April 7, 2015

Michael Stoner
SPI Holdings, LLC
88 Kearny Street, Suite 1818
San Francisco, CA 94108

Subject: Bridgepointe Shopping Center Project Environmental Checklist

Dear Michael:

At the request of SPI Holdings, LLC (SPI), FirstCarbon Solutions has prepared the enclosed checklist to evaluate the potential effects of the proposed conversion of the ice rink in the Bridgepointe Shopping Center to support retail uses.

As discussed in the enclosed document, we have concluded that the proposed conversion would not result in any new impacts that were not previously disclosed in the original 1996 EIR prepared for the Bridgepointe Shopping Center, nor would it result in any impacts that would be more severe than were previously disclosed.

We have prepared this document at SPI's request for SPI to submit in support of its application with the understanding that the City will conduct an entirely independent environmental review of SPI's proposal in accordance with the California Environmental Quality Act.

If you should have any questions, please don't hesitate to contact me.

Sincerely,

Jason Brandman, Vice President
FirstCarbon Solutions
1350 Treat Boulevard, Suite 380
Walnut Creek, CA 94597

Enc: Environmental Checklist

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Environmental Checklist
Bridgepointe Shopping Center Project
City of San Mateo, County of San Mateo, California

Prepared for:
SPI Holdings, LLC
88 Kearny Street, Suite 1818
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415.288.7900

Contact: Michael Stoner

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April 7, 2015

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SECTION 1: INTRODUCTION

The proposed project includes improvements to a building that was previously used as an ice rink in order to accommodate retail uses. The project site was located within an area subject to the SPI Bridgepointe Shopping Center Master Plan (Master Plan), for which the Bridgepointe Shopping Center Project EIR was prepared pursuant to the California Environmental Quality Act (Pub. Res. Code § 21000, et seq.)(CEQA), certified by the San Mateo City Council in 1996 (1996 EIR).

The purpose of the following environmental checklist is to evaluate the proposed improvements in order to determine whether they are within the scope of the Bridgepointe Shopping Center Project EIR, or whether the project would result in new significant impacts or substantially more severe impacts under CEQA Guidelines Section 15162.

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SECTION 2: PROJECT DESCRIPTION

2.1 - Location and Setting

The proposed project is located within the Bridgepointe Shopping Center, in the eastern portion of the City of San Mateo, California (Exhibit 1). The Bridgepointe Shopping Center consists of approximately 75 acres and includes a variety of commercial land uses (Exhibit 2). The project site is surrounded by existing development within the shopping center, with a quick-service restaurant and a Home Depot home improvement store to the north, a pet supply store to the east, and a restaurant and parking areas supporting more retail uses occurs to the south. The Bridgepointe apartment complex is located to the west of the site across Bridgepointe Parkway.

The Bridgepointe Shopping Center is located near the southwestern terminus of the San Mateo Bridge, along State Route 92 (SR-92). Primary access to the shopping center is provided from Baker Way and Chess Drive. The site is located approximately 0.65-mile west of the San Francisco Bay.

In the existing condition, the project site consists of a 53,985-square-footbuilding that was previously used as an ice rink and restaurant. The square footage for the building includes a 47,217-square-foot ground floor, and a 6,768-square-foot mezzanine floor.

2.2 - Project Background

2.2.1 - Bridgepointe Shopping Center Project

The 1996 EIR identified nine different development scenarios for the shopping center, each of which included renovations and continued operation of the ice rink. An EIR Addendum was approved in 1997 for a proposed modification to the Master Plan to allow for the removal of the ice rink building and the construction of a new building that would accommodate three retail uses, including a restaurant use. The 1997 project (which was never undertaken) would have had the same floor area, height, massing, location, and similar architectural detailing as the existing ice rink structure.

2.2.2 - Proposed Improvements

The proposed project consists of renovations to the ice rink building that would convert it to traditional retail and apparel uses consistent with the surrounding development within the shopping center. The improvements would remove the existing mezzanine floor and add an additional 1,242 square feet to the ground floor. The resulting changes would provide for a 5,526-square-foot net decrease in the overall building square footage.

Existing tower elements on the southwestern and southeastern corners of the building would be removed, and a new tower element on the northwestern corner of the building would be constructed. A minor expansion to the building footprint would occur at the southwestern and southeastern corners of the structure in order to provide for square corners. The primary entrance to the building would occur along the southwestern frontage.

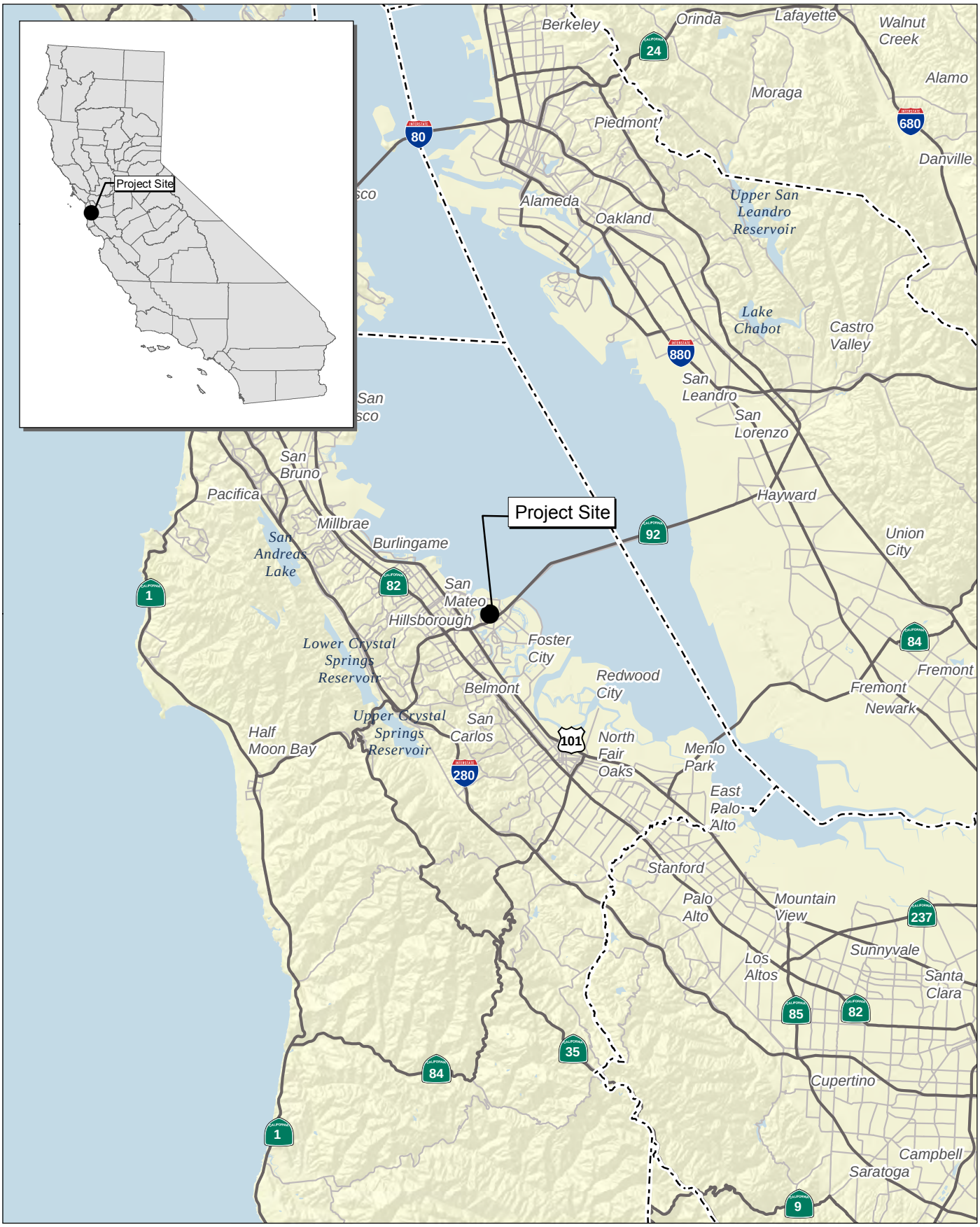
Vehicular access points to the shopping center, as well as existing parking and internal circulation would remain unchanged.

The project proposes to remove an ice rink that had previously provided recreational opportunities to residents. At the time of the approval of the original project, three unavoidable significant impacts were identified in the 1996 EIR for Air Quality (Impact 3.1-3), Noise (Impact 3.2-6) and Transportation and Circulation (Impact 3.4-3). No significant and unavoidable recreation impacts were identified in the 1996 EIR. As a consequence of the three significant and unavoidable impacts, the City found that certain economic, social and other benefits of the project outweighed those significant unavoidable environmental effects. One of the eight benefits cited in the statement of overriding considerations was: "The project will provide recreational opportunities for San Mateo residents through the retention of the ice rink facility." Notwithstanding the fact that the benefit of the ice rink was provided to residents for more than 10 years following the project's completion, in light of this finding and the proposal to convert the ice rink building to retail, the project applicant proposes to make a payment of $3,000,000 to the City to be used for recreational facilities elsewhere in San Mateo.

2.3 - Scope of the Environmental Checklist

This document determines whether the proposed modifications could have any significant effects on the environment. For purposes of this evaluation, and consistent with the 1996EIR and current Appendix G of the CEQA Guidelines, the proposed modifications' potential environmental effects are grouped into the following categories.

- Aesthetics
- Agriculture
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Utilities and Service Systems



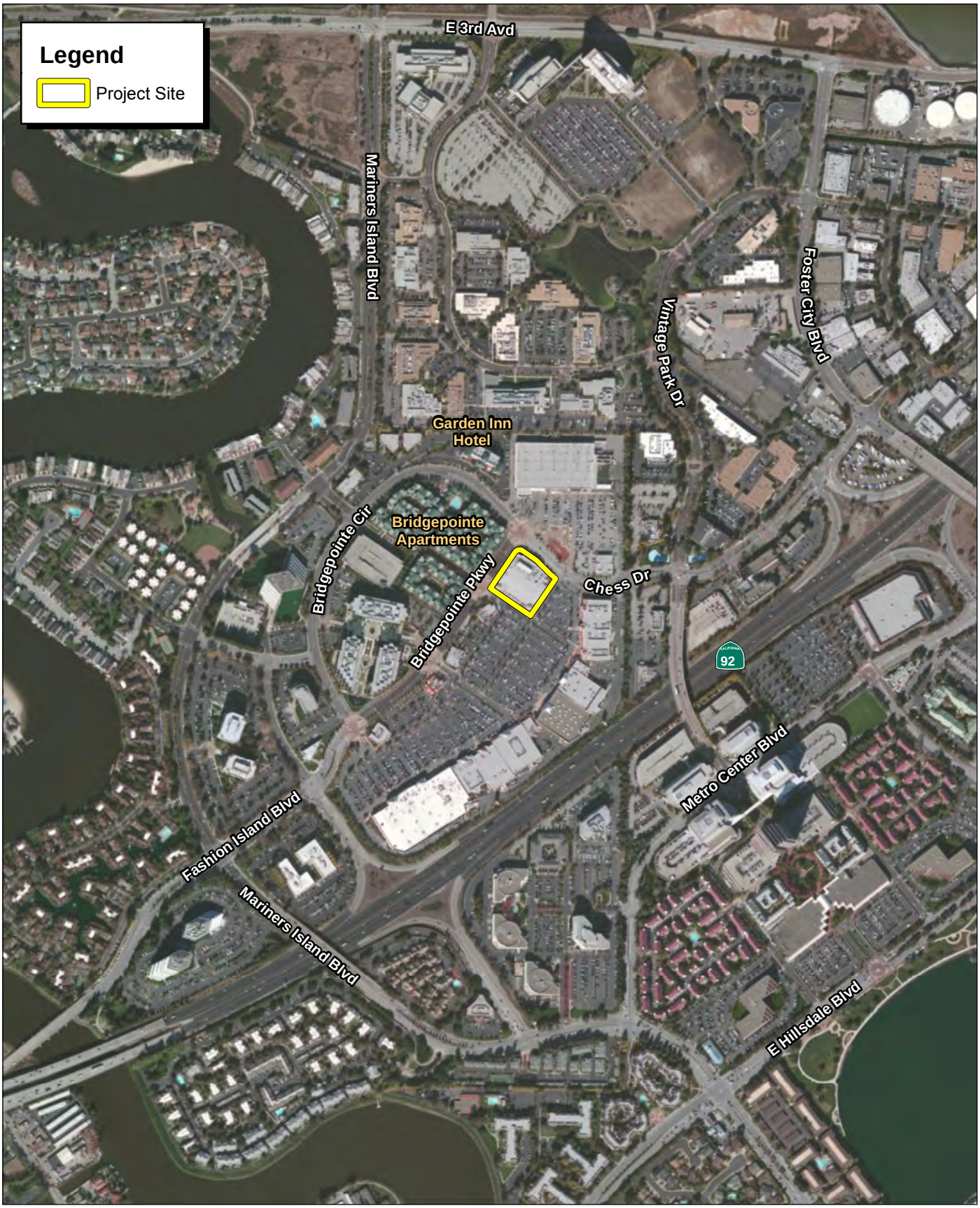
Source: Census 2000 Data, The CaSIL

FirstCarbon SOLUTIONS

5 2.5 0 5 Miles

Exhibit 1
Regional Location Map

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Source: ESRI Aerial Imagery.

FirstCarbon SOLUTIONS

750 375 0 750 Feet

Exhibit 2
Local Vicinity Map
Aerial Base

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SECTION 3: CEQA CHECKLIST

The purpose of the checklist is to evaluate the categories in terms of any changed condition (e.g., changed circumstances, project changes, or new information of substantial importance) that may result in a changed environmental result (e.g., a new significant impact or substantial increase in the severity of a previously identified significant effect) (CEQA Guidelines Section 15162).

The questions posed in the checklist come from Appendix G of the CEQA Guidelines. A "no" answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact since it was analyzed and addressed with mitigation measures in the EIR prepared for the project. These environmental categories might be answered with a "no" in the checklist, since the proposed project does not introduce changes that would result in a modification to the conclusion of the certified EIR.

3.1 - Explanation of Checklist Evaluation Categories

(1) Conclusion in Prior EIR and Related Documents

This column provides a cross-reference to the pages of the EIR where the conclusion may be found relative to the environmental issue listed under each topic.

(2) Do the Proposed Changes Involve New Impacts?

Pursuant to CEQA Guidelines Section 15162, subd. (a)(1), this column indicates whether the changes represented by the revised project will result in new significant environmental impacts not previously identified or mitigated by the EIR, or whether the changes will result in a substantial increase in the severity of a previously identified significant impact.

(3) New Circumstances Involving New Impacts?

Pursuant to CEQA Guidelines Section 15162, subd. (a)(2), this column indicates whether there have been substantial changes with respect to the circumstances under which the project is undertaken that will require major revisions to the EIR, due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

(4) New Information Requiring New Analysis or Verification?

Pursuant to CEQA Guidelines Section 15162, subd. (a)(3)(A-D), this column indicates whether new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR [or ND];

(B) Significant effects previously examined will be substantially more severe than show in the previous EIR [or ND];

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerable different from those analyzed in the previous EIR [or ND] would substantially reduce one or more significant effect of the environment, but the project proponents decline to adopt the mitigation measure or alternative.

If the additional analysis completed as part of this environmental review were to find that the conclusions of the EIR remain the same and no new significant impacts are identified, or identified impacts are not found to be substantially more severe, or additional mitigation is not necessary, then the question would be answered "no", and no additional environmental document would be required.

(5) EIR Mitigation Measures Implemented or Address Impacts

Pursuant to CEQA Guidelines Section 15162, subd. (a)(3), this column indicates whether the EIR provides mitigation measures to address effects in the related impact category. These mitigation measures will be implemented with the construction of the project; a "yes" response will be provided in either instance. If "NA" is indicated, the EIR and this initial study conclude that the impact does not occur with this project or is not significant; therefore, no additional mitigation measures are needed.

3.2 - Discussion and Mitigation Sections

(1) Discussion

A discussion of the elements of the checklist is provided under each environmental category in order to clarify the answers. The discussion provides information about the particular environmental issue, how the project relates to the issue, and the status of any mitigation that may be required or that has already been implemented.

(2) EIR Mitigation Measures

To the extent that mitigation measures in the 1996 EIR have not already been implemented, applicable mitigation measures that apply to the project are listed under each environmental category. However, several of the listed mitigation measures are inapplicable as they apply to certain aspects of the Bridgepointe Shopping Center project that were required to have already been completed, or are inapplicable as they apply to only the whole shopping center and therefore are not discussed further in this analysis. Accordingly, only the mitigation measures that are applicable to the proposed project and are assumed to have not been completed have been included in the analysis below. For informational purposes, a listing of each mitigation measure identified in the 1996 EIR has been provided in Appendix A of this document.

(3) Conclusions

A discussion of the conclusion relating to the analysis is contained in each section.

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
I. Aesthetics					
Would the project:					
a) Have a substantial adverse effect on a scenic vista?	Less than significant impact after mitigation	**No**	**No**	**No**	MM3.3-5
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Less than significant impact	**No**	**No**	**No**	None
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	Less than significant impact after mitigation	**No**	**No**	**No**	MM 3.3-1 MM 3.3-4 MM 3.3-6
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less than significant impact after mitigation	**No**	**No**	**No**	MM 3.3-2 MM 3.3-3 MM 3.3-7

Discussion

a–d) The proposed project consists of interior and exterior renovations to the ice rink building which would convert it to traditional retail and apparel uses consistent with the surrounding development within the shopping center. The existing ice rink structure was constructed in a nondescript architectural style, and was built prior to the development of the surrounding shopping center. The proposed improvements would incorporate modern design elements more consistent with the surrounding shopping center, which would be expected to enhance the appearance of the building from surrounding areas and improve the visual quality of the site. The project site does not contain any prominent views or vistas, and the footprint and/or height of the building would not be substantially modified. The project is not within the vicinity of any state scenic highway. No new sources of substantial light or glare are proposed as part of the project. As such, the modifications to the existing building that are proposed as part of the project would not result in any new aesthetic impacts, or any circumstances that would otherwise change the conclusions identified in the EIR.

Relevant EIR Mitigation Measures

MM3.3-2 All exterior lighting and interior security lighting on office buildings and parking structures shall be designed and installed to minimize effects of light and glare on neighboring residential buildings.

MM 3.3-3 The design of the major retail tenant or redevelopment Wards building shall incorporate design elements to provide architectural interest and visual relief on the western wall facing the hotel on Area 3. All exterior lighting on the western wall shall be directed away from the hotel. Landscaping proposed between the two buildings shall provide leafy evergreen plantings to lessen the effect of lighting at the retail building.

MM 3.3-4 The landscape plan shall comply with the City's development standards for parking lots.

MM 3.3-6 Include terraces or tiered design as required by the Mariner's Island Specific Plan and modify building elevation ns to de-emphasize the horizontal massing of the structures by adding variation to the roof line and building profile.

Conclusion

No new significant impacts to aesthetics would occur. The conclusions from the 1996 EIR remain unchanged.

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
II. Agricultural Resources					
Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	NA	**No**	**No**	**No**	None
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	NA	**No**	**No**	**No**	None
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	NA	**No**	**No**	**No**	None
d) Result in the loss of forest land or conversion of forest land to non-forest use?	NA	**No**	**No**	**No**	None
e) Involve other changes in the existing environment which, due to their location or	NA	**No**	**No**	**No**	None

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?					

Discussion

a–e) Agricultural impacts were not analyzed in the 1996 EIR. The proposed project site is designated "Urban and Build-Up Land" and is not under a Williamson Act contract. Additionally, the project is not in an area zoned for forest or timberland. The site is fully developed and the conversion of the ice rink into retail and apparel uses would not result in any new or increased conversion of agricultural land to non-agricultural uses compared with the original project. Therefore, no new significant impacts associated agricultural resources would occur.

Relevant EIR Mitigation Measures

None.

Conclusion

No new significant impacts to agricultural resources would occur. The conclusions from the 1996 EIR remain unchanged.

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
III. Air Quality					
Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	Less than significant impact after mitigation	**No**	**No**	**No**	MM 3.1-1
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Less than significant impact	**No**	**No**	**No**	None
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	Significant and Unavoidable	**No**	**No**	**No**	MM 3.1-3a MM 3.1-3b MM 3.1-3c
d) Expose sensitive receptors to substantial pollutant concentrations?	Less than significant impact	**No**	**No**	**No**	None
e) Create objectionable odors affecting a substantial number of people?	Less than significant impact	**No**	**No**	**No**	None

Discussion

a–e) The 1996 EIR identified potentially significant short-term air quality impacts associated with construction emissions. Mitigation measures were identified to reduce these impacts; however, a significant and unavoidable cumulative impact was identified for the prior 1996 development.

The project would require a limited amount of exterior demolition prior to construction of the improvements, in addition to interior tenant improvements. No grading or other substantial ground disturbing activities are proposed as part of project construction. The project would be required to comply with the applicable mitigation measures identified in the EIR related to construction activities, which are identified below. Because of the limited nature of the construction activities and the required compliance with the previously identified construction mitigation measures, the proposed project would not result in any new or substantially increased short-term air quality impacts related to construction.

The project would result in a reduction in the number of vehicular trips when compared to the existing ice rink (see Transportation and Traffic analysis in Section XV, below). The reduction in vehicular trips would have a corresponding reduction in the operational emissions for the project. The project would not result in any new or substantially increased operational air quality impacts, and would not further contribute to the existing significant and unavoidable air quality impact that would occur even without the project.

Relevant EIR Mitigation Measures

MM 3.1-1 The BAAQMD has prepared a list of feasible construction dust control measures to reduce construction period air quality impacts. The following construction practices shall be required during all phases of construction on the project site:

- Water all active construction areas at least twice daily;
- Watering or covering of stockpiles of debris, soil, sand or other materials that can be blown by the wind;
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard;
- Pave apply water three times daily, or apply (non-toxic) soil stabilizers on all paved access roads, parking areas, and staging areas at construction sites;
- Sweep daily all paved access road, parking areas, and staging areas at construction sites;
- Hydroseed or apply non-toxic soil stabilizers to inactive construction areas;
- Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.);
- Limit traffic speeds on unpaved roads to 15 mph;
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways; and,
- Replant vegetation in disturbed areas as quickly as possible.

MM 3.1-3a Provide physical improvements, such as sidewalk improvements, landscaping and the installation of bus shelters and bicycle parking that would act as incentives for pedestrian, bicycle and transit modes of travel.

MM 3.1-3b In order to lessen traffic levels and automobile congestion resulting from the Bridgepointe Project, the applicant shall develop an overall strategy to reduce single-passenger vehicle trips and increase the use of mass transit or other alternative modes of commuting. This strategy shall include performance goals for increasing AVR (average Vehicle Ridership) and reducing VER (vehicle/employee ratio) over a multi-year period consistent with the project employment base. Appropriate elements of the strategy shall be included as items in the lease agreement for commercial building in the project. Elements of such a strategy shall include, but need not be limited to the following:

1. Encourage employee transit use by:
   - Employer-provided transit subsidies
   - Employer-administered transportation information center, providing transit schedule information.
2. Promoting employee ridesharing by:
   - Making computerized employee database available to match carpool and vanpool partners by zip code.
   - Reserving parking spaces for carpool and vanpool vehicles
3. Instituting other trip reduction measures, such as:
   - Facilitating telecommuting, whether from employees' homes or from a decentralized telecommute facility.
   - Making provision for variable work hours, so as to disperse commute trips during the peak periods
4. Administering a comprehensive transportation program to facilitate the measure described, to monitor their effectiveness via regular tenant surveys, to distribute transportation-related materials and generally to assist employees in finding suitable alternatives to the single-person vehicle. The success of these programs may require that a full-time position of transportation coordinator be established.

While these mitigation measures would reduce the amount of traffic generated by the project, alone they would not fully mitigate the traffic impacts of the project. Therefore, at intersections where no feasible mitigation is available, or where San Mateo lacks the authority to implement the mitigation, the above measures would improve the situation at these intersections, but would not fully mitigate the impact.

Conclusion

No new significant impacts to air quality would occur. The conclusions from the 1996 EIR remain unchanged.

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
IV. Biological Resources					
Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	NA	**No**	**No**	**No**	None
b) 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 US Fish and Wildlife Service?	NA	**No**	**No**	**No**	None
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	NA	**No**	**No**	**No**	None

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	NA	**No**	**No**	**No**	None
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	NA	**No**	**No**	**No**	None
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	NA	**No**	**No**	**No**	None

Discussion

a–f) Biological impacts were not analyzed in the 1996 EIR. The project site is paved and developed with the existing building, and is surrounded by built-out urban uses, which would preclude any impacts to biological resources. The proposed interior modifications would remove the existing mezzanine floor of the ice rink building and add an additional 1,242 square feet to the ground floor. Resulting changes would provide for a 5,526-square-foot net decrease in the overall building square footage. Project modifications would not result in any new or increased biological impacts. As such, the proposed project would not alter the conclusions of the EIR.

Relevant EIR Mitigation Measures

None.

Conclusion

No new significant impacts to biological resources would occur. The conclusions from the 1996 EIR remain unchanged.

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
V. Cultural Resources					
Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	NA	**No**	**No**	**No**	None
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	NA	**No**	**No**	**No**	None
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	NA	**No**	**No**	**No**	None
d) Disturb any human remains, including those interred outside of formal cemeteries?	NA	**No**	**No**	**No**	None

Discussion

a–d) Impacts related to cultural resources were not analyzed in the 1996 EIR. The conversion of the ice rink building into retail and apparel uses would involve mostly interior renovations that would be primarily confined to the existing footprint of the building. The existing ice rink building was developed less than 20 years ago, and is not of a sufficient age to qualify as a historic resource. The project site is fully developed, and extensive ground-disturbing activities previously occurred associated with the construction of the ice rink and surrounding parking areas. As the project would not result in ground disturbance in areas that were previously undisturbed, the proposed project would not result in any new significant impacts or substantially increased cultural resources impacts.

Relevant EIR Mitigation Measures

None.

Conclusion

No new significant impacts to cultural resources would occur. The conclusions from the 1996 EIR remain unchanged.

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
VI. Geology and Soils					
Would the project:					
a) Expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	Less than significant impact	**No**	**No**	**No**	None
ii) Strong seismic ground shaking?	Less than significant impact after mitigation	**No**	**No**	**No**	MM 3.5-2
iii) Seismic-related ground failure, including liquefaction?	Less than significant impact	**No**	**No**	**No**	None
iv) Landslides?	No impact	**No**	**No**	**No**	None
b) Result in substantial soil erosion or the loss of topsoil?	Less than significant impact after mitigation	**No**	**No**	**No**	MM 3.5-3
c) Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Less than significant impact after mitigation	**No**	**No**	**No**	MM 3.5-4 MM 3.5-5 MM 3.5-6 MM 3.5-7 MM 3.5-8 MM 3.5-9

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	No impact	**No**	**No**	**No**	None
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.	Less than significant impact	**No**	**No**	**No**	None

Discussion

a–e) The proposed conversion of the ice rink building into retail and apparel uses would remove the existing mezzanine floor (including the existing restaurant area) and add an additional 1,242 square feet to the ground floor. Existing tower elements on the southwestern and southeastern corners of the building would be removed, and a new tower element on the northwestern corner of the building would be constructed. A minor expansion to the building footprint would occur at the southwestern and southeastern corners of the structure.

As the existing building would remain in use, the conversion to retail and apparel uses would not expose the facility to an increase in the likelihood that the facility would experience strong ground shaking from an earthquake. The proposed project would be subject to similar soil composition and potential for soil erosion. Therefore, implementation of mitigation measures stated in the 1996 EIR would ensure that impacts related to geology and soils would remain less than significant, and the modifications proposed by the project would not alter the conclusions in the EIR.

Relevant EIR Mitigation Measures

MM3.5-2 Project structures are required by law to be built in conformance with the applicable seismic codes. If so constructed, structures should provide sufficient resistance to the predicted level of ground shaking to prevent collapse. Non-structural damage and threat to project occupants could be mitigated by engineering techniques such as securing heavy objects to floors or walls.

MM 3.5-3 An erosion and Sediment Control Plan is required as part of the Site Development Permit for grading that would be issued by the City of San Mateo.

MM 3.5-4 Standard techniques can be used for dewatering of excavations for subsurface construction. The partial basements shall be waterproofed and designed to resist hydrostatic uplift.

MM 3.5-5 The geotechnical reports present guidelines for estimating the service life of substructures. They also indicate that corrosion-resistant thermal plastic pipes are generally required by the City of San Mateo.

MM 3.5-6 If excavated soils from the project site are to be used for fill, the soils shall be air-dried, lime treated, or replaced with import fill as discussed in the geotechnical reports.

MM 3.5-7 Wet subgrades shall be lime-treated, or over-excavated and replaced with geotextile stabilization fabric and granular fill as discussed in the geotechnical reports.

MM 3.5-8 Standard engineering techniques can be utilized to reduce the risk of structural distress resulting from settlement, such as pre-loading or alternative foundation design. If pile foundations are used, slabs shall be designed to accommodate differential settlement between the piles and adjacent ground. Furthermore, special connections should be provided where underground utilities are connected to the building. Other foundation systems can also be utilized to reduce the risk of structural distress resulting from differential settlement. The structure's tolerance to differential settlement shall be evaluated and the appropriate foundation selected, based on criteria in the geotechnical reports.

MM 3.5-9 Frozen soils should be excavated and re-compacted as structural fill to provide adequate foundation and slab support.

Conclusion

No new significant impacts to geology and soils would occur. The conclusions from the 1996 EIR remain unchanged.

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
VII. Greenhouse Gas Emissions					
Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	NA	**No**	**No**	**No**	None
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	NA	**No**	**No**	**No**	None

Discussion

a–b) Impacts from greenhouse gas emissions were not analyzed in the 1996 EIR, which preceded many of the current guidelines for evaluation of greenhouse gas emissions. The 2010 BAAQMD Guidelines identify the following thresholds of significance for GHG:

> For land use development projects (including residential, commercial, industrial, and public land uses and facilities), the threshold is compliance with a qualified GHG Reduction Strategy; or annual emissions less than 1,100 metric tons per year of carbon dioxide equivalent (CO_2e); or 4.6 metric tons CO_2e/service population/year (residents + employees).

Construction activities and continuous operation of the proposed project would result in a negligible amount of emissions from construction; likewise, the vehicular traffic trips generated by the proposed project would decrease compared with the existing ice rink and restaurant use. Table 1 provides an estimate of the corresponding decrease in greenhouse gas emissions that would result from the proposed project when compared to the existing use of the site as an ice rink and restaurant.

Table 1: Estimated Daily Greenhouse Gas Emissions

Pollutant Type (pounds per day)	Existing Emissions	Estimated Emissions From Proposed Project	Reduction Amount
Reactive Organic Gases (ROG)	12.82	8.70	- 4.12
Nitrous Oxide (NOx)	17.82	11.89	- 5.93
Carbon Monoxide (CO)	98.96	87.83	- 11.13
Sulfur Dioxide (SO2)	0.14	0.10	- 0.04
Particulate Matter (PM10)	10.64	7.96	- 2.68
Particulate Matter (PM2.5)	3.04	2.23	- 0.81
Carbon Dioxide Equivalent (CO2e)	13,466	9,074	- 4,392
Source: FirstCarbon Solutions, 2015			

As shown above, since vehicular trips would be reduced by the implementation of the project, there would be a corresponding reduction in the amount of greenhouse gas emissions generated by the project.

The City of San Mateo implemented a Sustainable Initiatives Plan (SIP) in 2007. The SIP addresses several areas of environmental responsibility for the City including impacts from new developments and construction. Additionally, the SIP provides a number of recommendations and actions intended to reduce greenhouse gas emissions throughout the City. The proposed project would comply the SIP by incorporating the latest energy efficiency standards required by 2013 Title 24 revisions. This will result in reductions of combustion related emissions from heating and reduced indirect GHG emission reductions from reduced electricity consumption. Additionally, mitigation previously implemented pursuant to the 1996 EIR included measures that would reduce reliance on vehicular transportation for the shopping center, including the incorporation of bicycle and pedestrian infrastructure at the shopping center. These project features would ensure that the project would comply with the City's SIP.

As stated above, the BAAQMD threshold is 1,100 metric tons a year, which is more than the expected total emissions from the proposed project and therefore would not be considered cumulatively considerable. Accordingly, the proposed project would not result in any new significant impacts associated with greenhouse gas emissions.

Relevant EIR Mitigation Measures

None.

Conclusion

No new significant impacts to greenhouse gas emissions would occur. The conclusions from the 1996 EIR remain unchanged.

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
VIII. Hazards and Hazardous Materials					
Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	NA	**No**	**No**	**No**	None
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	NA	**No**	**No**	**No**	None
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	NA	**No**	**No**	**No**	None
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	NA	**No**	**No**	**No**	None
e) Be located within two miles of a public airport or private use airport and result in a safety hazard for people residing or working in the project area?	NA	**No**	**No**	**No**	None

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	NA	**No**	**No**	**No**	None
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	NA	**No**	**No**	**No**	None
h) Be located in an area designated as having a high, extreme, or severe fire hazard, or otherwise expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	NA	**No**	**No**	**No**	None

Discussion

a–h) Impacts from hazards and hazardous materials were not analyzed in the 1996 EIR. The construction of the project would involve a limited amount of potentially hazardous materials such as paints, solvents, diesel fuel, lubricants, and other petroleum-based products used to operate and maintain construction equipment and vehicles, which would access the site on a limited basis. These materials would be limited in quantity, and would be disposed of in accordance with all applicable State and federal requirements for the disposal of hazardous waste.

Demolition of the exterior tower features and other building components may involve the potential release of asbestos-containing materials (ACM), lead-based paint (LBP), polychlorinated biphenyls (PCBs), or mercury contained in lighting fixtures. However, all

demolition and construction activities will take place in accordance with BAAQMD District Regulation 11, Rule 2: Asbestos Demolition, Renovation, and Manufacturing. BAAQMD Regulation 11, Rule 2 is intended to limit asbestos emissions from demolition or renovation of structure and the associated disturbance of ACM generated or handled during these activities. The rule addresses the national emissions standards for asbestos along with some additional requirements. The rule requires the Lead Agency and its contractors to notify BAAQMD of any regulated renovation or demolition activity. This notification includes a description of structures and methods utilized to determine whether asbestos-containing materials are potentially present. All ACM found on-site must be removed prior to demolition or renovation activity in accordance with BAAQMD Regulation 11, Rule 2, including specific requirements for surveying, notification, removal, and disposal of asbestos-containing materials. Therefore, projects that comply with BAAQMD Regulation 11, Rule 2 would ensure that asbestos containing materials would be removed and disposed of appropriately and safely. In addition, the project would be required to comply with regulations in order to ensure proper abatement of any asbestos during the demolition process, which would further reduce any impacts. Likewise, any LBP, PCBs, or mercury-containing light fixtures will be abated and disposed of by properly licensed abatement personnel in accordance with applicable regulations.

The proposed modification of the ice rink building into retail and apparel uses would not introduce any new design or operational elements that would increase the potential impacts related to hazards and hazardous materials. Similar to the construction phase and the existing operations that currently take place on the project site, operation of the retail uses associated with the project would require limited amounts of typical household and commercial solvents, cleaning agents, and similar materials used for operations and maintenance activities. These materials would be present on the site in limited quantities and would be disposed of properly. Therefore, impacts would be less than significant, and no new or increased significant impacts would occur.

Relevant EIR Mitigation Measures

None.

Conclusion

No new significant impacts to hazards and hazardous materials would occur. The conclusions from the 1996 EIR remain unchanged.

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
IX. Hydrology and Water Quality					
Would the project:					
a) Violate any water quality standards or waste discharge requirements?	Less than significant impact	**No**	**No**	**No**	None
b) 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 (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	Less than significant impact	**No**	**No**	**No**	None
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	Less than significant impact	**No**	**No**	**No**	None
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	Less than significant impact	**No**	**No**	**No**	None

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
e) 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?	Less than significant impact after mitigation	**No**	**No**	**No**	See 1996 EIR, Appendix 1
f) Otherwise substantially degrade water quality	Less than significant impact	**No**	**No**	**No**	None
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	No impact	**No**	**No**	**No**	None
h) Place within a 100-year flood hazard structures which would impede or redirect flood flows?	No impact	**No**	**No**	**No**	None
i) Expose people or structures to significant risk or loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	Less than significant impact after mitigation	**No**	**No**	**No**	MM 3.5-1
j) Inundation of by seiche, tsunami, or mudflow?	No impact	**No**	**No**	**No**	None

Discussion

a–j) The 1996 EIR concluded that with the incorporation of mitigation measures that were identified in the EIR, the project would not create or contribute to increased runoff volumes, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Additionally, implementation of

Mitigation Measure 3.5-1 was determined to reduce potential of flooding due to dike failure to less than significant.

The proposed conversion of the ice rink building into retail and apparel uses would not introduce new elements that could result in the violation of water quality standards or waste discharge requirements, and would involve activities almost exclusively within the existing building envelope. The project would primarily involve the re-use of the existing ice rink building with only a nominal increase in the building footprint at two of the building corners. The project would not convert any pervious surfaces to impervious surfaces, and would not alter the existing stormwater drainage system within the shopping center. Accordingly, the proposed project would not result in any new significant hydrology and water quality impacts, and would not increase any impacts previously identified in the EIR. Therefore, the conclusions in the EIR would not be altered by the project modifications.

Relevant EIR Mitigation Measures

Appendix 1 Appendix 1 to the EIR includes detailed information regarding the following mitigation measures:

- The applicant must file a Notice of Intent with the State Water Resources Control Board (State Water Board) prior to the commencement of construction.
- The applicant must develop and implement a Storm Water Pollution Prevention Plan in accordance with Section A of State Water Board Order No. 92-08 DWQ.
- The applicant must meet the requirements of Section B of State Water Board Order No. 92-08 DWQ.
- The applicant must comply with the standard provisions and reporting requirements contained in Section C of State Water Board Order No. 92-08 DWQ.
- The applicant must comply with requirements of municipalities, counties, drainage districts, and other local agencies regarding discharges of storm water to separate storm sewer systems or other watercourses under their jurisdiction, including requirements in municipal storm water management programs developed to comply with NEPDES permits issued by the Regional Water Boards to local agencies.

Conclusion

No new significant impacts to hydrology and water quality would occur. The conclusions from the 1996 EIR remain unchanged.

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
X. Land Use					
Would the project:					
a) Physically divide an established community?	NA	**No**	**No**	**No**	None
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	NA	**No**	**No**	**No**	None
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	NA	**No**	**No**	**No**	None

Discussion

a–c) Impacts to land use were not analyzed in the 1996 EIR. The proposed project is located within the Bridgepointe Shopping Center, in the eastern portion of the City of San Mateo, California. The Bridgepointe Shopping Center consists of approximately 75 acres and includes a variety of commercial land uses.

The project site is surrounded by existing development within the shopping center, including a quick-service restaurant and a Home Depot home improvement store to the north, a pet supply store to the east, and a restaurant and parking areas supporting more retail uses occurs to the south. The Bridgepointe apartment complex is located to the west of the site across Bridgepointe Parkway.

The conversion of the ice rink and restaurant uses within the building into retail and apparel uses would take place within the existing building footprint, and would be consistent with the surrounding development within the Bridgepointe Shopping Center. Moreover, the

project would be consistent with the zoning designation for the site, and would not conflict with any applicable land use plan, policy, or regulation. The project site is not located within any habitat conservation plan or natural community conservation plan. Therefore, the project would not result in any new significant impacts associated with land use and planning.

Relevant EIR Mitigation Measures

None.

Conclusion

No new significant impacts to land use and planning would occur. The conclusions from the 1996 EIR remain unchanged.

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
XI. Mineral Resources					
Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	NA	**No**	**No**	**No**	None
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	NA	**No**	**No**	**No**	None

Discussion

a–b) Impacts to mineral resources were not analyzed in the 1996 EIR. The project site is fully developed with commercial uses, and does not support mineral extraction or contain any known mineral resources that are listed in the County's General Plan. The proposed retail and apparel uses would be constructed on the previously developed site of the ice rink within the existing building footprint, and therefore would not result in new significant impacts or a substantial increase in a previously identified significant impact.

Relevant EIR Mitigation Measures

None.

Conclusion

No new significant impacts to mineral resources would occur. The conclusions from the 1996 EIR remain unchanged.

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
XII. Noise					
Would the project:					
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less than significant impact after mitigation	**No**	**No**	**No**	MM 3.2-1 MM 3.2-2 MM 3.2-3
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Less than significant impact	**No**	**No**	**No**	None
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Less than significant impact	**No**	**No**	**No**	None
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Significant and Unavoidable	**No**	**No**	**No**	MM 3.2-6 MM 3.2-7
e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the	No impact	**No**	**No**	**No**	None

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
project area to excessive noise levels?					
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	No impact.	**No**	**No**	**No**	None

Discussion

a–f) The prior 1996 EIR for the Bridgepointe Shopping Center project determined that potentially significant noise impacts would occur, and identified mitigation measures to reduce one of these impacts to less than significant. However, a significant and unavoidable construction-.related noise impact was identified for the original construction of the shopping center. The proposed conversion of the ice rink building into retail and apparel uses would remove the existing mezzanine floor (including the existing restaurant area) and add an additional 1,242 square feet to the ground floor, while the position of exterior tower elements would be reconfigured. A minor expansion to the building footprint would occur at the southwestern and southeastern corners of the structure in order to provide for square corners.

Residences from Bridgepointe Apartments and the Hilton Garden Inn would be within 80 to 3,000 feet of construction activities. Noise levels during construction would be increased at these sensitive receptors. However, the construction noise would be limited mainly to interior improvements within the existing building and relatively minor exterior improvements, and would not involve any intensive noise-generating activities (pile driving, grading activities, etc.). Additionally, the construction activities would occur during daytime hours and would be within the City's hours identified in the City's construction noise ordinance, and the project would be required to comply with the relevant construction noise mitigation measures identified in the EIR, below. Therefore, temporary construction noise at the site would not result in a new significant impact, and would not contribute to or increase the previously identified significant and unavoidable noise impact that occurred during the construction of the existing shopping center.

Vehicular access points to the shopping center, as well as existing parking and internal circulation, would remain unchanged. As noted in the Transportation impact analysis below, the project would result in an overall reduction in the amount of vehicular trips to the site, which would have a corresponding decrease in the amount of transportation-related noise

generated by the project. The proposed improvements would not include any new stationary noise sources that would affect nearby sensitive receptors. Therefore, the proposed project would not result in any new or increased noise impact, or a substantial increase to the previously identified significant and unavoidable construction noise impact.

Relevant EIR Mitigation Measures

MM 3.2-1 A Title 24 analysis shall be conducted to show how the project will be designed so that interior levels will not exceed a DNL of 45 dB as required by the City and State. Typical measures could include sound-rated windows and mechanical ventilation.

MM 3.2-6 The following measures shall be implemented during construction to reduce noisy activities:

- Restrict pile driving to 8:00 AM to 5:00 PM weekdays when the pile driving is within 150 feet from offices 360 feet from residences;
- Require all stationary equipment to be located away from adjacent noise-sensitive uses; and
- Designate a construction noise coordinator who will notify adjacent properties of the dates and location of pole driving. The construction noise coordinator will also be available to accept inquiries or complaints regarding construction noise.

Implementation of this measure would reduce construction noise impacts both off-site and on-site. However, significant construction-periods noise impacts would still occur.

Conclusion

No new significant noise impacts would occur. The conclusions from the 1996 EIR remain unchanged.

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
XIII. Population and Housing					
Would the project:					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	Less than significant impact	**No**	**No**	**No**	None
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	No impact	**No**	**No**	**No**	None
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	No impact	**No**	**No**	**No**	None

Discussion

a–c) The 1996 EIR concluded that the project site does not contain any residential uses, and that no significant impacts associated with population and housing would occur. No residential uses are included in the proposed project, and the conversion of the ice rink building to retail use would not affect any existing residences in the project vicinity. Therefore, the proposed project would not result in any new significant impacts to population and housing, or substantially increase a previously identified significant impact.

Relevant EIR Mitigation Measures

None.

Conclusion

No new significant impacts to population and housing would occur. The conclusions from the 1996 EIR remain unchanged.

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
XIV. Public Services					
Would the project:					
a) Fire protection?	Less than significant impact after mitigation	**No**	**No**	**No**	MM 3.6-2
b) Police protection?	Less than significant impact after mitigation	**No**	**No**	**No**	MM 3.6-5a MM 3.6-5b MM 3.6-6
c) Schools?	Less than significant impact	**No**	**No**	**No**	None
d) Parks?	Less than significant impact	**No**	**No**	**No**	None
e) Other public facilities?	Less than significant impact	**No**	**No**	**No**	None

Discussion

a–e) The 1996 EIR concluded that the project would result in increased demands for fire protection services, due to construction activities. The demand for police protection services was found to similarly increase during operations, resulting in additional calls for service and subsequent police reports. Implementation of mitigation measures stated in the EIR were found to reduce these impacts to police and fire protection services to less than significant.

Conversion of the existing ice rink building into retail and apparel uses would be expected to generate similar service need requirements for police and fire prevention services. The project would comply with the applicable portions of Mitigation Measures 3.6-2, 3.6-5a, and 3.6-5b in order to ensure that impacts remain less than significant. Therefore, the proposed improvements would not require additional fire prevention and/or police protection services beyond those identified in the EIR. Additionally, because no residences are proposed as part of the project, demand from the proposed project would not result in new or increased impacts to other public services, including schools, parks, and libraries.

Therefore, the proposed project modifications would not alter the conclusions identified in the EIR related to public services.

Relevant EIR Mitigation Measures

MM 3.6-2 The project sponsor shall enter into an agreement with the City to fund Fire Department permit/inspection services as needed through the project construction process. The agreement shall include provisions to ensure that the project site and the San Mateo community would continue to be adequately served by the Fire Department permit/inspection personnel during the construction phases of the proposed project.

MM 3.6-5a The project sponsor shall enter into an agreement with the City to address the security and safety requirements of the project. The agreement shall provide for 24 hour a day, seven day a week security for the entire project site, both during the construction of the project and after completion as deemed necessary by the Police Department. Private security during construction shall include, at minimum, one on-site security officer around the clock during periods of high construction activity. Private security after construction shall include, but not be limited to, parking area surveillance and standard mall security subject to approval by the Chief of Police. The applicant shall contribute funds equivalent to the provision of one additional, full-time officer.

MM 3.6-5b To further reduce impacts on police services and improve security of the project, the following measures shall be incorporated into the building designs:

- All exit doors on financial buildings which are accessible to the public during business hours shall be identified by clearly marked height markers on the door frames. The height markers shall be posted at each exit door as a measuring devise to identify suspect(s) physical height description. The height markers shall be identified at two locations on each exit door frame at five foot and six foot placements.
- All counter tops at any teller's station shall be constructed of a smooth non-porous surface material. The purpose of this condition is to assist investigating officers in lifting latent fingerprints from tellers' stations in case of robbery.
- All commercial buildings shall display a street number in a prominent location on the street side of the building in such a position that the number is easily visible to approaching emergency vehicles. The numbers shall be no less than six inches in height and shall be of a contrasting color to the background surface to which they are attached. Rear building entrance doors shall also be clearly marked with building number identification so that they can be found quickly in emergencies. All building identification numbers shall be provided with a light source during the hours of darkness.

Conclusion

No new significant impacts to public services would occur. The conclusions from the 1996 EIR remain unchanged.

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
XV. Recreation					
Would the project:					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Less than significant impact	**No**	**No**	**No**	None
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	No impact	**No**	**No**	**No**	None

Discussion

a–b) The EIR concluded that the project would not result in a substantial direct or indirect population growth that would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of facilities would occur or be accelerated. The proposed modification would involve the conversion of an ice rink and restaurant into retail uses, and would not directly or indirectly increase the population of the County.

Although no significant an unavoidable recreation impacts were identified in the 1996 EIR, the Statement of Overriding Consideration that was adopted pursuant to the certification of the 1996 EIR identified that the "[Bridgepointe Shopping Center] project will provide recreational opportunities for San Mateo residents through retention of the ice rink facility." The ice rink facility continued to provide recreational opportunities to residents for over 10 years following the certification of the 1996 EIR. The 1997 EIR Addendum, which also contemplated the removal of the ice rink and replacement with a retail use, noted that the applicant would compensate the City for the loss of the ice rink facility and recreational amenity through a contribution toward recreational opportunities elsewhere in the City.

As discussed in the project description, the proposed project includes a payment to the City in the amount of $3,000,000 to be used to provide recreational opportunities for residents, in light of the statement of overriding considerations, which, similar to the analysis and conclusion of the 1997 Addendum, would address that statement.

Relevant EIR Mitigation Measures

None.

Conclusion

No new significant impacts to recreation would occur. The conclusions from the 1996 EIR remain unchanged.

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
XVI. Transportation					
Would the project:					
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	Significant and unavoidable	**No**	**No**	**No**	MM 3.4-18
b) Conflict with an applicable congestion management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for the designated roads or highways?	Significant and unavoidable	**No**	**No**	**No**	
c) 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?	Less than significant impact	**No**	**No**	**No**	None
d) Substantially increase hazards due to a design feature (e.g.,	No impact	**No**	**No**	**No**	None

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?					
e) Result in inadequate emergency access?	Less than significant impact	**No**	**No**	**No**	None
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.	No impact	**No**	**No**	**No**	None

Discussion

a–f) The previous 1996 EIR for the project identified potentially significant impacts associated with an increase in the levels of service along nearby roadways during the operation of the shopping center. Mitigation measures were identified to reduce these impacts; however, significant and unavoidable impacts were identified even after the implementation of these measures. With the exception of Mitigation Measure 3.4-18, below, all transportation mitigation measures were related to improvements to surrounding roadways, or the original design and internal circulation of the shopping center. These improvements were completed by the original developer nearly 20 years ago, and are no longer applicable to subsequent tenants of the project site.

The 1996 EIR analyzed the traffic impacts for the Bridgepointe Shopping Center by applying a "Shopping Center" trip generation rate to the existing ice rink. Accordingly, the EIR provided a worst case analysis that contemplated the development of the ice rink for retail uses. The project as currently proposed would therefore be consistent with the trip generation used in the 1996 EIR. As the proposed project would be consistent with the trip generation for the building analyzed in the 1996 EIR, the proposed project would not result in any new or substantially increased significant impacts compared to the project analyzed in the 1996 EIR.

The traffic-consulting firm W-Trans also prepared an analysis for the project based on a trip generation comparison of the former ice rink and restaurant uses to the proposed retail use in the Bridgepointe Shopping Center. This comparison is detailed in a Trip Generation

Comparison memorandum, dated March 12, 2015 (Appendix A). As discussed below, the project and proposed retail uses would generate fewer vehicle trips compared with the traffic impacts of the former ice rink and restaurant use.

Traffic associated with a mixed-use development, such as the proposed project with retail and restaurants in the same shopping center, has several different trip components. Some trips are made without leaving the site as employees or customers of one establishment patronize other uses within the site. These trips are called "internal capture" trips, and they are assumed as part of the trip rate for retail use in this case.

Based on application of these assumptions, the proposed project is expected to generate an average of 2,263 trips per day, including 51 AM peak-hour trips and 197 trips during the PM peak hour. Compared with the prior ice rink and restaurant uses, however, there would be a net reduction of 1,332daily trips, and a reduction in peak-hour trips. These results are summarized and compared with the previous trips in Table 2.

Table 2: Trip Generation Summary

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Prior											
Quality Restaurant	21 ksf	—	-1,889	0.81	-17	-8	-9	7.49	-157	-105	-52
Ice Rink	32ksf	89.95	-1,548	1.34	-43	-21	-22	4.03	-129	-64	-65
Net Primary Trips		*-3,437*		—	*-60*	*-29*	*-31*	—	-286	-169	-117
Proposed											
Shopping Center	53 ksf	39.72	2,105	0.86	46	28	18	3.61	191	92	99
Net Change			-1332	—	**-14**	**-1**	-13	—	-95	-77	-18

Note:
ksf = 1,000 square feet

The net difference in trips between the proposed and prior land uses would result in fewer daily trips, as well as fewer trips during the AM and PM peak hours. The proposed land use change would not affect the operation of nearby intersections and roadways, as the trip differential is relatively low compared to the total trips in the area. Because the project would result in a reduction in the number of vehicular trips along project area roadways, the proposed improvements would not result in a new significant impact or substantially increase the previously identified significant and unavoidable transportation and traffic impacts associated with the existing shopping center.

Relevant EIR Mitigation Measures

MM 3.4-18 Code requirements for all proposed uses must be met. Parking for the new power retail center shall be maintained at no less than five spaces per 1,000 gsf [gross square foot].

Conclusion

No new significant impacts to traffic and transportation would occur. The conclusions from the 1996 EIR remain unchanged.

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
XVII. Utilities and Service Systems					
Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	NA	**No**	**No**	**No**	None
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	NA	**No**	**No**	**No**	None
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	NA	**No**	**No**	**No**	None
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	NA	**No**	**No**	**No**	None
e) Result in inadequate wastewater treatment capacity to serve the project's projected demand in	NA	**No**	**No**	**No**	None

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
addition to the provider's existing commitments?					
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	NA	**No**	**No**	**No**	None
g) Comply with federal, state, and local statutes and regulations related to solid waste?	NA	**No**	**No**	**No**	None

Discussion

a–g) Impacts to utilities and service systems were not analyzed in the 1996 EIR. The project would consist of the re-use of an existing building that is currently served by existing utility infrastructure. The proposed conversion of the ice rink and restaurant to retail and apparel uses would result in a corresponding reduction in waste, wastewater, and need for water supplies for food preparation and the amount of time spent on the premises by patrons. The project would not be expected to generate greater amounts of solid waste. As such, the conclusions regarding utilities and service systems identified in the EIR would not be altered.

Relevant EIR Mitigation Measures

None.

Conclusion

No new significant impacts to utilities and service systems would occur. The conclusions from the 1996 EIR remain unchanged.

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
XVIII. Mandatory Findings of Significance					
Would the project:					
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	Less than significant impact after mitigation	**No**	**No**	**No**	MMs BIO-1a through BIO-1i, CUL-1 through CUL-4
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	Less than significant impact	**No**	**No**	**No**	None

Environmental Issue Area	Conclusion in 1996 EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	1996 EIR Mitigation Measures
c) Does the project have environmental effects which will cause substantial adverse effects on human beings?	Less than significant impact	**No**	**No**	**No**	None

Discussion

As discussed in the Biological Resources analysis above, the project would have a less than significant impact on listed species, migratory species, and riparian habitat. In addition, as discussed in the Cultural Resources analysis above, the project would have a less than significant impact associated with historical, archaeological, or paleontological resources. The proposed renovations to convert the building from an ice rink and restaurant use to a retail use would not affect the conclusions identified in the EIR related to these issues.

As discussed in the preceding sections, many of the potential impacts of the proposed project's impacts would occur during construction, with a few lasting operational effects. Impacts from exterior and interior improvements to accommodate retail uses within the existing building would be reduced to less than significant with implementation of mitigation measures stated in the EIR, and would not result in any new or altered construction impacts. With regard to remaining areas of analysis, the proposed project would not result in significant, long-term cumulative impacts that would substantially combine with impacts of other current or probable future projects' impacts. The proposed project would not create impacts that are cumulatively considerable, nor would the project substantially increase any cumulatively considerable significant impacts.

The preceding sections of this checklist discuss various types of impacts that could have adverse effects on human beings, including:

- Operational emissions (Section III, Air Quality)
- Increase in greenhouse gas emissions (Section VII, Greenhouse Gas Emissions)

Eachtypeofimpactwiththepotentialtocausesubstantialadverseeffectsonhumanbeingshas been evaluated, and this checklist concludes that these potential impacts would not substantially increase with development of the proposed project and would be consistent with the results concluded in the EIR. Therefore, the proposed project would have a less than significant impact on environmental effects.

Conclusion

The conclusions from the 1996 EIR remain unchanged.

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SECTION 4: ENVIRONMENTAL CONCLUSION

This Environmental Checklist considers modifications to the Bridgepointe Shopping Center Project as described in Section 2.3 herein, and it is our conclusion that the impacts of the project would be generally the same as, or less than, those identified in the 1996 Bridgepointe Shopping Center Project EIR.

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SECTION 5: REFERENCES

The following references were used in the preparation of this analysis and are referenced in the text and/or were used to provide the author with background information necessary for the preparation of thresholds and content.

City of San Mateo. 1996. Bridgepointe Project Draft EIR. May 23.

W-Trans. 2015. Bridgepointe Shopping Center – Trip Generation Comparison Memorandum

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Appendix A:
1996 EIR Mitigation Measures

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Appendix A - 1996 EIR Mitigation Measures

1996 EIR Mitigation Measure		Previously Implemented?	Relevant to Proposed Project?	Notes
MM 3.3-1	Under Development Scenarios E, G, and I, office structures proposed to, or facing, residential development shall be designed to include tiering, stepping, or terracing and landscaping or setbacks a buffer to soften the visual impact on the residential development, as well as to provide a visual transition between the residential and commercial buildings.	Yes	No	
MM 3.3-2	All exterior lighting and interior security lighting on office buildings and parking structures shall be designed and installed to minimize effects of light and glare on neighboring residential buildings.	Yes	No	
MM 3.3-3	The design of the major retail tenant or redevelopment Wards building shall incorporate design elements to provide architectural interest and visual relief on the western wall facing the hotel on Area 3. All exterior lighting on the western wall shall be directed away from the hotel. Landscaping proposed between the two buildings shall provide leafy evergreen plantings to lessen the effect of lighting at the retail building.	Yes	No	
MM 3.3-4	The landscape plan shall comply with the City's development standards for parking lots.	Yes	Yes	
MM 3.3-5	Revise the office building design in Development Scenarios A, B, C, E, G and I to ensure that the spaces between buildings are apparent when viewed from Armada Way and Trader Lane. Include terraces or tiered design as required by the Mariner's Island Specific Plan and modify building elevations to de-emphasize the horizontal massing of the structures by adding variation to the roof line and building profile.	Yes	No	

Appendix A (cont.) - 1996 EIR Mitigation Measures

1996 EIR Mitigation Measure		Previously Implemented?	Relevant to Proposed Project?	Notes
MM 3.3-6	Include terraces or tiered design as required by the Mariner's Island Specific Plan and modify building elevation ns to de-emphasize the horizontal massing of the structures by adding variation to the roof line and building profile.	Yes	No	
MM 3.3-7	All signage and lighting along the Highway 92 frontage shall be designed to be "down-focused" to avoid creating light and glare on Highway 92. This shall be included as part of an overall signage and lighting plan for the project.	Yes	No	
MM 3.1-1	The BAAQMD has prepared a list of feasible construction dust control measures to reduce construction period air quality impacts. The following construction practiced shall be required during all phases of construction on the project site: • Water all active construction areas at least twice daily; • Watering or covering of stockpiles of debris, soil, sand or other materials that can be blown by the wind. • Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard; • Pave apply water three times daily, or apply (non-toxic) soil stabilizers on all paved access roads, parking areas and staging areas at construction sites; • Sweep daily all paved access road, parking areas and staging areas at construction sites; • Hydroseed or apply non-toxic soil stabilizers to inactive construction areas; • Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.); • Limit traffic speeds on unpaved roads to 15 mph • Install sandbags or other erosion control measures to prevent silt runoff to public roadways; and, • Replant vegetation in disturbed areas as quickly as possible.	Yes	Yes	

Appendix A (cont.) - 1996 EIR Mitigation Measures

1996 EIR Mitigation Measure		Previously Implemented?	Relevant to Proposed Project?	Notes
MM 3.1-3a	Provide physical improvements, such as sidewalk improvements, landscaping and the installation of bus shelters and bicycle parking that would act as incentives for pedestrian, bicycle and transit modes of travel.	Yes	No	
MM 3.1-3b	In order to lessen traffic levels and automobile congestion resulting from the Bridgepointe Project, the applicant shall develop an overall strategy to reduce single-passenger vehicle trips and increase the use of mass transit or other alternative modes of commuting. This strategy shall include performance goals for increasing AVR (average Vehicle Ridership) and reducing VER (vehicle/employee ratio) over a multi-year period consistent with the project employment base. Appropriate elements of the strategy shall be included as items in the lease agreement for commercial building in the project. Elements of such a strategy shall include, but need not be limited to the following: 1. Encourage employee transit use by: • Employer-provided transit subsides • Employer-administered transportation information center, providing transit schedule information. 2. Promoting employee ridesharing by: • Making computerized employee database available to match carpool and vanpool partners by zip code. • Reserving parking spaces for carpool and vanpool vehicles 3. Instituting other trip reduction measures, such as: • Facilitating telecommuting, whether from employees' homes or from a decentralized telecommute facility. • Making provision for variable work hours, so as to disperse commute trips during the peak periods	Yes	No	

Appendix A (cont.) - 1996 EIR Mitigation Measures

1996 EIR Mitigation Measure		Previously Implemented?	Relevant to Proposed Project?	Notes
	4. Administering a comprehensive transportation program to facilitate the measure described, to monitor their effectiveness via regular tenant surveys, to distribute transportation-related materials and generally to assist employees in finding suitable alternatives to the single-person vehicle. To ensure the success of these programs may require that a full-time position of transportation coordinator be established. While these mitigation measures would reduce the amount of traffic generated by the project, alone they would not fully mitigate the traffic impacts of the project. Therefore, at intersections where no feasible mitigation is available, or where San Mateo lacks the authority to implement the mitigation, the above measures would improve the situation at these intersections, but would not fully mitigate the impact.			
MM 3.1-3c	Residential areas shall be designed to provide the following: • Bicycle lane and/or paths to connect to adjacent commercial areas • Neighborhood-serving shops and services within or adjacent to residential areas; and, • Transit facilities such as bus turnouts, benches, shelters, etc.	Yes	No	
MM 3.5-2	Project structures are required by law to be built in conformance with the applicable seismic codes. If so constructed, structures should provide sufficient resistance to the predicted level of ground shaking to prevent collapse. Non-structural damage and threat to project occupants could be mitigated by engineering techniques such as securing heavy objects to floors or walls.	Yes	No	

Appendix A (cont.) - 1996 EIR Mitigation Measures

1996 EIR Mitigation Measure		Previously Implemented?	Relevant to Proposed Project?	Notes
MM 3.5-3	An erosion and Sediment Control Plan is required as part of the Site Development Permit for grading that would be issued by the City of San Mateo.	Yes	No	
MM 3.5-4	Standard techniques can be used for dewatering of excavations for subsurface construction. The partial basements shall be waterproofed and designed to resist hydrostatic uplift.	Yes	No	
MM 3.5-5	The geotechnical reports present guidelines for estimating the service life of substructures. They also indicate that corrosion-resistant thermal plastic pipes are generally required by the City of San Mateo.	Yes	No	
MM 3.5-6	If excavated soils from the project site are to be used for fill, the soils shall be air-dried, lime treated, or replaced with import fill as discussed in the geotechnical reports.	Yes	No	
MM 3.5-7	Wet subgrades shall be lime-treated, or overexcavated and replaced with geotextile stabilization fabric and granular fill as discussed in the geotechnical reports.	Yes	No	
MM 3.5-8	Standard engineering techniques can be utilized to reduce the risk of structural distress resulting from settlement, such as pre-loading or alternative foundation design. If pile foundations are used, slabs shall be designed to accommodate differential settlement between the piles and adjacent ground. Furthermore, special connections should be provided where underground utilities are connected to the building. Other foundation systems can also be utilized to reduce the risk of structural distress resulting from differential settlement. The structure's tolerance to differential settlement shall be evaluated and the appropriate foundation selected, based on criteria in the geotechnical reports.	Yes	No	

Appendix A (cont.) - 1996 EIR Mitigation Measures

1996 EIR Mitigation Measure		Previously Implemented?	Relevant to Proposed Project?	Notes
MM 3.5-9	Frozen soils should be excavated and recompacted as structural fill to provide adequate foundation and slab support.	No	Yes	
MM 3.5-1	Based on the Mariner's Island Specific Plan, dike failures and subsequent flooding can be mitigated by raising final site grades (after settlement) to a minimum 104 feet, San Mateo datum. The geotechnical reports provide estimated settlements due to new fill placement.	Yes	No	
MM 3.2-1	A Title 24 analysis shall be conducted to show how the project will be designed so that interior levels will not exceed a DNL of 45 dB as required by the City and State. Typical measures could include sound-rated windows and mechanical ventilation.	Yes	No	
MM 3.2-2	Under Development Scenarios D, E, F, G, H, and I, a Title 24 analysis shall be conducted to show how interior levels in residencies would be controlled to a DNL of 45 dB as required by the City and State. Typical measures could include sound insulation and use of building materials which reduce noise levels from outside.	Yes	No	
MM 3.2-3	Parking structures shall have slid walls on the side of the structure facing the residences.	Yes	No	
MM 3.2-6	The following measures shall be implemented during construction to reduce noisy activities: • Restrict pile driving to 8:00 AM to 5:00 PM weekdays when the pile driving is within 150 feet from offices 360 feet from residences; • Require all stationary equipment to be located away from adjacent noise-sensitive uses; and • Designate a construction noise coordinator who will notify adjacent properties of the dates and location of	Yes	Yes	

Appendix A (cont.) - 1996 EIR Mitigation Measures

1996 EIR Mitigation Measure		Previously Implemented?	Relevant to Proposed Project?	Notes
	pole driving. The construction noise coordinator will also be available to accept inquiries or complaints regarding construction noise. Implementation of this measure would reduce construction noise impacts both off site and on-site. However, significant construction-periods noise impacts would still occur.			
MM 3.2-7	Same as Mitigation 3.2-6 unless the hotel in Area 3 and residential uses in Area 2 are constructed after the office and retail components of the project.	Yes	No	
MM 3.6-2	The project sponsor shall enter into an agreement with the City to fund Fire Department permit/inspection services as needed through the project construction process. The agreement shall include provisions to ensure that the project site and the San Mateo community would continue to be adequately served by the Fire Department permit/inspection personnel during the construction phases of the proposed project.	Yes	No	
MM 3.6-5a	The project sponsor shall enter into an agreement with the City to address security and safety requirement of the project. The agreement shall provide for 24 hour a day, seven day a week security for the entire project site, both during the construction of the project and after completion as deemed necessary by the Police Department. Private security during construction shall include, at minimum, one on-site security officer around the clock during periods of high construction activity. Private security after construction shall include, but not be limited to, parking area surveillance and standard mall security subject to approval by the Chief of Police. The applicant shall contribute funds equivalent to the provision of one additional, full-time officer.	Yes	No	As this measure applies to the increased demand for police protection services generated by the full buildout of the shopping center, it is assumed that this measure was previously implemented. Accordingly, it is assumed that the contribution of funds equivalent to the provision of one police officer was completed at the time of the development of the shopping center. The portion of this mitigation

Appendix A (cont.) - 1996 EIR Mitigation Measures

1996 EIR Mitigation Measure		Previously Implemented?	Relevant to Proposed Project?	Notes
				measure relating to construction security is still applicable and would be implemented by the project, as required.
MM 3.6-5b	To further reduce impacts on police services and improve security of the project, the following measures shall be incorporated into the building designs: • All exit doors on financial buildings which are accessible to the public during business hours shall be identified by clearly marked height markers on the door frames. The height markers shall be posted at each exit door as a measuring devise to identify suspect(s) physical height description. The height markers shall be identified at two locations on each exit door frame at five foot and six foot placements. • All counter tops at any teller's station shall be constructed of a smooth non-porous surface material. The purpose of this condition is to assist investigating officers in lifting latent fingerprints from tellers' stations in case of robbery. All commercial buildings shall display a street number in a prominent location on the street side of the building in such a position that the number is easily visible to approaching emergency vehicles. The numbers shall be no less than six inches in height and shall be of a contrasting color to the background surface to which they are attached. Rear building entrance doors shall also be clearly marked with building number identification so that they can be found quickly in emergencies. All building identification numbers shall be provided with a light source during the hours of darkness.	Yes	No	

Appendix A (cont.) - 1996 EIR Mitigation Measures

1996 EIR Mitigation Measure		Previously Implemented?	Relevant to Proposed Project?	Notes
MM 3.6-6	The applicant shall provide a location to be agreed upon by the City of San Mateo and applicant to locate a repeater/antenna on top of the five-story or greater structures proposed. The applicant shall permit this repeater/antenna to be installed if any structure interferes with public safety communications in the City of San Mateo. The applicant shall provide an electrical supply source for use by the repeater/antenna and shall permit the City to install telephone lines as required to hook up the repeater/antenna. The applicant shall permit authorized representatives of the City of San Mateo to gain access to the repater/antenna location for purposes of installation, maintenance, and repair upon reasonable notice to the applicant or his successor in interest. This access and location agreement shall be recorded in terms that convey the intent and meaning of this condition.	Yes	No	
MM 3.4-1	The eastbound approach signing and markings shall be upgraded to inform drivers that right turns are permitted from two lanes (an exclusive right and a shared right/thru). This shared lane currently exist but is generally not utilized by eastbound traffic accessing Highway 92 since it is not well marked and the signing is partially obscured. The required mitigation will be limited to minor signing and striping revisions within the existing right of way. No modifications to the existing traffic signal are anticipated.	Yes	No	

Appendix A (cont.) - 1996 EIR Mitigation Measures

1996 EIR Mitigation Measure		Previously Implemented?	Relevant to Proposed Project?	Notes
MM 3.4-2	The project will provide a total of 900 feet of left turn storage westbound at the Baker Way intersection with Fashion Island Boulevard. This will be sufficient to meet normal project traffic demand. The median channelization between this intersection and the Fashion Island Boulevard intersection with Arthur E. Hansen Way shall provide for "continuous storage" of Baker Way left turns. Since the queues would extend back through the intersection, "keep Clear" pavement markings in combination with Mitigation 3.4-1 would reduce this impact to a less than significant level. (This mitigation measure may limit the applicant's ability to use special pavement treatment at project driveway intersections with Fashion Island Boulevard.)	Yes	No	
MM 3.4-3	The City of Foster City has funded project to add a second eastbound left turn lance on Hillsdale Boulevard. The project is funded as a mitigation for an approved project in the northwest quadrant of the intersection. In addition, the improvements described in Appendix 3.4-1 would be required to fully mitigate the combined impact of approved development and the proposed Bridgepointe project (subject to approval by the City of Foster City). These improvements have been recommended previously as part of a traffic signal optimization project conducted by the City of Foster City. Although this mitigation is physically feasible, the impact is considered to be significant and unavoidable because the affected intersection lies outside of the City of San Mateo and the City does not have the authority to implement the measure.	Yes	No	

Appendix A (cont.) - 1996 EIR Mitigation Measures

1996 EIR Mitigation Measure		Previously Implemented?	Relevant to Proposed Project?	Notes
MM 3.4-4	Continuous Class ll bicycle lanes shall be provided along Fashion Island Boulevard between Chess Drive and Norfolk Street. (This mitigation is included within the existing project proposal).	Yes	No	
MM 3.4-5	SamTrans has indicated that modifications to existing bus routes in the area to serve the intensified land uses would require the creation of a bus turnout adjacent to the proposed retail uses. This bus turnout must be provided as a project requirement. It is further recommended, but not required that the applicant should work with SamTrans to identify other transit amenities that may help encourage the use of transit for access to the retail, residential and office uses proposed for the project site. The applicant in corporation with SamTrans should consider the following types of transit services and access enhancements: • Revisions to existing routes and schedules to provide better local transit access during non-commute times. • Supplemental shuttle service to connect the site and surrounding businesses to the Caltrain station. • Providing bus shelter and other amenities for waiting transit patrons. Creation of major transit and transfer station at the project site.	Yes	No	
MM 3.4-6	Left turn access to and from the three development areas within the project site must be limited to those locations where driveways are aligned to form a four-legged intersection and adequate sight distance is available. All other driveways shall be limited to right turns only with I raised median to prevent left turns.	Yes	No	

Appendix A (cont.) - 1996 EIR Mitigation Measures

1996 EIR Mitigation Measure		Previously Implemented?	Relevant to Proposed Project?	Notes
	This could severely restrict access to the proposed hotel site unless adequate sigh distance is provided along Arthur E. Hansen Way (see Impact 3.5-13). The current site plans provide a semi-circular driveway serving the entrance or redesigned to provide safe vehicular access. Relatively low traffic volumes are expected along Arthur E. Hansen Way under the existing site plan. Therefore, restricting left turn access could be waived on Arthur E. Hansen Way (where adequate sigh distance exists) under Scenario A and the other development scenarios. However, if the anticipated volumes on Arthur E. Hansen Way increase due to site plan revisions that relocate the parking structure or cluster the uses on the site, medians or other measure to limit left turns on Arthur E. Hansen Way may be required. A substantial revision of the site plan would trigger a City review of site access requirements. This measure would reduce the impact to a less-than-significant level.			
MM 3.4-7	The Fashion Island Boulevard driveway serving the northern parking structure shall be eliminated or aligned with the access driveway serving the ice rink and retail center.	Yes	No	
MM 3.4-8	Left turn storage at the project driveways on Fashion Island Boulevard and Arthur E. Hansen Way shall provide a minimum of 100 feet of storage. Required storage may exceed the 100 feet minimum and will depend on the number and location of the project driveways, parking structures and buildings on the site. Therefore, final determination of vehicle storage requirements will be made during the SPAR review. A minimum of 60 foot transitions, par Caltrans standards, shall be provided at the access to the left turn lanes.	Yes	No	

Appendix A (cont.) - 1996 EIR Mitigation Measures

1996 EIR Mitigation Measure		Previously Implemented?	Relevant to Proposed Project?	Notes
MM 3.4-9	The primary driveway serving the Power Center and the southern parking structure on Area 2 shall be signalized. Electrical conduit with traffic signal interconnect cable shall be provided between this intersection and the intersections of Baker Way and Chess Drive with Fashion Island Boulevard so that coordinated traffic signal control strategies can be implemented by the City and Caltrans.	Yes	No	
MM 3.4-10	The intersection of Fashion Island Boulevard with Chess Drive shall be signalized.	Yes	No	
MM 3.4-11	Lane widths of 11 feet shall be considered minimum. Twelve-foot lanes shall be provided for all through lanes and left turn lanes where possible. Twelve-foot lanes will be required for all median and curb lanes and should be widened to 16 feet where bike lanes are proposed. The wider curb lanes shall be provided, as a minimum, on Fashion Island Boulevard from Baker Way to Chess Drive, on Chess Drive from Vintage Park Drive to Fashion Island Boulevard and on Arthur E. Hansen Way from the intersection of Fashion Island Boulevard with Chess Drive to its intersection with Trader Lane.	Yes	No	
MM 3.4-12	Any special pavement treatments at project intersections shall be designed to be skid resistant and shall not provide any "rumble strip" effect that could inappropriately reduce the traffic speeds on Fashion Island Boulevard.	Yes	No	
MM 3.4-13	Any raised medians or islands used to channelize traffic on the public streets or at project driveways shall have an area no less than 50 square feet. Longitudinal medians shall be no less than 25 feet in length and 4 feet in width. Where landscaping is to be provided 6 foot widths from outside of curb to outside of curb is required.	Yes	No	

Appendix A (cont.) - 1996 EIR Mitigation Measures

1996 EIR Mitigation Measure		Previously Implemented?	Relevant to Proposed Project?	Notes
MM 3.4-14	The design of Arthur E. Hansen Way, Fashion Island Boulevard and Chess Drive stopping sight selection shall be based on a 35 mph design speed. The selection and setback of landscaping materials along Arthur E. Hansen Way and near driveway intersections shall not limit established lines of sight when landscaping has matured for large trucks.	Yes	No	
MM 3.4-15	The logical truck access point to Area 1 at the Arthur E. Hansen Way intersection (Scenarios A, D, and E only) shall be designed to accommodate the turning requirement for large trucks. Trucks shall not be permitted to exit Area 3 at the proposed hotel site within the area of horizontal curvature on Arthur E. Hansen Way.	Yes	No	
MM 3.4-16	Driveway geometrics to Area 2 shall be designed to accommodate moving wans and other truck types expected to serve the site.	Yes	No	
MM 3.4-17	Modification to the circulation plan would be required to accommodate pedestrian and bicycle activates. The plan shall provide a clear definition of the pedestrian facilities and their relationship to, and conflicts with, vehicular traffic on the site. Conflicts between pedestrians and vehicles at unsignalized intersections should be minimized by site planning and amenities that encourage pedestrian crossings at signalized intersections. The site plan shall be revised to show proposed transit stops, bull pullouts (one currently shown), provisions for bicycle storage, and other non-auto amenities to be provided. Crosswalks shall be provided at all four-legged intersections. The pedestrian amenities shall be designed to encourage pedestrian crossings at the signalized intersection proposed at the	Yes	No	

Appendix A (cont.) - 1996 EIR Mitigation Measures

1996 EIR Mitigation Measure		Previously Implemented?	Relevant to Proposed Project?	Notes
	main entrance to the retail center. Pedestrian crossing along the eastern portion of the Arthur E. Hansen Way loop where horizontal curvature is provided shall be prohibited using signing, dense landscaping or other measures. The pedestrian walkway along the eastern side of Fashion Island Boulevard shall be increased from the proposed five foot width to an eight foot width (clear to accommodate access to the bus stop, ice rink/arcade and other uses in the area. This measure would reduce the impact to a less than significant level. While implementation of this mitigation measure could alter the proposed parking layout, sidewalk location and dimensions, street furniture and landscaping on-site, such changes are not expected to generate new significant impacts.			
MM 3.4-18	Code requirements for all proposed uses must be met. Parking for the new power retail center shall be maintained at no less than five spaces per 1,000 gsf2	Yes	No	
MM 3.4-20	The parking structure access points must be relocated far enough away from the adjacent streets to permit on-site storage of all vehicles queued at the parking structure entrance. Storage of queued vehicles on City streets will not be permitted. If gated entrances are provided, gates shall remain up during peak employee arrival periods to expedite entering the parking structures. Queuing storage must be provided on-site to accommodate surges that occur in parking demand associated with the office component of the project during the AM peak arrival period. Sufficient storage must be provided for up to 10 vehicles (250 feet) at each garage access. The requirement would be affected by elements of	Yes	No	

Appendix A (cont.) - 1996 EIR Mitigation Measures

1996 EIR Mitigation Measure		Previously Implemented?	Relevant to Proposed Project?	Notes
	the project that may vary. For example, required storage should be reviewed based on changes in project size, number of parking spaces, number of access points and garage entrance/driveway geometrics and control.			
MM 3.4-21	The gates to the residential parking must remain open during peak periods as necessary to prevent queuing of vehicles onto the adjacent street system. The access driveways serving the residential parking areas shall provide adequate storage to accommodate all queued vehicles on-site. Parking layouts shall provide for logical internal circulation that limits the delay in finding available parking spaces.	Yes	No	