshold in the San Mateo County CMP.</p>	S	<p>Mitigation Measure MM-TR-9: Implement Transportation Demand Management measures listed in San Mateo County Congestion Management Program Appendix I.</p> <p>The project shall implement a TDM program consistent with the City's TDM ordinance and using trip credits in compliance with C/CAG's CMP sufficient to account for all net new peak hour trips.</p>	LSM
<p>Impact TR-10: The proposed project (Phase 1 or buildout) would not add more than 1 percent of total traffic to any study segment of U.S. 101 during the AM or PM peak hours, which would operate at LOS F without the project.</p>	LS	None required.	LS

Potential Environmental Impacts	Level of Significance before Mitigation	Recommended Mitigation Measures and Improvement Measures	Level of Significance after Mitigation
Impact TR-11: The proposed project (Phase 1 or buildout) would not introduce hazardous design features within the project site or on the adjacent streets.	LS	None required.	LS
Impact TR-12: The proposed project (Phase 1 or buildout) would provide adequate emergency access.	LS	None required.	LS
Impact TR-13: The proposed project (Phase 1 and buildout) may exceed the capacity of the existing shuttle services serving the East of 101 Area.	S	Mitigation Measure MM-TR-13: Expand local shuttle services. The project sponsor shall participate in Commute.org's Employer/Property Manager Consortium and contribute a fair share of funding as required to ensure that shuttle buses serving the project site can accommodate peak hour transit passengers added by the proposed project. If the Commute.org shuttles do not adequately meet commuter needs or ridership exceeds capacity as a result of the proposed project, the project sponsor shall explore options to enhance the Commute.org shuttle program or augment shuttle services with other shuttle providers or mobility solutions.	LSM
Impact TR-14: The proposed project (Phase 1 or buildout) would add transit riders at bus stops without amenities.	S	Mitigation Measure MM-TR-14: Provide shuttle stop amenities for Phase 2. For Phase 2 buildout, the project sponsor shall coordinate with shuttle providers to install amenities for transit passengers including seating, shelters and signage at shuttle bus stops, as well as transit information for employees in the new and expanded structures. The project sponsor shall contribute its fair share to the cost of these amenities.	LSM
Impact TR-15: The proposed project (Phase 1 or buildout) would add pedestrians and bicyclists to local street segments, but not in numbers that would exceed the capacity of sidewalks or streets.	LS	None required.	LS
Impact TR-16: The proposed project (Phase 1 or buildout) would add VMT to the regional transportation system, but the VMT per employee would be less than a threshold of 15 percent below the regional average, with the region defined as employees working in San Mateo County.	LS	None required.	LS
Impact C-TR-1: The proposed project (Phase 1 or buildout) would not contribute considerably to significant cumulative traffic impacts in the AM and PM peak hours at the intersection of Gateway Boulevard/Oyster Point Boulevard/U.S. 101 southbound Off-Ramp Flyover.	LS	None required.	LS

Potential Environmental Impacts	Level of Significance before Mitigation	Recommended Mitigation Measures and Improvement Measures	Level of Significance after Mitigation
<p>Impact C-TR-2: Phase 1 of the proposed project would not contribute considerably to significant cumulative traffic impacts in the AM or PM peak hour at the intersection of Airport Boulevard/Grand Avenue.</p>	LS	None required.	LS
<p>Impact C-TR-3: Buildout of the proposed project (Phases 1 & 2) would contribute considerably to the significant cumulative impact at the intersection of Airport Boulevard and Grand Avenue during the AM peak hour.</p>	S	<p>Mitigation Measure C-TR-3: Add a Third Eastbound Lane on Grand Avenue at Airport Boulevard.</p> <p>The City of South San Francisco shall widen the eastbound approach on Grand Avenue to provide a third eastbound lane, with the approach striped as a shared left-through lane, a through lane and a right-turn lane.</p> <p>Measure not included in existing East of 101 Traffic Impact Fee (TIF) and Capital Improvement Program (CIP). No City mechanism for funding and City cannot guarantee that this measure will be implemented. Thus, the measure would not eliminate the significant cumulative impact.</p>	SU
<p>Impact C-TR-4: Buildout of the proposed project (Phases 1 & 2) would contribute considerably to a significant cumulative impact the intersection of Dubuque Avenue and Grand Avenue during the PM peak hour.</p>	S	<p>Mitigation Measure MM-C-TR-4: Adjust Signal Timing for Pedestrian Crossings at the intersection of Dubuque Avenue and Grand Avenue.</p> <p>The City of South San Francisco shall adjust existing signal timings for pedestrian crossings for cumulative traffic demands to reduce vehicle delay.</p> <p>Measure not included in existing TIF and CIP. No City mechanism for funding and City cannot guarantee that this measure will be implemented.</p>	SU
<p>Impact C-TR-5: The proposed project (Phase 1 or buildout) would contribute considerably to a significant cumulative impact the intersection of East Grand Avenue and Grand Avenue Overcrossing during the PM peak hour.</p>	S	<p>Mitigation Measure MM-C-TR-5: Add a Second Northbound Left-Turn Lane to the northbound approach on East Grand Avenue at the Grand Avenue Overcrossing.</p> <p>The City of South San Francisco shall restripe the northbound approach on East Grand Avenue to provide a second left-turn lane, and implement curb and traffic signal modifications as required.</p> <p>Measure not included in existing TIF and CIP. No City mechanism for funding and City cannot guarantee that this measure will be implemented.</p>	SU
<p>Impact C-TR-6: The proposed project (Phase 1 or buildout) would contribute considerably to a significant cumulative impact at the intersection of Gateway Boulevard and East Grand Avenue during the PM peak hour.</p>	S	<p>Mitigation Measure MM-C-TR-6: Add a Westbound Right-Turn Lane and a Northbound Left-Turn Lane at the intersection of Gateway Boulevard and East Grand Avenue.</p> <p>The City of South San Francisco shall restripe or widen the westbound approach on East Grand Avenue to provide a separate right-turn lane in addition to the existing three through lanes and planned two left-turn lanes. Widen the northbound approach on Gateway Boulevard to provide a second left-turn lane.</p>	SU

Potential Environmental Impacts	Level of Significance before Mitigation	Recommended Mitigation Measures and Improvement Measures	Level of Significance after Mitigation
		Measure not included in existing TIF and CIP. No City mechanism for funding and City cannot guarantee that this measure will be implemented.	
Impact C-TR-7: The proposed project (Phase 1 or buildout) would contribute considerably to a significant cumulative impact at the intersection of Harbor Way/Forbes Boulevard and East Grand Avenue in both the AM and PM peak hours.	LS	<p>Mitigation Measure MM-C-TR-7: Add a Fourth Westbound Through Lane on East Grand Avenue and Restripe Northbound and Southbound Approaches to the Intersection of Harbor Way/Forbes Boulevard/East Grand Avenue.</p> <p>The City of South San Francisco shall widen the westbound approach on East Grand Avenue at Harbor Way/Forbes Boulevard to provide a fourth through lane. Restripe southbound Forbes Boulevard from the planned improvements to provide one left-turn lane, two through lanes and one right-turn lane. Restripe northbound Harbor Boulevard from the planned improvements to provide two left-turn lanes, one through lane and one right-turn lane, with signal modifications as required.</p>	SU
		Measure not included in existing TIF and CIP. No City mechanism for funding and City cannot guarantee that this measure will be implemented.	
Impact C-TR-8: The proposed project (Phase 1 or buildout) would contribute considerably to a significant cumulative impact at the intersection of Littlefield Avenue and East Grand Avenue in the AM peak hour.	S	No mitigation feasible.	SU
Impact C-TR-9: The proposed project (Phase 1 or buildout) would contribute considerably to a significant cumulative impact at the intersection of Allerton Avenue and East Grand Avenue in the PM peak hour.	S	No mitigation feasible.	SU
Impact C-TR-10: The proposed project at buildout (Phase 1 & 2) would contribute considerably to a significant cumulative impact at the intersection of Airport Boulevard/Produce Avenue/San Mateo Avenue in the PM peak hour.	S	<p>Mitigation Measure MM-C-TR-10: Reconstruct the Southbound Approach on Airport Boulevard at San Mateo Avenue.</p> <p>The City of South San Francisco shall reconstruct southbound Airport Boulevard at San Mateo Avenue to convert the right-turn lane to a shared through-right lane, so that the southbound approach provides one left-turn lane, two through lanes and a shared through-right lane, and implement curb and traffic signal modifications as required.</p>	SU
		Measure not included in existing TIF and CIP. No City mechanism for funding and City cannot guarantee that this measure will be implemented.	
Impact C-TR-11: The proposed project at buildout (Phase 1 & 2) would contribute considerably to a significant cumulative impact at the intersection of Gateway Boulevard/South Airport Boulevard/Mitchell Avenue in the PM peak hour.	S	No mitigation feasible.	SU

Potential Environmental Impacts	Level of Significance before Mitigation	Recommended Mitigation Measures and Improvement Measures	Level of Significance after Mitigation
<p>Impact C-TR-12: The proposed project at buildout (Phase 1 & 2) would contribute considerably to a significant cumulative impact at the freeway ramp intersection of South Airport Boulevard and U.S. 101 Northbound Hook Ramps/Wondercolor Lane in the AM peak hour.</p>	S	<p>No mitigation feasible.</p>	SU
<p>Impact C-TR-13: The proposed project at buildout (Phase 1 & 2) would contribute considerably to a significant cumulative impact at the intersection of South Airport Boulevard and Utah Avenue in the AM peak hour.</p>	S	<p>Mitigation Measure MM-C-TR-13: Restripe the Northbound Approach on South Airport Boulevard at Utah Avenue.</p> <p>The City of South San Francisco shall restripe northbound South Airport Boulevard at Utah Avenue to convert the rightmost through lane to a shared through-right lane, so that the northbound approach provides one left-turn lane, one through lane, one shared through-right lane and one right-turn lane, and implement traffic signal modifications as required.</p> <p>Measure not included in existing TIF and CIP. No City mechanism for funding and City cannot guarantee that this measure will be implemented.</p>	SU
<p>Impact C-TR-14: The proposed project (Phase 1 or buildout) would add less than 1 percent of traffic to the right-turn movement from the southbound U.S. 101 off-ramp at Oyster Point Boulevard/Gateway Boulevard where cumulative queues would exceed storage length without the project in the AM peak hour, and therefore would not contribute considerably to a significant cumulative traffic impact.</p>	LS	None required.	LS
<p>Impact C-TR-15: The proposed project (Phase 1 or buildout) would add more than 1 percent of total traffic and therefore would contribute considerably to the significant cumulative impacts on the southbound left turn movement in the AM and PM peak hours and the westbound right-turn movement in the PM peak hour at the intersection of Airport Boulevard and Grand Avenue where the 95th percentile queues with future cumulative growth in 2040 would exceed the available storage length without the project.</p>	S	<p>Mitigation Measure MM-C-TR-15: At the intersection of Airport Boulevard and Grand Avenue, widen Grand Avenue to provide a third eastbound approach lane at the intersection and adjust signal timing.</p> <p>The City of South San Francisco shall widen Grand Avenue to provide a third lane on the eastbound approach (Mitigation Measure MM-C-TR-3) and adjust signal timing at the intersection of Airport Boulevard and Grand Avenue to reduce the 95th percentile queue length in the southbound left-turn lane and westbound right-turn lane.</p> <p>Measure not included in existing TIF and CIP. No City mechanism for funding and City cannot guarantee that this measure will be implemented.</p>	SU
<p>Impact C-TR-16: The proposed project (Phase 1 or buildout) would add more than 1 percent of total traffic and therefore would contribute</p>	S	<p>Mitigation Measure MM-C-TR-16: Add a Westbound Right-Turn Lane and a Northbound Left-Turn Lane and Adjust Signal Timing at the Intersection of Gateway Boulevard and East Grand Avenue.</p>	SU

Potential Environmental Impacts	Level of Significance before Mitigation	Recommended Mitigation Measures and Improvement Measures	Level of Significance after Mitigation
considerably to the significant cumulative impacts on the eastbound and westbound through movements in the PM peak hour and westbound left turn movement in the AM and PM peak hours on East Grand Avenue at Gateway Boulevard where the 95th percentile queues would exceed the available storage lengths during these peak hours without the proposed project.		<p>The City of South San Francisco shall add a westbound right-turn lane on East Grand Avenue and a northbound left-turn lane on Gateway Boulevard, and adjust signal timing at the intersection of Gateway Boulevard with East Grand Avenue to reduce the 95th percentile queue length in the eastbound through lane and westbound left-turn lane.</p> <p>Measure not included in existing TIF and CIP. No City mechanism for funding and City cannot guarantee that this measure will be implemented.</p>	
<p>Impact C-TR-17: The proposed project (Phase 1 or buildout) would add more than 1 percent of total traffic and therefore would contribute considerably to the significant cumulative impact on the westbound left turn movement on Airport Boulevard at the intersection of Airport Boulevard/Produce Avenue where the 95th percentile queue would exceed the available storage length during the AM and PM peak hours in 2040 without the proposed project.</p>	S	<p>Mitigation Measure MM-C-TR-17: Adjust Signal Timing at the Intersection of Airport Boulevard/Produce Avenue and San Mateo Avenue/Airport Boulevard.</p> <p>The City of South San Francisco shall reconstruct the southbound approach on Airport Boulevard at San Mateo Avenue to convert the right-turn lane to a shared through-right lane, so that the southbound approach provides one left-turn lane, two through lanes and a shared through-right lane, and implement curb and traffic signal modifications and adjust signal timing at the intersection of Airport Boulevard and San Mateo Avenue to reduce the 95th percentile queue length in the westbound left-turn lane.</p> <p>Measure not included in existing TIF and CIP. No City mechanism for funding and City cannot guarantee that this measure will be implemented.</p>	SU
<p>Impact C-TR-18: The proposed project (Phase 1 or buildout) would add more than 1 percent of total traffic and therefore would contribute considerably to the significant cumulative impact on the eastbound left turn movement on the northbound U.S. 101 off-ramp at South Airport Boulevard/Wondercolor Lane where the 95th percentile queue would exceed the available storage length during the AM peak hour in 2040 without the proposed project.</p>	S	<p>Mitigation Measure MM-C-TR-18: Adjust Signal Timing at the Intersection of South Airport Boulevard and U.S. 101 Hook Ramps at Wondercolor Lane.</p> <p>The City of South San Francisco shall coordinate with Caltrans to adjust signal timing at the intersection of South Airport Boulevard and the U.S. 101 hook ramps at Wondercolor Lane.</p> <p>Measure not included in existing TIF and CIP. No City mechanism for funding and City cannot guarantee that this measure will be implemented.</p>	SU
<p>Impact C-TR-19: The freeway segments serving the proposed project site would operate at unacceptable LOS F in the future with forecast development in 2040, resulting in a significant cumulative impact. The proposed project at buildout (Phases 1 & 2) would add more than 1 percent of total traffic to two freeway segments during the PM peak hour which would operate at LOS F under cumulative conditions without the project.</p>	S	No mitigation feasible.	SU
<p>Impact C-TR-20: The proposed project (Phase 1 or buildout) would add more than 1 percent</p>	S	No mitigation feasible.	SU

Potential Environmental Impacts	Level of Significance before Mitigation	Recommended Mitigation Measures and Improvement Measures	Level of Significance after Mitigation
<p>of total traffic and therefore would contribute considerably to the significant cumulative impact on the northbound U.S. 101 off-ramp at South Airport Boulevard/Wondercolor Lane where the volume would exceed the available capacity during the AM peak hour in 2040 without the proposed project.</p>		No mitigation feasible.	SU
<p>Impact C-TR-21: The proposed project (Phase 1 or buildout) would add traffic volumes which would cause total traffic to exceed capacity and therefore would contribute considerably to the significant cumulative impact on the southbound U.S. 101 on-ramp from Produce Avenue where the volume would not exceed the available capacity during the PM peak hour in 2040 without the proposed project.</p>	S	No mitigation feasible.	SU
Utilities and Service Systems			
<p>Impact UT-1: Implementation of the proposed project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board; would not exceed the capacity of the wastewater treatment provider that would serve the project site; and would not require the construction of new, or expansion of existing, wastewater treatment facilities, the construction of which could cause significant effects.</p>	LS	None required.	LS
<p>Impact UT-2: Implementation of the proposed project would not require the construction of new, or expansion of existing, stormwater drainage facilities, the construction of which could cause significant environmental effects.</p>	LS	None required.	LS
<p>Impact UT-3: Cal Water has sufficient water supply available to serve the project site from existing entitlements and resources and would not require new or expanded water supply resources or entitlements.</p>	LS	None required.	LS
<p>Impact UT-4: The proposed project would be served by a landfill with sufficient permitted capacity and would comply with all applicable statutes and regulations related to solid waste.</p>	LS	None required.	LS

Potential Environmental Impacts	Level of Significance before Mitigation	Recommended Mitigation Measures and Improvement Measures	Level of Significance after Mitigation
Impact C-UT-1: The proposed project would not result in a cumulatively considerable contribution to significant cumulative impacts on utilities and service systems.	LS	None required.	LS

Note: Legend: NI = No Impact; LS = Less than Significant; LSM = less than significant with mitigation; S = Significant; SU = Significant and unavoidable impact; SUM = Significant and unavoidable impact with mitigation.

Source: SWCA (2018)

2.2.1 Alternatives

As described in Chapter 5, two alternatives are evaluated in this EIR: the No Project Alternative and the Reduced Development Alternative. As also described in Chapter 5, the EIR also evaluated four alternatives that were considered by the City but rejected as infeasible during the scoping process. The alternatives that were considered, but ultimately rejected, included an off-site alternative, an alternative design option, a further reduced density alternative, and an alternative land use alternative.

ALTERNATIVE A: NO PROJECT

Under Alternative A: No Project Alternative, the existing land uses and site conditions at the project site would not change. The existing seven buildings on the project site would remain along with existing ingress and egress points and surface parking. The project site would not be rezoned to Business Technology Park (BTP) and the FAR would remain 0.4 or 1.0 for the various parcels. The No Project Alternative would not preclude potential future development of the project site with a range of land uses that are permitted at the project site.

None of the impacts associated with the proposed project, as described in Chapter 4, would occur. However, development and growth would continue within the vicinity of the project site as reasonably foreseeable future projects are approved, constructed, and occupied. These projects could contribute to cumulative impacts in the vicinity, but under the No Project Alternative, land use activity on the project site would not contribute to these cumulative impacts beyond existing levels.

Alternative A: No Project Alternative –would not meet any of the basic project objectives.

ALTERNATIVE B: REDUCED DEVELOPMENT ALTERNATIVE

Alternative B: Reduced Development Alternative would comply with the existing City zoning code and regulations established for this site. The existing light industrial uses and associated parking on seven parcels (101, 151, and 201 Haskins Way; 410 and 430 East Grand Avenue; 451 East Jamie Court; and one parcel with no address [APN 015-102-290]) would be removed, new office/R&D use would be constructed on those seven parcels, and the existing office/R&D use on one parcel (400-450 East Jamie Court) would be expanded. The 201 Haskins Way Building would be constructed (Phase 1), as would the conceptual East Grand Building development at project buildout (Phase 2), with reduced density and lower heights (three stories, as compared to five stories under the proposed project conceptual Phase 2 development plan). The Reduced Development Alternative would result in the construction of approximately 193,459 square feet of office/R&D use during Phase 1 development, and approximately 231,418 square feet during Phase 2 development.

The Reduced Development Alternative would reduce impacts related to vehicle trips and, to some degree, construction-period impacts, such as air quality emissions, traffic, and noise. The Reduced Development Alternative would also avoid significant and unavoidable impacts due to the reduced number of vehicle trips for Impact C-TR-3, Impact C-TR-5 (Phase 1 only), Impact C-TR-10 (buildout), Impact C-TR-11 (buildout), Impact C-TR-12 (buildout), Impact C-TR-13 (buildout), Impact C-TR-19 (buildout), and

Impact C-TR-20 (Phase 1 only). However, the Reduced Development Alternative would not result in the avoidance or lessening of any other significant and unavoidable impacts to a less-than-significant level (Impacts TR-2, C-TR-4, C-TR-5 [buildout only], C-TR-6, C-TR-7, C-TR-8, C-TR-9, C-TR-15, C-TR-16, C-TR-17, C-TR-18, C-TR-20 [buildout only], and C-TR-21).

Alternative B: Reduced Development Alternative would only attain the project objectives to a lesser or partial extent.

2.2.2 Environmentally Superior Alternative

CEQA Guidelines Section 15126.6(e)(2) requires identification of an environmentally superior alternative (the alternative that has the fewest significant environmental impacts) from among the other alternatives evaluated if the proposed project has significant impacts that cannot be mitigated to a less-than-significant level. If Alternative A, the No Project Alternative, is found to be the environmentally superior alternative, the EIR must identify an environmentally superior alternative among the other alternatives.

Alternative A, the No Project Alternative, would not result in any change to existing environmental conditions. Alternative B, the Reduced Development Alternative, would result in an overall reduction of impacts identified for the proposed project. Alternative B would have less square footage (by 218,086 square feet, or 32 percent less) of office/R&D land use than the proposed project. As such, it would result in lower trip generation than the proposed project and reduced impacts related to transportation and circulation. Alternative B's buildout would result in one project-level traffic impact and this impact would remain significant and unavoidable. The proposed project's contribution to 12 cumulative traffic impacts would remain cumulatively considerable under Alternative B and these impacts would remain significant and unavoidable. However, due to the reduced number of vehicle trips, Alternative B's contribution to eight significant cumulative impacts, that would be cumulatively considerable under the proposed project, would be reduced to a less-than-significant level under Alternative B. A detailed discussion of the traffic impact analysis and applicable mitigation measures for Alternative B, the Reduced Development Alternative, is provided in Section 5.3.2 under "Transportation and Circulation".

2.2.3 Areas of Known Controversy and Issues to Be Resolved

The City of South San Francisco Planning Division of the Economic and Community Development Department (Planning Division), issued a Notice of Preparation (NOP) of an EIR for the proposed 201 Haskins Way Project on April 18, 2018, in compliance with Title 14, Sections 15082(a), 15103, and 15375 of the California Code of Regulations. The NOP review period commenced on April 18, 2018, and concluded on May 18, 2018, and a scoping meeting was held on May 3, 2018. No commenters spoke at the meeting. The Planning Division received four comment letters from interested parties during the public review and comment period. The Planning Division has considered the comments made by the public in preparation of the Draft EIR for the proposed project. Comments on the NOP raised the following issues:

Transportation and Circulation

- Compliance with the San Mateo County Congestion Management Program (CMP) Traffic Impact Analysis (TIA) Policy and Land Use Guidelines as provided by the City/County Association of Governments (C/CAG), including preparation of a forecast and discussion of the expected impacts of the project on the Congestion Management Program roadway network, the immediate project area, and other areas.
- Project-related traffic generation and mitigation measures should the project generate a net of 100 or more peak-hour trips on the CMP roadway network. Inclusion of potential mitigation strategies documented in the C/CAG Land Use Guidelines policy such as reducing project scope, building roadway and/or transit improvements, collecting traffic mitigation fees, and requiring project sponsors to implement Transportation Demand Management (TDM) programs.
- C/CAG consultation regarding the scope and parameters of the analysis, and C/CAG review and comment on the TIA, EIR and TDM plan.
- Project-related construction traffic impacts on the existing 451 East Jamie Court uses, and mitigation measures to minimize construction traffic during construction of the 201 Haskins Way Building and parking garage.
- Traffic and circulation impacts on Haskins Way, East Grand Avenue, Littlefield Avenue, and the northbound U.S. 101 on-ramp from East Grand Avenue during p.m. peak hours as a result of operation of the project, and mitigation measures to improve traffic and circulation.
- Analysis of implementing a TDM program as mitigation for vehicle miles traveled (VMT) impacts, including design features, programs, and monitoring.
- Cumulative regional transportation impacts and mitigation through fair share contributions toward multi-modal and regional transit improvements.
- Project-related impacts on transit, pedestrians, bicycles, and disabled travelers, including analysis of mitigation for increased VMT, and design features that encourage the use of alternative transportation modes including transit and shuttles, such as improvements to shelters or benches, as well as pedestrian and bicycle design features.

Project Description

- Confirmation of where the project would occur within the Bay or the San Francisco Bay Conservation and Development Commission (BCDC) 100-foot shoreline jurisdictional band.
- Confirmation of the proposed public access to the Bay Trail and Bay shoreline per existing BCDC permits on-site and BCDC public access requirements.

Greenhouse Gas Emissions

- Analysis of implementing a TDM program as mitigation for greenhouse gas (GHG) emission impacts, including design features, programs, and monitoring.

Noise

- Project-related construction noise impacts on the existing 451 East Jamie Court uses and mitigation measures to minimize construction noise during construction of the 201 Haskins Way Building and parking garage.

Land Use

- Project-related impacts on the continuation of existing business operations of parcels within the project site, including future property and building maintenance under the proposed rezoning.
- Project-related impacts on the potential for future development of parcels in the Phase 2 area as separate and individual parcels in compliance with the proposed rezoning, and the implications of development alternatives for each parcel not currently owned by the developer.

Recreation

- Project-related impacts on shoreline access due to an increased on-site worker population, and whether the proposed public access areas would be adequate to accommodate these additional users, in recognition of existing BCDC permits and BCDC public access requirements.

Aesthetics

- Project-related impacts on scenic views of the Bay in consideration of the height of the proposed buildings and parking structure.
- Project-related shadow on the existing 451 East Jamie Court Building and existing and planned roof solar photovoltaic systems.
- Project-related impacts on existing wind hazards and whether the project includes mitigation measures to reduce project-related wind impacts.

Hydrology and Water Quality

- Whether project impacts related to sea level rise would occur on transportation facilities in the project area due to higher water levels, including increased erosion, changing environmental characteristics that affect material durability, increased groundwater levels, change in sediment movement along shorelines, and soil pore pressure at dikes and levees on which transportation facilities are constructed.