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

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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.

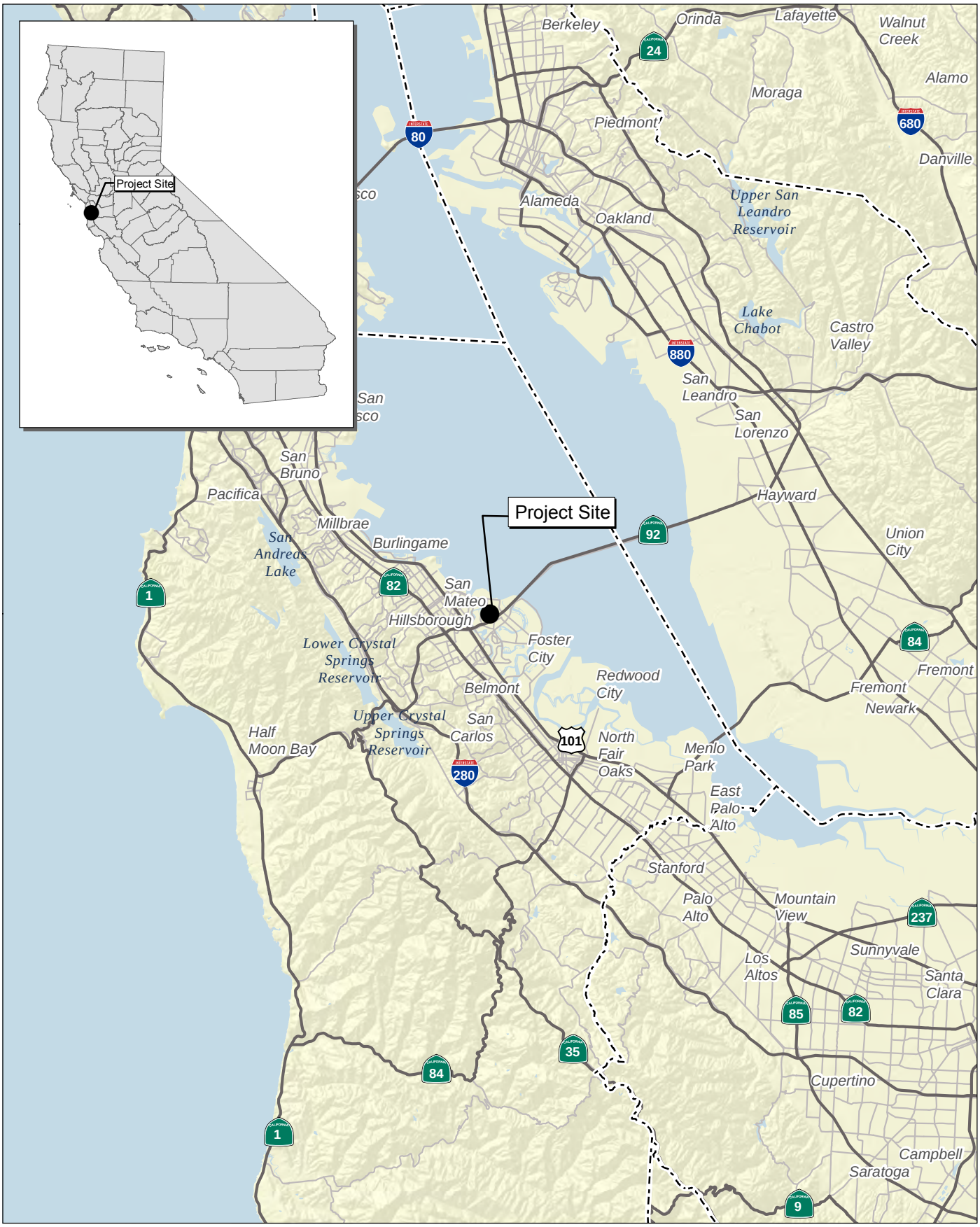
Vehicular access points to the shopping center, as well as existing parking and internal circulation would remain unchanged.

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



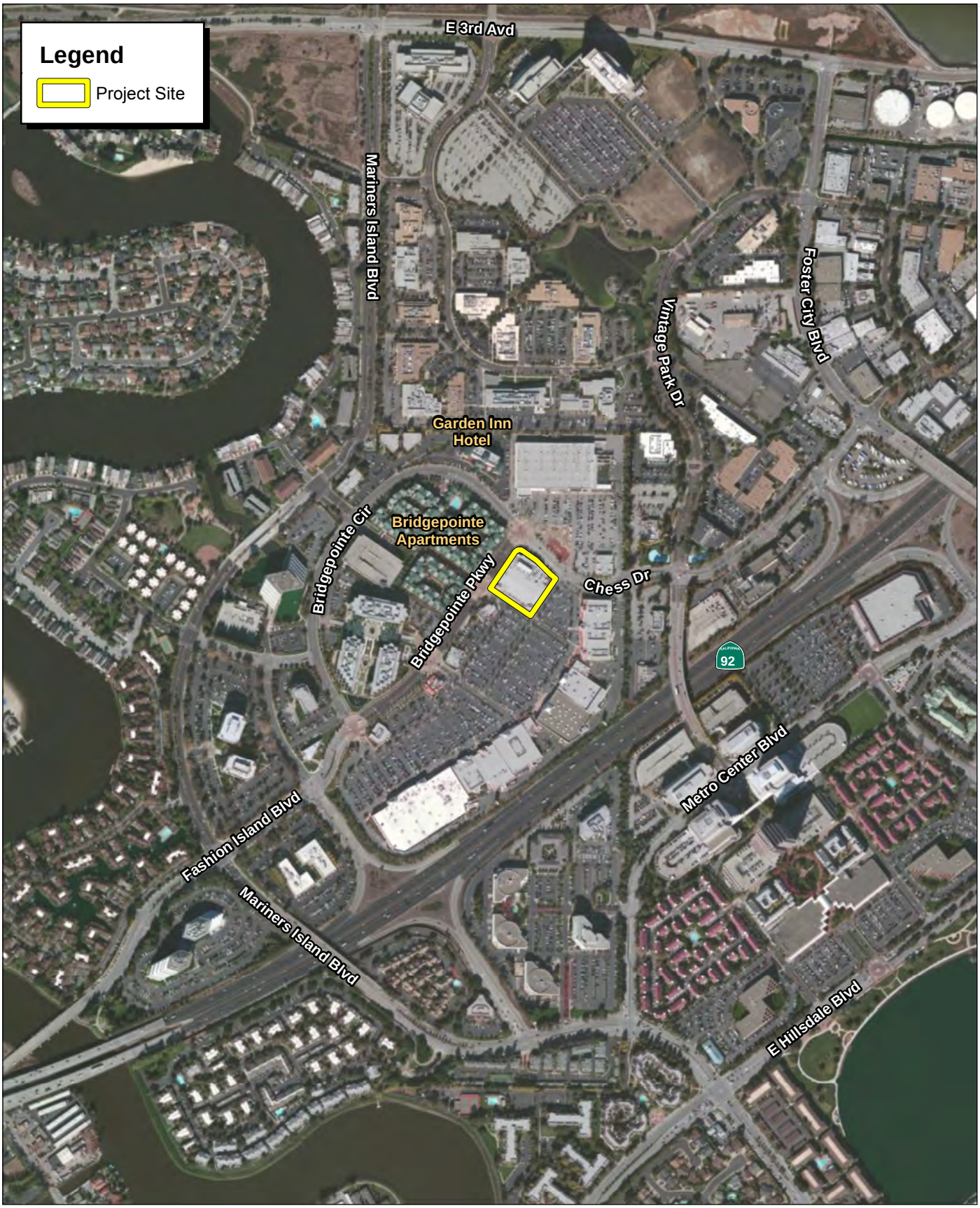
Source: Census 2000 Data, The CaSIL

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 (GHGs) were not analyzed in the 1996 EIR, which preceded many of the current guidelines for evaluation of greenhouse gas emissions.

Nevertheless, the 1996 EIR need not be supplemented with analysis of the GHG impacts associated with the project. Public Resources Code section 21666 provides that no subsequent or supplemental EIR is required unless, among other factors, "[n]ew information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available." Although the 1996 EIR does not analyze GHG impacts, "the potential effects of GHGs were known and could have been addressed in conjunction with the certification of the EIR" in 1996 (Concerned Dublin Citizens v. City of Dublin ("Dublin"), 214 Cal. App. 4th 1301, 1320 (2013); accord *Citizens Against Airport Pollution v. City of San Jose*, 227 Cal. App. 4th 788 (2014), *Citizens for Responsible Equitable Environmental Development v. City of San Diego*, 196 Cal. App. 4th 515 (2011)). In the aforementioned cases, the California Court of Appeal held that EIRs from the 1990s and early 2000s—although silent on GHG impacts—need not be supplemented with such analysis, because information about GHG impacts was "widely known" and "extensively discussed and analyzed" by the time of the EIRs' certification, and thus GHG impacts did not constitute "new information" under section 21666 (*Dublin*, 214 Cal. App. 4th at 1319). The 1996 EIR fits squarely within the previous decisions' timeframe regarding general awareness of GHG impacts, and thus those decisions' reasoning applies here as well. GHG impacts were generally known and could have been addressed in the 1996 EIR; the fact they were not addressed does not now give rise to such a requirement.

Although not required under CEQA, an analysis of the GHG impacts shows that the project does not require major revisions to the 1996 EIR because the project does not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects. In addition, as described in the letter attached hereto as Appendix C, the project is consistent with the City of San Mateo's Climate Action Plan (CAP).

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. The BAAQMD Guidelines recommend quantification of project construction emissions but do not include them with the operational emission in their threshold approach because they are temporary in nature. Some air districts (such as South Coast Air Quality Management District and Sacramento Metropolitan Air Quality Management District) amortize the construction emissions over a 30-year project life and add that amount to the operational emissions to determine significance. CalEEMod modeling of construction emissions using project specific information produced a result of 278.4 $MTCO_2e$/year or 9.3 $MTCO_2e$/year amortized over the 30-year project life. As a conservative assumption, the amortized construction emissions were added to the operational emissions, increasing the total by a negligible 0.5 percent. The results confirm that the project, including construction emissions, would result in a substantial net decrease in emissions compared with the existing 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. The CalEEMod output files are included as Appendix B.

Table 1: Estimated Net Annual Greenhouse Gas Emissions

Pollutant Type	Existing Emissions (MTCO2e/year)	Estimated Emissions From Proposed Project (MTCO2e/year)	Reduction Amount (MTCO2e/year)
Carbon Dioxide Equivalent (CO2e)	2,608	1,729	- 879
Note: Operational emissions = 1,720 $MTCO_2e$ -+ 9.3 $MTCO_2e$ Amortized Construction Emissions = 1,729 $MTCO_2e$ 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.

In addition, the project will comply with the latest standards and programs that ensure the project meets the City's sustainability objectives. 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. The project results in a substantial net decrease in GHG emissions when compared to the 1996 approval, although both the original project and the project as proposed would generated emissions above the current BAAQMD threshold of 1,100 $MTCO_2e$. Because the project would substantially reduce the emissions from the current condition, the proposed project emissions 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

Supplemental analysis of impacts from greenhouse gas emissions is not required. Nevertheless, no new significant impacts to greenhouse gas emissions would occur, and the project includes measures in accordance with the City's Climate Action Plan, as detailed in the attached letter (Appendix C). 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 D). 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.

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	

Appendix B:
CalEEMod Output Files

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B.1 - Existing Use

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Bridgepointe Shopping Center

San Mateo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Racquet Club	32.00	1000sqft	0.73	32,000.00	0
Quality Restaurant	21.00	1000sqft	0.48	21,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	70
Climate Zone	5			**Operational Year**	2015
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Used Racquet Club as a substitute for Ice Rink which is not in CalEEMod

Vehicle Trips - W-Trans Traffic Memo

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	250.00
tblArchitecturalCoating	EF_Residential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	250.00
tblProjectCharacteristics	OperationalYear	2014	2015
tblVehicleTrips	ST_TR	94.36	89.95
tblVehicleTrips	ST_TR	20.87	48.69
tblVehicleTrips	SU_TR	72.16	89.95
tblVehicleTrips	SU_TR	26.73	48.69
tblVehicleTrips	WD_TR	32.93	48.69

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	1.0076	2.5877	2.0697	3.0400e-003	0.0434	0.1642	0.2076	0.0155	0.1575	0.1731	0.0000	258.9313	258.9313	0.0510	0.0000	260.0030
Total	**1.0076**	**2.5877**	**2.0697**	**3.0400e-003**	**0.0434**	**0.1642**	**0.2076**	**0.0155**	**0.1575**	**0.1731**	**0.0000**	**258.9313**	**258.9313**	**0.0510**	**0.0000**	**260.0030**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	1.0076	2.5877	2.0697	3.0400e-003	0.0434	0.1642	0.2076	0.0155	0.1575	0.1731	0.0000	258.9310	258.9310	0.0510	0.0000	260.0028
Total	**1.0076**	**2.5877**	**2.0697**	**3.0400e-003**	**0.0434**	**0.1642**	**0.2076**	**0.0155**	**0.1575**	**0.1731**	**0.0000**	**258.9310**	**258.9310**	**0.0510**	**0.0000**	**260.0028**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2347	0.0000	5.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.5000e-004	9.5000e-004	0.0000	0.0000	1.0000e-003
Energy	0.0237	0.2153	0.1809	1.2900e-003		0.0164	0.0164		0.0164	0.0164	0.0000	496.0995	496.0995	0.0163	6.7500e-003	498.5334
Mobile	1.9094	2.8576	16.2742	0.0245	1.8068	0.0361	1.8428	0.4846	0.0331	0.5177	0.0000	1,990.9506	1,990.9506	0.1035	0.0000	1,993.1249
Waste						0.0000	0.0000		0.0000	0.0000	40.9149	0.0000	40.9149	2.4180	0.0000	91.6928
Water						0.0000	0.0000		0.0000	0.0000	2.6227	14.6083	17.2309	0.2700	6.5000e-003	24.9158
Total	**2.1678**	**3.0729**	**16.4555**	**0.0258**	**1.8068**	**0.0524**	**1.8592**	**0.4846**	**0.0495**	**0.5341**	**43.5375**	**2,501.6593**	**2,545.1968**	**2.8079**	**0.0133**	**2,608.2679**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2347	0.0000	5.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.5000e-004	9.5000e-004	0.0000	0.0000	1.0000e-003
Energy	0.0237	0.2153	0.1809	1.2900e-003		0.0164	0.0164		0.0164	0.0164	0.0000	496.0995	496.0995	0.0163	6.7500e-003	498.5334
Mobile	1.9094	2.8576	16.2742	0.0245	1.8068	0.0361	1.8428	0.4846	0.0331	0.5177	0.0000	1,990.9506	1,990.9506	0.1035	0.0000	1,993.1249
Waste						0.0000	0.0000		0.0000	0.0000	40.9149	0.0000	40.9149	2.4180	0.0000	91.6928
Water						0.0000	0.0000		0.0000	0.0000	2.6227	14.6083	17.2309	0.2700	6.4900e-003	24.9116
Total	**2.1678**	**3.0729**	**16.4555**	**0.0258**	**1.8068**	**0.0524**	**1.8592**	**0.4846**	**0.0495**	**0.5341**	**43.5375**	**2,501.6593**	**2,545.1968**	**2.8079**	**0.0132**	**2,608.2637**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.08**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2016	1/28/2016	5	20	
2	Site Preparation	Site Preparation	1/29/2016	2/1/2016	5	2	
3	Grading	Grading	2/2/2016	2/5/2016	5	4	
4	Building Construction	Building Construction	2/6/2016	11/11/2016	5	200	
5	Paving	Paving	11/12/2016	11/25/2016	5	10	
6	Architectural Coating	Architectural Coating	11/26/2016	12/9/2016	5	10	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 79,500; Non-Residential Outdoor: 26,500 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	174	0.41
Paving	Pavers	1	6.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Paving	Paving Equipment	1	8.00	130	0.36
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	22.00	9.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0291	0.2826	0.2150	2.4000e-004		0.0175	0.0175		0.0163	0.0163	0.0000	22.5629	22.5629	5.7000e-003	0.0000	22.6827
Total	**0.0291**	**0.2826**	**0.2150**	**2.4000e-004**		**0.0175**	**0.0175**		**0.0163**	**0.0163**	**0.0000**	**22.5629**	**22.5629**	**5.7000e-003**	**0.0000**	**22.6827**

3.2 Demolition - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.7000e-004	7.2000e-004	6.8800e-003	1.0000e-005	1.1700e-003	1.0000e-005	1.1800e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	1.0596	1.0596	6.0000e-005	0.0000	1.0608
Total	**4.7000e-004**	**7.2000e-004**	**6.8800e-003**	**1.0000e-005**	**1.1700e-003**	**1.0000e-005**	**1.1800e-003**	**3.1000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**1.0596**	**1.0596**	**6.0000e-005**	**0.0000**	**1.0608**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0291	0.2826	0.2150	2.4000e-004		0.0175	0.0175		0.0163	0.0163	0.0000	22.5628	22.5628	5.7000e-003	0.0000	22.6826
Total	**0.0291**	**0.2826**	**0.2150**	**2.4000e-004**		**0.0175**	**0.0175**		**0.0163**	**0.0163**	**0.0000**	**22.5628**	**22.5628**	**5.7000e-003**	**0.0000**	**22.6826**

3.2 Demolition - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.7000e-004	7.2000e-004	6.8800e-003	1.0000e-005	1.1700e-003	1.0000e-005	1.1800e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	1.0596	1.0596	6.0000e-005	0.0000	1.0608
Total	**4.7000e-004**	**7.2000e-004**	**6.8800e-003**	**1.0000e-005**	**1.1700e-003**	**1.0000e-005**	**1.1800e-003**	**3.1000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**1.0596**	**1.0596**	**6.0000e-005**	**0.0000**	**1.0608**

3.3 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4400e-003	0.0258	0.0165	2.0000e-005		1.4000e-003	1.4000e-003		1.2900e-003	1.2900e-003	0.0000	1.6158	1.6158	4.9000e-004	0.0000	1.6260
Total	**2.4400e-003**	**0.0258**	**0.0165**	**2.0000e-005**	**5.8000e-003**	**1.4000e-003**	**7.2000e-003**	**2.9500e-003**	**1.2900e-003**	**4.2400e-003**	**0.0000**	**1.6158**	**1.6158**	**4.9000e-004**	**0.0000**	**1.6260**

3.3 Site Preparation - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	4.0000e-005	4.2000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0652	0.0652	0.0000	0.0000	0.0653
Total	**3.0000e-005**	**4.0000e-005**	**4.2000e-004**	**0.0000**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0652**	**0.0652**	**0.0000**	**0.0000**	**0.0653**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4400e-003	0.0258	0.0165	2.0000e-005		1.4000e-003	1.4000e-003		1.2900e-003	1.2900e-003	0.0000	1.6158	1.6158	4.9000e-004	0.0000	1.6260
Total	**2.4400e-003**	**0.0258**	**0.0165**	**2.0000e-005**	**5.8000e-003**	**1.4000e-003**	**7.2000e-003**	**2.9500e-003**	**1.2900e-003**	**4.2400e-003**	**0.0000**	**1.6158**	**1.6158**	**4.9000e-004**	**0.0000**	**1.6260**

3.3 Site Preparation - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	4.0000e-005	4.2000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0652	0.0652	0.0000	0.0000	0.0653
Total	**3.0000e-005**	**4.0000e-005**	**4.2000e-004**	**0.0000**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0652**	**0.0652**	**0.0000**	**0.0000**	**0.0653**

3.4 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.8300e-003	0.0000	9.8300e-003	5.0500e-003	0.0000	5.0500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9800e-003	0.0421	0.0273	3.0000e-005		2.2800e-003	2.2800e-003		2.1000e-003	2.1000e-003	0.0000	2.6541	2.6541	8.0000e-004	0.0000	2.6710
Total	**3.9800e-003**	**0.0421**	**0.0273**	**3.0000e-005**	**9.8300e-003**	**2.2800e-003**	**0.0121**	**5.0500e-003**	**2.1000e-003**	**7.1500e-003**	**0.0000**	**2.6541**	**2.6541**	**8.0000e-004**	**0.0000**	**2.6710**

3.4 Grading - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	9.0000e-005	8.5000e-004	0.0000	1.4000e-004	0.0000	1.5000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1304	0.1304	1.0000e-005	0.0000	0.1306
Total	**6.0000e-005**	**9.0000e-005**	**8.5000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**1.5000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1304**	**0.1304**	**1.0000e-005**	**0.0000**	**0.1306**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.8300e-003	0.0000	9.8300e-003	5.0500e-003	0.0000	5.0500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9800e-003	0.0421	0.0273	3.0000e-005		2.2800e-003	2.2800e-003		2.1000e-003	2.1000e-003	0.0000	2.6541	2.6541	8.0000e-004	0.0000	2.6710
Total	**3.9800e-003**	**0.0421**	**0.0273**	**3.0000e-005**	**9.8300e-003**	**2.2800e-003**	**0.0121**	**5.0500e-003**	**2.1000e-003**	**7.1500e-003**	**0.0000**	**2.6541**	**2.6541**	**8.0000e-004**	**0.0000**	**2.6710**

3.4 Grading - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	9.0000e-005	8.5000e-004	0.0000	1.4000e-004	0.0000	1.5000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1304	0.1304	1.0000e-005	0.0000	0.1306
Total	**6.0000e-005**	**9.0000e-005**	**8.5000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**1.5000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1304**	**0.1304**	**1.0000e-005**	**0.0000**	**0.1306**

3.5 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3292	2.0546	1.4707	2.2000e-003		0.1366	0.1366		0.1318	0.1318	0.0000	185.6956	185.6956	0.0408	0.0000	186.5527
Total	**0.3292**	**2.0546**	**1.4707**	**2.2000e-003**		**0.1366**	**0.1366**		**0.1318**	**0.1318**	**0.0000**	**185.6956**	**185.6956**	**0.0408**	**0.0000**	**186.5527**

3.5 Building Construction - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0118	0.0912	0.1561	2.1000e-004	5.7500e-003	1.3000e-003	7.0500e-003	1.6500e-003	1.2000e-003	2.8400e-003	0.0000	19.0392	19.0392	1.5000e-004	0.0000	19.0424
Worker	7.8700e-003	0.0123	0.1164	2.3000e-004	0.0199	1.6000e-004	0.0200	5.2900e-003	1.5000e-004	5.4400e-003	0.0000	17.9319	17.9319	9.8000e-004	0.0000	17.9525
Total	**0.0196**	**0.1035**	**0.2726**	**4.4000e-004**	**0.0256**	**1.4600e-003**	**0.0271**	**6.9400e-003**	**1.3500e-003**	**8.2800e-003**	**0.0000**	**36.9711**	**36.9711**	**1.1300e-003**	**0.0000**	**36.9949**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3292	2.0546	1.4707	2.2000e-003		0.1366	0.1366		0.1318	0.1318	0.0000	185.6954	185.6954	0.0408	0.0000	186.5525
Total	**0.3292**	**2.0546**	**1.4707**	**2.2000e-003**		**0.1366**	**0.1366**		**0.1318**	**0.1318**	**0.0000**	**185.6954**	**185.6954**	**0.0408**	**0.0000**	**186.5525**

3.5 Building Construction - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0118	0.0912	0.1561	2.1000e-004	5.7500e-003	1.3000e-003	7.0500e-003	1.6500e-003	1.2000e-003	2.8400e-003	0.0000	19.0392	19.0392	1.5000e-004	0.0000	19.0424
Worker	7.8700e-003	0.0123	0.1164	2.3000e-004	0.0199	1.6000e-004	0.0200	5.2900e-003	1.5000e-004	5.4400e-003	0.0000	17.9319	17.9319	9.8000e-004	0.0000	17.9525
Total	**0.0196**	**0.1035**	**0.2726**	**4.4000e-004**	**0.0256**	**1.4600e-003**	**0.0271**	**6.9400e-003**	**1.3500e-003**	**8.2800e-003**	**0.0000**	**36.9711**	**36.9711**	**1.1300e-003**	**0.0000**	**36.9949**

3.6 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.4400e-003	0.0660	0.0454	7.0000e-005		4.0400e-003	4.0400e-003		3.7200e-003	3.7200e-003	0.0000	6.2071	6.2071	1.8400e-003	0.0000	6.2457
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.4400e-003**	**0.0660**	**0.0454**	**7.0000e-005**		**4.0400e-003**	**4.0400e-003**		**3.7200e-003**	**3.7200e-003**	**0.0000**	**6.2071**	**6.2071**	**1.8400e-003**	**0.0000**	**6.2457**

3.6 Paving - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-004	3.6000e-004	3.4400e-003	1.0000e-005	5.9000e-004	0.0000	5.9000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5298	0.5298	3.0000e-005	0.0000	0.5304
Total	**2.3000e-004**	**3.6000e-004**	**3.4400e-003**	**1.0000e-005**	**5.9000e-004**	**0.0000**	**5.9000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.5298**	**0.5298**	**3.0000e-005**	**0.0000**	**0.5304**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.4400e-003	0.0660	0.0454	7.0000e-005		4.0400e-003	4.0400e-003		3.7200e-003	3.7200e-003	0.0000	6.2071	6.2071	1.8400e-003	0.0000	6.2457
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.4400e-003**	**0.0660**	**0.0454**	**7.0000e-005**		**4.0400e-003**	**4.0400e-003**		**3.7200e-003**	**3.7200e-003**	**0.0000**	**6.2071**	**6.2071**	**1.8400e-003**	**0.0000**	**6.2457**

3.6 Paving - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-004	3.6000e-004	3.4400e-003	1.0000e-005	5.9000e-004	0.0000	5.9000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5298	0.5298	3.0000e-005	0.0000	0.5304
Total	**2.3000e-004**	**3.6000e-004**	**3.4400e-003**	**1.0000e-005**	**5.9000e-004**	**0.0000**	**5.9000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.5298**	**0.5298**	**3.0000e-005**	**0.0000**	**0.5304**

3.7 Architectural Coating - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.6141					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8400e-003	0.0119	9.4200e-003	1.0000e-005		9.8000e-004	9.8000e-004		9.8000e-004	9.8000e-004	0.0000	1.2766	1.2766	1.5000e-004	0.0000	1.2798
Total	**0.6160**	**0.0119**	**9.4200e-003**	**1.0000e-005**		**9.8000e-004**	**9.8000e-004**		**9.8000e-004**	**9.8000e-004**	**0.0000**	**1.2766**	**1.2766**	**1.5000e-004**	**0.0000**	**1.2798**

3.7 Architectural Coating - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	1.1000e-004	1.0600e-003	0.0000	1.8000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1630	0.1630	1.0000e-005	0.0000	0.1632
Total	**7.0000e-005**	**1.1000e-004**	**1.0600e-003**	**0.0000**	**1.8000e-004**	**0.0000**	**1.8000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1630**	**0.1630**	**1.0000e-005**	**0.0000**	**0.1632**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.6141					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8400e-003	0.0119	9.4200e-003	1.0000e-005		9.8000e-004	9.8000e-004		9.8000e-004	9.8000e-004	0.0000	1.2766	1.2766	1.5000e-004	0.0000	1.2798
Total	**0.6160**	**0.0119**	**9.4200e-003**	**1.0000e-005**		**9.8000e-004**	**9.8000e-004**		**9.8000e-004**	**9.8000e-004**	**0.0000**	**1.2766**	**1.2766**	**1.5000e-004**	**0.0000**	**1.2798**

3.7 Architectural Coating - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	1.1000e-004	1.0600e-003	0.0000	1.8000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1630	0.1630	1.0000e-005	0.0000	0.1632
Total	**7.0000e-005**	**1.1000e-004**	**1.0600e-003**	**0.0000**	**1.8000e-004**	**0.0000**	**1.8000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1630**	**0.1630**	**1.0000e-005**	**0.0000**	**0.1632**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.9094	2.8576	16.2742	0.0245	1.8068	0.0361	1.8428	0.4846	0.0331	0.5177	0.0000	1,990.9506	1,990.9506	0.1035	0.0000	1,993.1249
Unmitigated	1.9094	2.8576	16.2742	0.0245	1.8068	0.0361	1.8428	0.4846	0.0331	0.5177	0.0000	1,990.9506	1,990.9506	0.1035	0.0000	1,993.1249

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Quality Restaurant	1,888.95	1,888.95	1888.95	2,240,610	2,240,610
Racquet Club	1,558.08	1,558.08	1558.08	2,650,238	2,650,238
Total	3,447.03	3,447.03	3,447.03	4,890,847	4,890,847

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Quality Restaurant	9.50	7.30	7.30	12.00	69.00	19.00	38	18	44
Racquet Club	9.50	7.30	7.30	11.50	69.50	19.00	52	39	9

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.578899	0.062814	0.176270	0.114781	0.029750	0.004191	0.015394	0.003868	0.002570	0.003711	0.006541	0.000231	0.000980

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	261.7272	261.7272	0.0118	2.4500e-003	262.7348
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	261.7272	261.7272	0.0118	2.4500e-003	262.7348
NaturalGas Mitigated	0.0237	0.2153	0.1809	1.2900e-003		0.0164	0.0164		0.0164	0.0164	0.0000	234.3722	234.3722	4.4900e-003	4.3000e-003	235.7986
NaturalGas Unmitigated	0.0237	0.2153	0.1809	1.2900e-003		0.0164	0.0164		0.0164	0.0164	0.0000	234.3722	234.3722	4.4900e-003	4.3000e-003	235.7986

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Racquet Club	821760	4.4300e-003	0.0403	0.0338	2.4000e-004		3.0600e-003	3.0600e-003		3.0600e-003	3.0600e-003	0.0000	43.8522	43.8522	8.4000e-004	8.0000e-004	44.1191
Quality Restaurant	3.57021e+006	0.0193	0.1750	0.1470	1.0500e-003		0.0133	0.0133		0.0133	0.0133	0.0000	190.5200	190.5200	3.6500e-003	3.4900e-003	191.6795
Total		**0.0237**	**0.2153**	**0.1809**	**1.2900e-003**		**0.0164**	**0.0164**		**0.0164**	**0.0164**	**0.0000**	**234.3722**	**234.3722**	**4.4900e-003**	**4.2900e-003**	**235.7986**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Racquet Club	821760	4.4300e-003	0.0403	0.0338	2.4000e-004		3.0600e-003	3.0600e-003		3.0600e-003	3.0600e-003	0.0000	43.8522	43.8522	8.4000e-004	8.0000e-004	44.1191
Quality Restaurant	3.57021e+006	0.0193	0.1750	0.1470	1.0500e-003		0.0133	0.0133		0.0133	0.0133	0.0000	190.5200	190.5200	3.6500e-003	3.4900e-003	191.6795
Total		**0.0237**	**0.2153**	**0.1809**	**1.2900e-003**		**0.0164**	**0.0164**		**0.0164**	**0.0164**	**0.0000**	**234.3722**	**234.3722**	**4.4900e-003**	**4.2900e-003**	**235.7986**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Quality Restaurant	635040	184.7404	8.3500e-003	1.7300e-003	185.4516
Racquet Club	264640	76.9868	3.4800e-003	7.2000e-004	77.2832
Total		**261.7272**	**0.0118**	**2.4500e-003**	**262.7348**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Quality Restaurant	635040	184.7404	8.3500e-003	1.7300e-003	185.4516
Racquet Club	264640	76.9868	3.4800e-003	7.2000e-004	77.2832
Total		**261.7272**	**0.0118**	**2.4500e-003**	**262.7348**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2347	0.0000	5.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.5000e-004	9.5000e-004	0.0000	0.0000	1.0000e-003
Unmitigated	0.2347	0.0000	5.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.5000e-004	9.5000e-004	0.0000	0.0000	1.0000e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0276					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2070					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	0.0000	5.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.5000e-004	9.5000e-004	0.0000	0.0000	1.0000e-003
Total	**0.2347**	**0.0000**	**5.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**9.5000e-004**	**9.5000e-004**	**0.0000**	**0.0000**	**1.0000e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0276					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2070					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	0.0000	5.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.5000e-004	9.5000e-004	0.0000	0.0000	1.0000e-003
Total	**0.2347**	**0.0000**	**5.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**9.5000e-004**	**9.5000e-004**	**0.0000**	**0.0000**	**1.0000e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	17.2309	0.2700	6.4900e-003	24.9116
Unmitigated	17.2309	0.2700	6.5000e-003	24.9158

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Quality Restaurant	6.37421 / 0.406864	12.4703	0.2082	5.0000e-003	18.3926
Racquet Club	1.89258 / 1.15997	4.7607	0.0619	1.5000e-003	6.5231
Total		**17.2309**	**0.2700**	**6.5000e-003**	**24.9158**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Quality Restaurant	6.37421 / 0.406864	12.4703	0.2081	4.9900e-003	18.3894
Racquet Club	1.89258 / 1.15997	4.7607	0.0619	1.4900e-003	6.5222
Total		**17.2309**	**0.2700**	**6.4800e-003**	**24.9116**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	40.9149	2.4180	0.0000	91.6928
Unmitigated	40.9149	2.4180	0.0000	91.6928

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Quality Restaurant	19.16	3.8893	0.2299	0.0000	8.7162
Racquet Club	182.4	37.0256	2.1882	0.0000	82.9767
Total		**40.9149**	**2.4180**	**0.0000**	**91.6928**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Quality Restaurant	19.16	3.8893	0.2299	0.0000	8.7162
Racquet Club	182.4	37.0256	2.1882	0.0000	82.9767
Total		**40.9149**	**2.4180**	**0.0000**	**91.6928**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

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B.2 - Proposed Project

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Bridgepointe Shopping Center

San Mateo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Regional Shopping Center	53.00	1000sqft	1.22	53,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	70
Climate Zone	5			**Operational Year**	2015
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Vehicle Trips - W-Trans Traffic Memo

Off-road Equipment - Contractors equipment list. Used Rubber Tired Loader to represent a skid steer loader not available in CalEEMod.

Construction Phase - Demolition timing provided by the construction contractor. Interior and exterior conservatively estimated to require 3 weeks each but run simulaneously.

Demolition - 4000 tons would require approximately 200 truck loads at 20 tons per truck

Trips and VMT - 200 loads or 400 two-way trips.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	250.00
tblArchitecturalCoating	EF_Residential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	250.00
tblConstructionPhase	NumDays	20.00	15.00
tblConstructionPhase	PhaseEndDate	1/25/2016	2/1/2016
tblConstructionPhase	PhaseStartDate	1/22/2016	1/29/2016
tblOffRoadEquipment	HorsePower	97.00	120.00
tblOffRoadEquipment	HorsePower	162.00	250.00
tblOffRoadEquipment	HorsePower	199.00	80.00
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Rubber Tired Loaders
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	4.00
tblOffRoadEquipment	PhaseName		Demolition
tblOffRoadEquipment	PhaseName		Demolition
tblOffRoadEquipment	UsageHours	8.00	6.00
tblProjectCharacteristics	OperationalYear	2014	2015
tblTripsAndVMT	HaulingTripNumber	0.00	400.00
tblVehicleTrips	ST_TR	49.97	39.72
tblVehicleTrips	SU_TR	25.24	39.72
tblVehicleTrips	WD_TR	42.94	39.72

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	1.0094	2.6696	2.0428	3.2200e-003	0.0847	0.1636	0.2483	0.0216	0.1567	0.1784	0.0000	277.2950	277.2950	0.0549	0.0000	278.4470
Total	**1.0094**	**2.6696**	**2.0428**	**3.2200e-003**	**0.0847**	**0.1636**	**0.2483**	**0.0216**	**0.1567**	**0.1784**	**0.0000**	**277.2950**	**277.2950**	**0.0549**	**0.0000**	**278.4470**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	1.0094	2.3849	2.0428	3.2200e-003	0.0847	0.1636	0.2483	0.0216	0.1567	0.1784	0.0000	277.2947	277.2947	0.0549	0.0000	278.4467
Total	**1.0094**	**2.3849**	**2.0428**	**3.2200e-003**	**0.0847**	**0.1636**	**0.2483**	**0.0216**	**0.1567**	**0.1784**	**0.0000**	**277.2947**	**277.2947**	**0.0549**	**0.0000**	**278.4467**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**10.66**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2347	0.0000	5.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.5000e-004	9.5000e-004	0.0000	0.0000	1.0000e-003
Energy	1.3700e-003	0.0125	0.0105	7.0000e-005		9.5000e-004	9.5000e-004		9.5000e-004	9.5000e-004	0.0000	192.5823	192.5823	8.3500e-003	1.9200e-003	193.3541
Mobile	1.2261	2.0535	11.3504	0.0183	1.3635	0.0265	1.3900	0.3657	0.0243	0.3900	0.0000	1,486.5882	1,486.5882	0.0752	0.0000	1,488.1663
Waste						0.0000	0.0000		0.0000	0.0000	11.2965	0.0000	11.2965	0.6676	0.0000	25.3161
Water						0.0000	0.0000		0.0000	0.0000	1.2455	8.6297	9.8752	0.1283	3.1000e-003	13.5312
Total	**1.4622**	**2.0660**	**11.3614**	**0.0184**	**1.3635**	**0.0275**	**1.3910**	**0.3657**	**0.0253**	**0.3910**	**12.5419**	**1,687.8012**	**1,700.3431**	**0.8794**	**5.0200e-003**	**1,720.3686**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2347	0.0000	5.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.5000e-004	9.5000e-004	0.0000	0.0000	1.0000e-003
Energy	1.3700e-003	0.0125	0.0105	7.0000e-005		9.5000e-004	9.5000e-004		9.5000e-004	9.5000e-004	0.0000	192.5823	192.5823	8.3500e-003	1.9200e-003	193.3541
Mobile	1.2261	2.0535	11.3504	0.0183	1.3635	0.0265	1.3900	0.3657	0.0243	0.3900	0.0000	1,486.5882	1,486.5882	0.0752	0.0000	1,488.1663
Waste						0.0000	0.0000		0.0000	0.0000	11.2965	0.0000	11.2965	0.6676	0.0000	25.3161
Water						0.0000	0.0000		0.0000	0.0000	1.2455	8.6297	9.8752	0.1283	3.1000e-003	13.5292
Total	**1.4622**	**2.0660**	**11.3614**	**0.0184**	**1.3635**	**0.0275**	**1.3910**	**0.3657**	**0.0253**	**0.3910**	**12.5419**	**1,687.8012**	**1,700.3431**	**0.8794**	**5.0200e-003**	**1,720.3666**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2016	1/21/2016	5	15	
2	Site Preparation	Site Preparation	1/29/2016	2/1/2016	5	2	
3	Grading	Grading	2/2/2016	2/5/2016	5	4	
4	Building Construction	Building Construction	2/6/2016	11/11/2016	5	200	
5	Paving	Paving	11/12/2016	11/25/2016	5	10	
6	Architectural Coating	Architectural Coating	11/26/2016	12/9/2016	5	10	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 79,500; Non-Residential Outdoor: 26,500 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Tractors/Loaders/Backhoes	1	6.00	120	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	4	8.00	250	0.38
Demolition	Rubber Tired Loaders	4	8.00	80	0.36

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	400.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	17.00	9.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0428	0.0000	0.0428	6.4800e-003	0.0000	6.4800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0278	0.3073	0.1452	3.4000e-004		0.0162	0.0162		0.0149	0.0149	0.0000	32.0481	32.0481	9.6700e-003	0.0000	32.2511
Total	**0.0278**	**0.3073**	**0.1452**	**3.4000e-004**	**0.0428**	**0.0162**	**0.0590**	**6.4800e-003**	**0.0149**	**0.0214**	**0.0000**	**32.0481**	**32.0481**	**9.6700e-003**	**0.0000**	**32.2511**

3.2 Demolition - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.1000e-003	0.0602	0.0714	1.5000e-004	3.3400e-003	7.4000e-004	4.0700e-003	9.2000e-004	6.8000e-004	1.6000e-003	0.0000	13.2596	13.2596	1.0000e-004	0.0000	13.2616
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.5000e-004	5.4000e-004	5.1600e-003	1.0000e-005	8.8000e-004	1.0000e-005	8.9000e-004	2.3000e-004	1.0000e-005	2.4000e-004	0.0000	0.7947	0.7947	4.0000e-005	0.0000	0.7956
Total	**5.4500e-003**	**0.0607**	**0.0765**	**1.6000e-004**	**4.2200e-003**	**7.5000e-004**	**4.9600e-003**	**1.1500e-003**	**6.9000e-004**	**1.8400e-003**	**0.0000**	**14.0543**	**14.0543**	**1.4000e-004**	**0.0000**	**14.0572**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0428	0.0000	0.0428	6.4800e-003	0.0000	6.4800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0278	0.0227	0.1452	3.4000e-004		0.0162	0.0162		0.0149	0.0149	0.0000	32.0481	32.0481	9.6700e-003	0.0000	32.2511
Total	**0.0278**	**0.0227**	**0.1452**	**3.4000e-004**	**0.0428**	**0.0162**	**0.0590**	**6.4800e-003**	**0.0149**	**0.0214**	**0.0000**	**32.0481**	**32.0481**	**9.6700e-003**	**0.0000**	**32.2511**

3.2 Demolition - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.1000e-003	0.0602	0.0714	1.5000e-004	3.3400e-003	7.4000e-004	4.0700e-003	9.2000e-004	6.8000e-004	1.6000e-003	0.0000	13.2596	13.2596	1.0000e-004	0.0000	13.2616
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.5000e-004	5.4000e-004	5.1600e-003	1.0000e-005	8.8000e-004	1.0000e-005	8.9000e-004	2.3000e-004	1.0000e-005	2.4000e-004	0.0000	0.7947	0.7947	4.0000e-005	0.0000	0.7956
Total	**5.4500e-003**	**0.0607**	**0.0765**	**1.6000e-004**	**4.2200e-003**	**7.5000e-004**	**4.9600e-003**	**1.1500e-003**	**6.9000e-004**	**1.8400e-003**	**0.0000**	**14.0543**	**14.0543**	**1.4000e-004**	**0.0000**	**14.0572**

3.3 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4400e-003	0.0258	0.0165	2.0000e-005		1.4000e-003	1.4000e-003		1.2900e-003	1.2900e-003	0.0000	1.6158	1.6158	4.9000e-004	0.0000	1.6260
Total	**2.4400e-003**	**0.0258**	**0.0165**	**2.0000e-005**	**5.8000e-003**	**1.4000e-003**	**7.2000e-003**	**2.9500e-003**	**1.2900e-003**	**4.2400e-003**	**0.0000**	**1.6158**	**1.6158**	**4.9000e-004**	**0.0000**	**1.6260**

3.3 Site Preparation - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	4.0000e-005	4.2000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0652	0.0652	0.0000	0.0000	0.0653
Total	**3.0000e-005**	**4.0000e-005**	**4.2000e-004**	**0.0000**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0652**	**0.0652**	**0.0000**	**0.0000**	**0.0653**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4400e-003	0.0258	0.0165	2.0000e-005		1.4000e-003	1.4000e-003		1.2900e-003	1.2900e-003	0.0000	1.6158	1.6158	4.9000e-004	0.0000	1.6260
Total	**2.4400e-003**	**0.0258**	**0.0165**	**2.0000e-005**	**5.8000e-003**	**1.4000e-003**	**7.2000e-003**	**2.9500e-003**	**1.2900e-003**	**4.2400e-003**	**0.0000**	**1.6158**	**1.6158**	**4.9000e-004**	**0.0000**	**1.6260**

3.3 Site Preparation - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	4.0000e-005	4.2000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0652	0.0652	0.0000	0.0000	0.0653
Total	**3.0000e-005**	**4.0000e-005**	**4.2000e-004**	**0.0000**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0652**	**0.0652**	**0.0000**	**0.0000**	**0.0653**

3.4 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.8300e-003	0.0000	9.8300e-003	5.0500e-003	0.0000	5.0500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9800e-003	0.0421	0.0273	3.0000e-005		2.2800e-003	2.2800e-003		2.1000e-003	2.1000e-003	0.0000	2.6541	2.6541	8.0000e-004	0.0000	2.6710
Total	**3.9800e-003**	**0.0421**	**0.0273**	**3.0000e-005**	**9.8300e-003**	**2.2800e-003**	**0.0121**	**5.0500e-003**	**2.1000e-003**	**7.1500e-003**	**0.0000**	**2.6541**	**2.6541**	**8.0000e-004**	**0.0000**	**2.6710**

3.4 Grading - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	9.0000e-005	8.5000e-004	0.0000	1.4000e-004	0.0000	1.5000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1304	0.1304	1.0000e-005	0.0000	0.1306
Total	**6.0000e-005**	**9.0000e-005**	**8.5000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**1.5000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1304**	**0.1304**	**1.0000e-005**	**0.0000**	**0.1306**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.8300e-003	0.0000	9.8300e-003	5.0500e-003	0.0000	5.0500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9800e-003	0.0421	0.0273	3.0000e-005		2.2800e-003	2.2800e-003		2.1000e-003	2.1000e-003	0.0000	2.6541	2.6541	8.0000e-004	0.0000	2.6710
Total	**3.9800e-003**	**0.0421**	**0.0273**	**3.0000e-005**	**9.8300e-003**	**2.2800e-003**	**0.0121**	**5.0500e-003**	**2.1000e-003**	**7.1500e-003**	**0.0000**	**2.6541**	**2.6541**	**8.0000e-004**	**0.0000**	**2.6710**

3.4 Grading - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	9.0000e-005	8.5000e-004	0.0000	1.4000e-004	0.0000	1.5000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1304	0.1304	1.0000e-005	0.0000	0.1306
Total	**6.0000e-005**	**9.0000e-005**	**8.5000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**1.5000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1304**	**0.1304**	**1.0000e-005**	**0.0000**	**0.1306**

3.5 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3292	2.0546	1.4707	2.2000e-003		0.1366	0.1366		0.1318	0.1318	0.0000	185.6956	185.6956	0.0408	0.0000	186.5527
Total	**0.3292**	**2.0546**	**1.4707**	**2.2000e-003**		**0.1366**	**0.1366**		**0.1318**	**0.1318**	**0.0000**	**185.6956**	**185.6956**	**0.0408**	**0.0000**	**186.5527**

3.5 Building Construction - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0118	0.0912	0.1561	2.1000e-004	5.7500e-003	1.3000e-003	7.0500e-003	1.6500e-003	1.2000e-003	2.8400e-003	0.0000	19.0392	19.0392	1.5000e-004	0.0000	19.0424
Worker	6.0800e-003	9.4600e-003	0.0900	1.8000e-004	0.0154	1.2000e-004	0.0155	4.0900e-003	1.1000e-004	4.2000e-003	0.0000	13.8565	13.8565	7.6000e-004	0.0000	13.8724
Total	**0.0179**	**0.1007**	**0.2461**	**3.9000e-004**	**0.0211**	**1.4200e-003**	**0.0225**	**5.7400e-003**	**1.3100e-003**	**7.0400e-003**	**0.0000**	**32.8957**	**32.8957**	**9.1000e-004**	**0.0000**	**32.9148**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3292	2.0546	1.4707	2.2000e-003		0.1366	0.1366		0.1318	0.1318	0.0000	185.6954	185.6954	0.0408	0.0000	186.5525
Total	**0.3292**	**2.0546**	**1.4707**	**2.2000e-003**		**0.1366**	**0.1366**		**0.1318**	**0.1318**	**0.0000**	**185.6954**	**185.6954**	**0.0408**	**0.0000**	**186.5525**

3.5 Building Construction - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0118	0.0912	0.1561	2.1000e-004	5.7500e-003	1.3000e-003	7.0500e-003	1.6500e-003	1.2000e-003	2.8400e-003	0.0000	19.0392	19.0392	1.5000e-004	0.0000	19.0424
Worker	6.0800e-003	9.4600e-003	0.0900	1.8000e-004	0.0154	1.2000e-004	0.0155	4.0900e-003	1.1000e-004	4.2000e-003	0.0000	13.8565	13.8565	7.6000e-004	0.0000	13.8724
Total	**0.0179**	**0.1007**	**0.2461**	**3.9000e-004**	**0.0211**	**1.4200e-003**	**0.0225**	**5.7400e-003**	**1.3100e-003**	**7.0400e-003**	**0.0000**	**32.8957**	**32.8957**	**9.1000e-004**	**0.0000**	**32.9148**

3.6 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.4400e-003	0.0660	0.0454	7.0000e-005		4.0400e-003	4.0400e-003		3.7200e-003	3.7200e-003	0.0000	6.2071	6.2071	1.8400e-003	0.0000	6.2457
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.4400e-003**	**0.0660**	**0.0454**	**7.0000e-005**		**4.0400e-003**	**4.0400e-003**		**3.7200e-003**	**3.7200e-003**	**0.0000**	**6.2071**	**6.2071**	**1.8400e-003**	**0.0000**	**6.2457**

3.6 Paving - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-004	3.6000e-004	3.4400e-003	1.0000e-005	5.9000e-004	0.0000	5.9000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5298	0.5298	3.0000e-005	0.0000	0.5304
Total	**2.3000e-004**	**3.6000e-004**	**3.4400e-003**	**1.0000e-005**	**5.9000e-004**	**0.0000**	**5.9000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.5298**	**0.5298**	**3.0000e-005**	**0.0000**	**0.5304**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.4400e-003	0.0660	0.0454	7.0000e-005		4.0400e-003	4.0400e-003		3.7200e-003	3.7200e-003	0.0000	6.2071	6.2071	1.8400e-003	0.0000	6.2457
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.4400e-003**	**0.0660**	**0.0454**	**7.0000e-005**		**4.0400e-003**	**4.0400e-003**		**3.7200e-003**	**3.7200e-003**	**0.0000**	**6.2071**	**6.2071**	**1.8400e-003**	**0.0000**	**6.2457**

3.6 Paving - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-004	3.6000e-004	3.4400e-003	1.0000e-005	5.9000e-004	0.0000	5.9000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5298	0.5298	3.0000e-005	0.0000	0.5304
Total	**2.3000e-004**	**3.6000e-004**	**3.4400e-003**	**1.0000e-005**	**5.9000e-004**	**0.0000**	**5.9000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.5298**	**0.5298**	**3.0000e-005**	**0.0000**	**0.5304**

3.7 Architectural Coating - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.6141					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8400e-003	0.0119	9.4200e-003	1.0000e-005		9.8000e-004	9.8000e-004		9.8000e-004	9.8000e-004	0.0000	1.2766	1.2766	1.5000e-004	0.0000	1.2798
Total	**0.6160**	**0.0119**	**9.4200e-003**	**1.0000e-005**		**9.8000e-004**	**9.8000e-004**		**9.8000e-004**	**9.8000e-004**	**0.0000**	**1.2766**	**1.2766**	**1.5000e-004**	**0.0000**	**1.2798**

3.7 Architectural Coating - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	8.0000e-005	7.9000e-004	0.0000	1.4000e-004	0.0000	1.4000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1223	0.1223	1.0000e-005	0.0000	0.1224
Total	**5.0000e-005**	**8.0000e-005**	**7.9000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1223**	**0.1223**	**1.0000e-005**	**0.0000**	**0.1224**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.6141					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8400e-003	0.0119	9.4200e-003	1.0000e-005		9.8000e-004	9.8000e-004		9.8000e-004	9.8000e-004	0.0000	1.2766	1.2766	1.5000e-004	0.0000	1.2798
Total	**0.6160**	**0.0119**	**9.4200e-003**	**1.0000e-005**		**9.8000e-004**	**9.8000e-004**		**9.8000e-004**	**9.8000e-004**	**0.0000**	**1.2766**	**1.2766**	**1.5000e-004**	**0.0000**	**1.2798**

3.7 Architectural Coating - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	8.0000e-005	7.9000e-004	0.0000	1.4000e-004	0.0000	1.4000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1223	0.1223	1.0000e-005	0.0000	0.1224
Total	**5.0000e-005**	**8.0000e-005**	**7.9000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1223**	**0.1223**	**1.0000e-005**	**0.0000**	**0.1224**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.2261	2.0535	11.3504	0.0183	1.3635	0.0265	1.3900	0.3657	0.0243	0.3900	0.0000	1,486.5882	1,486.5882	0.0752	0.0000	1,488.1663
Unmitigated	1.2261	2.0535	11.3504	0.0183	1.3635	0.0265	1.3900	0.3657	0.0243	0.3900	0.0000	1,486.5882	1,486.5882	0.0752	0.0000	1,488.1663

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Regional Shopping Center	2,105.16	2,105.16	2105.16	3,690,987	3,690,987
Total	2,105.16	2,105.16	2,105.16	3,690,987	3,690,987

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.578899	0.062814	0.176270	0.114781	0.029750	0.004191	0.015394	0.003868	0.002570	0.003711	0.006541	0.000231	0.000980

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	179.0066	179.0066	8.0900e-003	1.6700e-003	179.6957
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	179.0066	179.0066	8.0900e-003	1.6700e-003	179.6957
NaturalGas Mitigated	1.3700e-003	0.0125	0.0105	7.0000e-005		9.5000e-004	9.5000e-004		9.5000e-004	9.5000e-004	0.0000	13.5758	13.5758	2.6000e-004	2.5000e-004	13.6584
NaturalGas Unmitigated	1.3700e-003	0.0125	0.0105	7.0000e-005		9.5000e-004	9.5000e-004		9.5000e-004	9.5000e-004	0.0000	13.5758	13.5758	2.6000e-004	2.5000e-004	13.6584

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Regional Shopping Center	254400	1.3700e-003	0.0125	0.0105	7.0000e-005		9.5000e-004	9.5000e-004		9.5000e-004	9.5000e-004	0.0000	13.5758	13.5758	2.6000e-004	2.5000e-004	13.6584
Total		**1.3700e-003**	**0.0125**	**0.0105**	**7.0000e-005**		**9.5000e-004**	**9.5000e-004**		**9.5000e-004**	**9.5000e-004**	**0.0000**	**13.5758**	**13.5758**	**2.6000e-004**	**2.5000e-004**	**13.6584**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Regional Shopping Center	254400	1.3700e-003	0.0125	0.0105	7.0000e-005		9.5000e-004	9.5000e-004		9.5000e-004	9.5000e-004	0.0000	13.5758	13.5758	2.6000e-004	2.5000e-004	13.6584
Total		**1.3700e-003**	**0.0125**	**0.0105**	**7.0000e-005**		**9.5000e-004**	**9.5000e-004**		**9.5000e-004**	**9.5000e-004**	**0.0000**	**13.5758**	**13.5758**	**2.6000e-004**	**2.5000e-004**	**13.6584**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Regional Shopping Center	615330	179.0066	8.0900e-003	1.6700e-003	179.6957
Total		**179.0066**	**8.0900e-003**	**1.6700e-003**	**179.6957**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Regional Shopping Center	615330	179.0066	8.0900e-003	1.6700e-003	179.6957
Total		**179.0066**	**8.0900e-003**	**1.6700e-003**	**179.6957**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2347	0.0000	5.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.5000e-004	9.5000e-004	0.0000	0.0000	1.0000e-003
Unmitigated	0.2347	0.0000	5.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.5000e-004	9.5000e-004	0.0000	0.0000	1.0000e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0276					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2070					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	0.0000	5.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.5000e-004	9.5000e-004	0.0000	0.0000	1.0000e-003
Total	**0.2347**	**0.0000**	**5.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**9.5000e-004**	**9.5000e-004**	**0.0000**	**0.0000**	**1.0000e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Consumer Products	0.2070					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	0.0000	5.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.5000e-004	9.5000e-004	0.0000	0.0000	1.0000e-003
Architectural Coating	0.0276					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.2347**	**0.0000**	**5.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**9.5000e-004**	**9.5000e-004**	**0.0000**	**0.0000**	**1.0000e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	9.8752	0.1283	3.1000e-003	13.5292
Unmitigated	9.8752	0.1283	3.1000e-003	13.5312

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Regional Shopping Center	3.92584 / 2.40616	9.8752	0.1283	3.1000e-003	13.5312
Total		**9.8752**	**0.1283**	**3.1000e-003**	**13.5312**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Regional Shopping Center	3.92584 / 2.40616	9.8752	0.1283	3.1000e-003	13.5292
Total		**9.8752**	**0.1283**	**3.1000e-003**	**13.5292**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	11.2965	0.6676	0.0000	25.3161
Unmitigated	11.2965	0.6676	0.0000	25.3161

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Regional Shopping Center	55.65	11.2965	0.6676	0.0000	25.3161
Total		**11.2965**	**0.6676**	**0.0000**	**25.3161**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Regional Shopping Center	55.65	11.2965	0.6676	0.0000	25.3161
Total		**11.2965**	**0.6676**	**0.0000**	**25.3161**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

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Appendix C:
Greenhouse Gas Plan Consistency Analysis

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May 29, 2015

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

Subject: **Greenhouse Gas Plan Consistency Analysis for Bridgepointe Shopping Center Project in the City of San Mateo, California**

Dear Mr. Stoner:

FirstCarbon Solutions (FCS) is pleased to provide this Greenhouse Gas Consistency Analysis for the Bridgepointe Shopping Center Project (Project) in the City of San Mateo. The analysis is intended to assess the project's consistency with the recently approved City of San Mateo Climate Action Plan and State of California plans and regulations to reduce greenhouse gas emissions.

As discussed herein, the project's compliance with new 2013 Title 24 standards and conversion from the energy intensive ice rink use to the proposed retail use will result in substantial reductions in greenhouse gas emissions associated with energy and water use. The project will also incorporate a TDM program to further reduce motor vehicle emissions in accordance with the City's climate change goals.

Project Understanding

The project involves the remodeling of an existing ice rink building that is part of the Bridgepointe Shopping Center. 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.

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 Bridgepoint 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.

Project Analysis Methodology

FCS assessed the greenhouse gas emissions associated with the existing development and with the proposed remodel to retail and apparel uses to determine the net change in greenhouse gas emissions. Greenhouse gases are generated by automobile trips as well as by operational factors such as energy use and water use.

A Bridgepointe Shopping Center – Trip Generation Comparison memo dated May 29, 2015 was prepared by the traffic consulting firm W-Trans, which demonstrates that the proposed project would produce fewer vehicle trips than the existing ice rink use, resulting in a corresponding reduction in greenhouse gas emissions. In addition, the existing building interior will be completely gutted and reconstructed to meet today's energy efficiency and resource conservation regulations, resulting in substantial reductions in building-related emissions. Therefore, FCS concluded that the project results in a net greenhouse gas benefit and that no supplemental greenhouse gas analysis is required for project CEQA compliance.

The current analysis is intended to provide additional detail to document the emission reductions and to demonstrate consistency with the City of San Mateo Climate Action Plan that was adopted on April 6, 2015. The CAP contains a Consistency Checklist for assessing project compliance. FCS reviewed the CAP Consistency Checklist to identify applicable measures and project compliance and provides discussion herein.

FCS also evaluated the project's consistency with the City of San Mateo General Plan. According to the San Mateo General Plan Land Use Element, the Built Environment contributes 42 percent of the City's carbon emissions; therefore, a concerted effort is required to reduce greenhouse gases. Every remodel or addition to existing structures should incorporate sustainability features with the goal of reducing that individual structure's carbon footprint. This analysis will identify project design features that will reduce the building's carbon footprint and support the General Plan greenhouse gas goals.

Project Sustainability Features

The project is expected to include the following sustainability features that will reduce greenhouse gas emissions:

- New energy efficient refrigeration systems meeting 2013 Title 24 Standards
- Water efficient plumbing fixtures meeting CalGreen Building Code (i.e., 1.2 gal/flush toilets)
- Energy efficient HVAC systems (High SEER)
- Cool roof meeting Title 24 standards (Increased reflectivity)
- Daylighting requirements of 2013 Title 24 standards (lighting savings)
- Install LED energy-efficient interior/exterior lighting where feasible (LED lights are about 30 percent more efficient than fluorescent)
- Energy Management Systems (energy savings of 5-25 percent per DOE presentation)

The project will greatly reduce water consumption compared to the existing building. The project will install all new plumbing fixtures meeting the latest standards. In addition, the existing ice rink and restaurant uses consumed substantial amounts of water that will be eliminated with the project. The ice rink use consumed an estimated 4,104,999 gallons of water/year, while the restaurant consumed an estimated 2,471,258 gallons of water/year, for a total of 6,576,257 gallons of water per year (see Attachment A, ACIES Engineering, Water Usage Summary). The project engineer estimated that the redevelopment of the site for retail/apparel use would consume 201,596 gallons of water/year, a savings of 6,374,661 gallons of water/year. The water savings alone would provide a 3.43 $MTCO_2e$/year reduction from electricity savings for water transport and treatment based on PG&E emission factors per megawatt.

The project will achieve energy savings from the installation of new heating, cooling, and lighting systems in the remodeled building. In addition, maintaining ice in the existing ice rink required substantial energy that will no longer occur with the remodel and redevelopment for retail and apparel uses. According to the California Energy Commission, compliance with the 2013 Title 24 standards for non-residential buildings reduces overall energy consumption by 30 percent compared to previous standards. The project will be updating many of the building components subject to 2013 Title 24 including lighting alterations, daylighting, cool roof reflectance, HVAC, occupancy based shutoff controls, and occupant controlled smart thermostats. An energy consumption reduction of at least 30 percent on the systems being upgraded is likely. The age and technology of the existing systems being replaced will affect the actual reductions. A 30 percent reduction in Title 24 energy use would provide a 16.22 MTCO2e/year reduction from project emissions prior to considering the benefit of upgrades and design features as estimated by the CalEEMod mitigation component.

Climate Action Plan Checklist Requirements

The following CAP Checklist reduction measures apply to additions or alterations to non-residential buildings in the City of San Mateo. The applicability of each measure to the project is evaluated.

Solar Ready

RE 5. New nonresidential buildings: Meet the standards to be solar ready as defined by the California Building Standards Code.

Nonresidential solar ready buildings requirements are included in the 2013 Building Code Standards (§110.10 and §141.0) and they are mandatory for newly constructed nonresidential buildings, hotels/motels, high-rise multi-family buildings. They are also mandatory for additions where the total roof area is increased by at least 2,000 square feet.

Applicability: As a remodel of an existing building, the project will maintain the existing building footprint and will not increase the roof area. Therefore, this measure is not applicable to the project. However, the roof is expected to meet the Building Codes Standard structural requirements and could support the loads required for solar in the future if desired by the tenants.

TDM Program

AT 2. Projects of at least 20 multi-family units and/or 50,000 square feet of nonresidential space undergoing additions or alterations (as defined in San Mateo Municipal Code Section 23.06.012): Implement TDM strategies consistent with the targets in relevant area plans and the San Mateo Citywide TDM Plan.

Applicability: The project will be altering more than 50,000 square feet of nonresidential space, so would be subject to this TDM measure. The City's area plans do not cover the Bridgepointe Shopping Center so no City targets would apply. The Citywide TDM Plan does not list specific requirements for the project area. The 1996 EIR included a mitigation measure to achieve a 5 percent reduction in trips with TDM measures. The applicant conducted a survey of existing employees at the Bridgepointe Shopping Center and based on the responses the Shopping Center has already achieved a 6.2% reduction in trips (see Attachment B, W-Trans, Transportation Demand Management Program Memo). Future tenants of the project will also be able to utilize the City's TDM services that are offered under its City-Wide TDM Program. The streets serving the project all have striped bike lanes that will encourage employees in the area to commute by bike. In addition, the site already has transit service and a bus stop at the shopping center.
The project will achieve at least a 5 percent reduction in employee trips through implementation of TDM measures. Employee trips are 16.3 percent of all trips generated by the project. Based on employee commute trip emissions of 242.57 $MTCO_2e$/year, a 5 percent reduction in employee trips would provide a 12.1 $MTCO_2e$/year reduction.

Compost Bins

SW 1. Commercial properties over 10,000 square feet and multi-family buildings of at least four units at time of construction or additions/alterations (as defined in San Mateo Municipal Code Section 23.06.012): Provide an area of sufficient space to store and allow access to a compost bin.

Applicability: The project appears to be subject to this measure. Most commercial sites have screened trash bin storage areas near the structure. The amount of space required for a compost bin and whether space exists in the trash bin storage area is not known. The project should include a compost bin at a suitable location.

EV Charging Stations

AF 2. If off-street parking is provided, projects of at least six multi-family residential units and/or 10,000 square feet of nonresidential square footage at time of new construction or addition or alteration (as defined in San Mateo Municipal Code Section 23.06.012): Provide EV charging stations with designated parking spaces capable of meeting the California Green Building Code Voluntary Standards (CalGreen).

The project is an alteration to an existing building exceeding 10,000 square feet. Municipal Code 23.06.012 defines "addition" as an extension or increase in floor area or height of a building or structure. The Code defines "alteration" as a change or modification in construction or building service equipment.

Applicability: This CAP measure applies to projects that provide off-street parking. The project is not required to provide additional parking and has no plans to redesign the current parking lot. The trip generation for the project is less than the existing development, so parking requirements would be less

as well. Although the building interior will be altered, the parking lot is not part of the alteration. As such, the project is not subject to this measure.

Green Building Code Voluntary Non-Residential Standards

The Green Building Code Standards for Nonresidential Development (CalGreen Code) establishes voluntary standards for at least 10 percent of total spaces to be designated for parking for low-emitting, fuel-efficient, and carpool/vanpool vehicles, including electric vehicles. It is also important to note that each local jurisdiction retains the administrative authority to exceed the CalGreen Code standards.

The following excerpts from the CalGreen Code Standards apply to EV Charging stations:

> **A5.106.5.3.1 Single charging space requirements**. When only a single charging space is provided or required, install a listed raceway capable of accommodating a dedicated branch circuit. The raceway shall not be less than trade size 1. The raceway shall be securely fastened at the main service or subpanel and shall terminate in close proximity to the proposed location of the charging system into a listed cabinet, box or enclosure. Exception: Other pre-installation methods approved by the local enforcing agency that provide sufficient conductor sizing and service capacity to install Level 2 EVSE.
>
> **A5.106.5.3.2 Multiple charging spaces required**. When multiple charging spaces are provided or required, plans shall include the location(s) and type of the EVSE, raceway methods), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to charge simultaneously all the electrical vehicles at all designated EV charging spaces at their full rated amperage. Plan design shall be based upon Level 2 EVSE at its maximum operating ampacity. Provide raceways from the electrical service panel to the designated parking areas which are required to be installed at the time of construction. Note: Utilities and local enforcing agencies may have additional requirements for metering and EVSE installation, and should be consulted during the project design and installation.
>
> **A5.106.5.3.3 Tier 1**. At least 3 percent of the total parking spaces, but not less than one, shall be capable of supporting installation of future electric vehicle supply equipment (EVSE).
>
> **A5.106.5.3.5 Labeling requirement**. A label stating "EV CHARGE CAPABLE" shall be posted in a conspicuous place at the service panel or subpanel of the EV charging space.

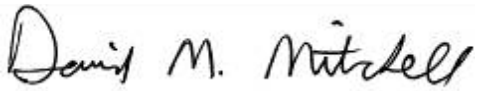
Applicability: The project's main function will be to provide retail shopping, which does not typically involve long term parking that would be able to benefit from the chargers. The number of employees is a small fraction compared to customer trips; however, some employees may be encouraged to use an electrical vehicle if charging was available. To meet the spirit of the A5.106.5.3.3 Tier 1 measure, the project should provide charging spaces for 3 percent of the spaces required for the project. Based on the City's Off-Street Parking Code (Chapter 27.64), the project would provide three (3) charging stations.

Conclusions

The proposed project is consistent with the City of San Mateo CAP. The project will implement measures and design features recommended by the CAP that reduce the building GHG footprint. The project will incorporate the latest technology required to comply with stringent new 2013 Title 24 standards. The proposed project's retail use is less energy intense than the existing use and provides reductions in energy and water use even if no upgrades to equipment and facilities take place. The TDM program will provide reductions in motor vehicle emissions further assisting the City in reaching its climate change goals. This information provides additional support for our conclusion that no supplemental GHG analysis is required for the project under CEQA. No significant effects related to GHG emissions would occur that trigger CEQA requirements for subsequent environmental documents to be prepared.

For any questions regarding this report, please contact Dave Mitchell at 559.246.3732.

Sincerely,



David M. Mitchell, Senior Air Quality Scientist
FirstCarbon Solutions
7265 N. First Street, Suite 101
Fresno, CA 93720

Attachment A: Water Usage Summary (ACIES Engineering)
Attachment B: Transportation Demand Management Program Memo (W-Trans)

Attachment A:
Water Usage Summary
(ACIES Engineering)

ACIES
ENGINEERING

May 13, 2015

To Michael Stoner
Lake Street Ventures
800 Oak Grove Avenue, Suite 210,
Menlo Park, CA 94025

Project Bridepointe Retail development, San Mateo
Project # 2014701
Re Water consumption estimation

Michael:

Please see below for water consumption estimation per CPC requirement.

2013 CPC Estimated sewage flow rate calculation for retail usage:
Table H 2.1(1) per Appendix H:
Stores: 20 per employee
Public restrooms: 1 per 10 sqft of floor space

Estimated employee: 25
Estimated size of public restrooms: 600 sqft

Total Estimated sewage flow rate per code: 25 employees x 20GPD/employee + 600 SF / 10SF of public restroom = 560 GPD

Determined sewage flow rate per month: 560 GOD x 30 days = 16,800 GPM(2,245.8 CFM)

Total CCF/ month: 22.458 (CCFM: one-hundred cubic feet per month)

Please see the last page regarding the annual saving on water usage.

Wilson Lee, P.E.

Acies Engineering
111 W. Evelyn Ave., Suite 301
Sunnyvale, CA 94086
P: (408) 522-5255
F: (408) 522-5260

TABLE H 2.1(1) (continued)
ESTIMATED WASTE/SEWAGE FLOW RATES[1, 2, 3]

14. Parks, mobile homes ..... 250 per space
    Picnic parks (toilets only) ..... 20 per parking space
    Recreational vehicles
        without water hook-up ..... 75 per space
        with water and sewer hook-up ..... 100 per space
15. Restaurants – cafeterias ..... 20 per employee
    toilet ..... 7 per customer
    kitchen waste ..... 6 per meal
    add for garbage disposal ..... 1 per meal
    add for cocktail lounge ..... 2 per customer
    kitchen waste – disposable service ..... 2 per meal
16. Schools – Staff and office ..... 20 per person
    Elementary students ..... 15 per person
    Intermediate and high ..... 20 per student
        with gym and showers, add ..... 5 per student
        with cafeteria, add ..... 3 per student
    Boarding, total waste ..... 100 per person
17. Service station, toilets ..... 1000 for 1st bay
    500 for each additional bay
18. Stores ..... 20 per employee
    Public restrooms, add ..... 1 per 10 square feet of floor space
19. Swimming pools, public ..... 10 per person
20. Theaters, auditoriums ..... 5 per seat
    Drive-in ..... 10 per space

For SI units: 1 square foot = 0.0929 m^2, 1 gallon per day = 3.785 L/day

Notes:

[1] Sewage disposal systems sized using the estimated waste/sewage flow rates shall be calculated as follows:

(a) Waste/sewage flow, up to 1500 gallons per day (5678 L/day)

Flow x 1.5 = septic tank size

(b) Waste/sewage flow, over 1500 gallons per day (5678 L/day)

Flow x 0.75 + 1125 = septic tank size

(c) Secondary system shall be sized for total flow per 24 hours.

[2] See Section H 2.1.

[3] Because of the many variables encountered, it is not possible to set absolute values for waste/sewage flow rates for all situations. The designer should evaluate each situation and, where figures in this table need modification, they should be made with the concurrence of the Authority Having Jurisdiction.

TABLE H 2.1(2)
DESIGN CRITERIA OF FIVE TYPICAL SOILS

TYPE OF SOIL	REQUIRED SQUARE FEET OF LEACHING AREA PER 100 GALLONS	MAXIMUM ABSORPTION CAPACITY IN GALLONS PER SQUARE FEET OF LEACHING AREA FOR A 24 HOUR PERIOD
Coarse sand or gravel	20	5.0
Fine sand	25	4.0
Sandy loam or sandy clay	40	2.5
Clay with considerable sand or gravel	90	1.1
Clay with small amount of sand or gravel	120	0.8

For SI units: 1 square foot = 0.0929 m^2, 1 gallon = 3.785 L, 1 gallon per square foot = 40.7 L/m^2

	CCF/Yr	Gallons/Yr
Existing Water Usage		
Resturant	3,303.60	2,471,258
Ice Rink	5,487.60	4,104,999
Total Existing	8,791.20	6,576,257
Proposed Retail Use		
Retail	269.50	201,596
Delta	**(8,522)**	**(6,374,661)**

City of San Mateo Sewer Service Charge
Fiscal Year 2013/14

Assessor's Parcel Number: 035-466-010

CUSTOMER: NI, YAN LING

Service Address	Month	Amount (CCF)[1]
2200 Bridgeway Pkwy	2012-November	169.5
	2012-December	266.5
	2013-January	266.5
	2013-February	337.0
	2013-March	337.0

Provided by *Estero Municipal Improvement District*

[1] CCF = one-hundred cubic feet

Monthly-Average Consumption:	275.3
Annualized Consumption:	3,303.6
Customer Class:	D
Annual Rate per CCF:	$15.25
2200 Bridgeway Pkwy Charge:	*$50,379.90*

CUSTOMER: ICE CENTER ENTERPRISES

Service Address	Month	Amount (CCF)[1]
2202 Bridgepoint Pkwy	2008-November	432.5
	2008 December	421.5
	2009-January	421.5
	2009-February	505.5
	2009-March	505.5

Provided by *Estero Municipal Improvement District*

[1] CCF = one-hundred cubic feet

Monthly-Average Consumption:	457.3
Annualized Consumption:	5,487.6
Customer Class:	B
Annual Rate per CCF:	$6.81
2202 Bridgepoint Pkwy Charge:	*$37,370.56*

Total Charges:	$87,750.46
Rounding Adjustment:	$0.00
Amount Applied to Property Tax Roll:	***$87,750.46***

Attachment B:
(Transportation Demand Management Program Memo)
W-Trans

memorandum

Date: May 15, 2015

To: **Mr. Jason Brandman**
Vice President
FirstCarbon Solutions

From: Mark Spencer
Alex Zhang

Project: SNM003

Whitlock & Weinberger Transportation, Inc.

475 14th Street
Suite 290
Oakland, CA 94612

voice (510) 444-2600
fax (707) 542-9590

website www.w-trans.com

Subject: Transportation Demand Management (TDM) Program Summary, Bridgepointe Shopping Center, San Mateo

The purpose of this memorandum is to summarize the current Transportation Demand Management (TDM) Program at Bridgepointe Shopping Center. The shopping center has a TDM requirement based on *Condition of Approval #83 – Reduction of Vehicle Trips, "Bridgepointe Retail Development Draft Environmental Impact Report*, PA96-046, City of San Mateo, December 9, 1996. Per COA #83, the TDM Program is to achieve a five percent reduction in vehicle trips associated with the site. It is important to note that TDM measures are targeted primarily at employees, and thus it is important to recognize that the principle trip generator for commercial centers such as Bridgepointe Shopping is patrons, and to a lesser extent employees and deliveries. This has a substantial effect on how many trips can potentially be reduced by TDM measures.

Several TDM measures have routinely been implemented at Bridgepointe Shopping Center since it opened. As discussed below, the current TDM Program results in an overall peak hour trip reduction of about 6.2 percent.

Condition of Approval #83

Condition of Approval #83 (Reduction in Vehicle Trips) states that:

In conformance with Mitigation 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 projected employment base. Appropriate elements of the strategy shall be included as items in the lease, agreements for commercial buildings in the project.

Elements of such a strategy shall include, but need not be limited to the following:

A. Encourage employee transit use by:
- *employer-provided transit subsidies*
- *employer-administered transportation information center, providing transit schedule information.*

B. Promoting employee ridesharing by:
- *making a computerized employee database available to match carpool and vanpool partners by zip code*

- *reserving parking spaces for carpool and vanpool vehicles*

C. 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*

D. Administering a comprehensive transportation program to facilitate the measures 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. The overall program shall achieve a minimum of five percent (with a goal of 15 percent) reduction in trip generation from the project site. Should the minimum reduction of five percent not be achieved, staff may determine other TDM elements which the parties not achieving the minimum shall include in their transportation program. The project owners shall submit annual reports documenting the reduction achieved.

Summary of 2015 TDM Program

To assess the current TDM program, surveys of tenants, employees, and the physical site were undertaken.

2015 Employee Survey

W-Trans conducted an online employee transportation survey using SurveyMonkey. In total, 91 employees responded to the survey, representing a cross-section of workers having morning, midday and evening shifts, as well as those that work weekday and weekend shifts. The survey results are attached for reference.

About two-thirds of the respondents drive alone, and 39 percent use other modes including carpool, being dropped-off/picked-up, transit, bicycle, walk, or a combination of transit and another mode. Most of the employees are local to the area, with 41 percent commuting from within the City of San Mateo, 24 percent from Foster City, and the remaining 35 percent from other areas.

Nearly half of the respondents never ride transit to work. Of those that ride transit to work at some point, more use a SamTrans bus than ride CalTrain. When asked why they do not take transit, the most common reply was that riding transit takes longer than driving. The location of the shopping center relative to transit services and the freeway network appears to effect mode choices of employees.

Nearly 60 percent of the respondents stated that they never ride a bicycle to and from work, although six percent of the employees responded that they ride to work every day. Over 30 percent stated that it is too far to ride a bicycle to work, and more than a quarter of the people said they find riding a bicycle takes longer than driving. It should be noted that 1.1 percent of the City of San Mateo population rides a bicycle to work, according to the City of San Mateo *Bicycle Master Plan*, City of San Mateo, October 17, 2011. As such, Bridgepointe Shopping Center is performing above this rate.

When asked about what improvements, incentives, or features would make walking or bicycling more attractive, about half of the respondents skipped the question, and the remaining half generally stated that they would not consider walking or riding a bicycle to work due to long distance and/or safety concerns.

The last set of survey questions was about parking. About 42 percent of employees park in unassigned Bridgepointe Shopping Center parking spaces, and about a third of the respondents park in designated Bridgepointe employee parking spaces. More than 80 percent of the respondents never park off-site, and about five percent always park off-site. Of those that park off-site, they cited convenience or lack of parking as a reason, and mostly on weekday mornings.

2015 Tenant Survey

Six of the largest tenants responded to a survey of tenant TDM practices; copies of the responses are attached. Three of the tenants restrict delivery hours throughout the business days, which reduces the number of peak hour trips. Two tenants offer incentives for employees to carpool, take transit, walk or ride a bicycle to work, one of which also provides public transportation information to their employees. Three of the tenants offer staggered work schedules to allow employees to avoid traveling during morning or evening commute hours. As a retail-oriented shopping center, not all businesses are open during the weekday morning peak period, which also reduces the a.m. peak hour trip generation.

2015 Physical Survey

There are several elements in and around Bridgepointe Shopping Center that contribute to an overall TDM Program, with an effect of reducing peak hour vehicle trips. There are nine bicycle racks of various sizes, pedestrian facilities including sidewalks with crosswalks, and three SamTrans bus stops. Class II bike lanes are striped along Bridgepointe Parkway and Bridgepointe Circle. The elements are shown in Figure 1.

Effects of Transportation Demand Management Program

Currently, the City/County Association of Governments of San Mateo County (C/CAG) requires a Transportation Demand Management Program for each development project generating 100 net new peak hour trips. The developer is responsible for conducting an annual monitoring program to assess the compliance of the project with the County's Transportation Demand Management guidelines, as specified in *Appendix G, Land Use Guidelines and Compliance Monitoring*, C/CAG, 2004.

In 1996, at the time Bridgepointe Shopping Center was approved, the County's TDM Program did not exist. However, for purposes of assessing the current effectiveness of Bridgepointe Shopping Center's TDM Program, the County's current guidelines for trip credits were applied.

Trip credits are the number of trips from a development that are eliminated due to Transportation Demand Management elements. For Bridgepointe Shopping Center, the current TDM Program results in trip credits as shown in Table 1.



003-1snm.ai 5/15

Figure 1 – Study Area

w-trans

Table 1
Current Transportation Demand Management Elements

Transportation Demand Management Measure	Number of Trips Credited	Rationale
Secure Bicycle Storage	3	One peak hour trip will be credited for every 3 new bike lockers/racks installed and maintained
Flextime	203	One peak hour trip will be credited for each employee that is offered the opportunity to work staggered work hours
On-site amenities, including restaurants, banking, and grocery shopping that encourage people to stay on-site	35	Five peak hour trips will be credited for each feature added to the job site
Subsidy for transit	Not known, although some tenants provide it	One peak hour trip will be credited for each transit pass that is subsidized at least $20 per month for one year
Commute Assistance Center	Not known, although some tenants provide it	One peak hour trip will be credited for each feature added to the information center
Total Trip Credit	**241**	

Source: Congestion Management Program, Appendix G Land Use Guidelines and Compliance Monitoring, C/CAG, 2004

Based on the *Bridgepointe Project Draft Environmental Impact Report*, the Bridgepointe Shopping Center was projected to generate up to 3,915 p.m. peak hour trips on a typical weekday. To reduce the regional impacts of the project by five percent, the project would need to reduce peak hour trip generation by 196 trips. Based on the TDM Program elements currently in place, Bridgepointe Shopping Center's TDM efforts result in a reduction of an estimated 241 trips, representing a 6.2 percent reduction in peak hour trips.

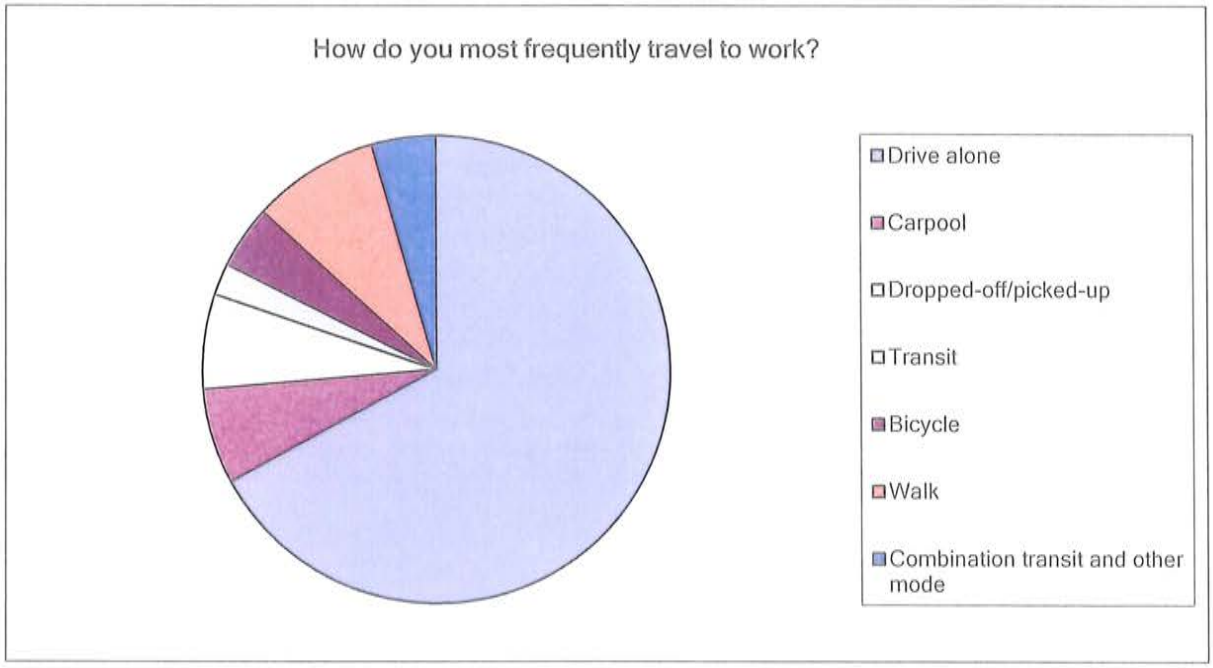
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Attachments: Employee Survey Summaries
Tenant Survey Summaries

Bridgepointe Shopping Center - Transportation Survey

How do you most frequently travel to work?

Answer Options	Response Percent	Response Count
Drive alone	67.0%	61
Carpool	6.6%	6
Dropped-off/picked-up	6.6%	6
Transit	2.2%	2
Bicycle	4.4%	4
Walk	8.8%	8
Combination transit and other mode	4.4%	4
	answered question	91
	skipped question	0



Bridgepointe Shopping Center - Transportation Survey

What is your home zip code?

Answer Options	Response Count
	85
answered question	85
skipped question	0

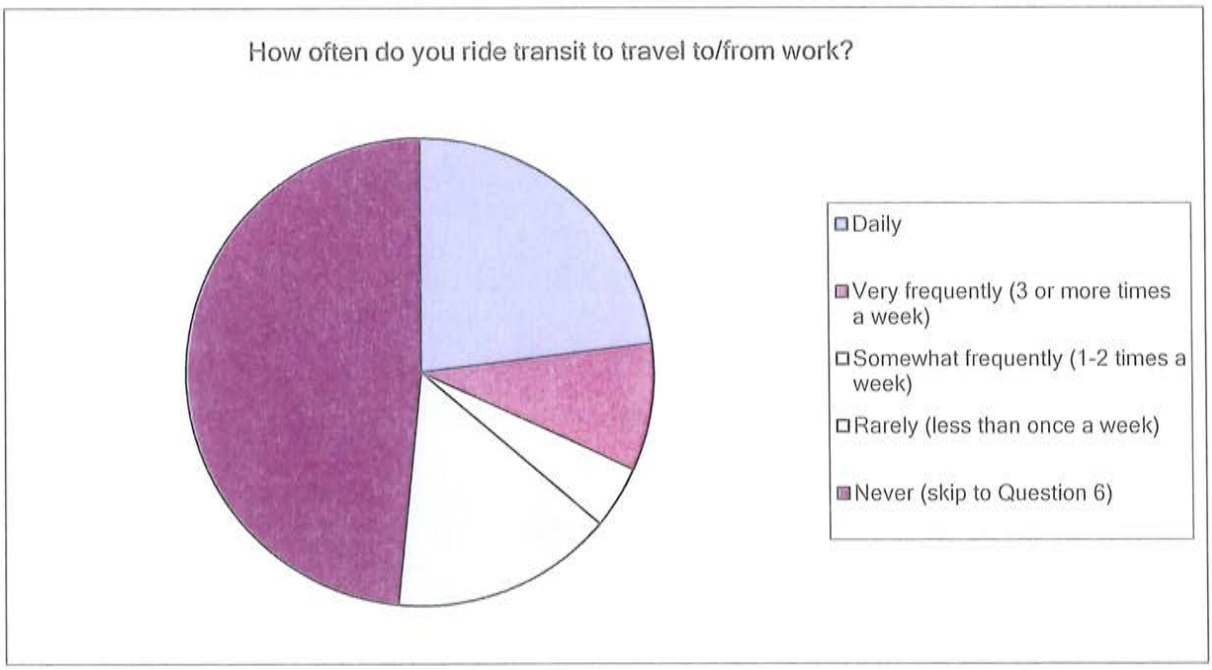
Number	Response Date	Response Text	Categories
1	Apr 29, 2015 4:59 AM	94538	
2	Apr 28, 2015 9:29 PM	94402	
3	Apr 28, 2015 9:28 PM	94401	
4	Apr 28, 2015 9:24 PM	94404	
5	Apr 28, 2015 9:10 PM	94030	
6	Apr 28, 2015 9:09 PM	94403	
7	Apr 28, 2015 9:07 PM	94134	
8	Apr 28, 2015 9:07 PM	94404	
9	Apr 28, 2015 9:06 PM	94403	
10	Apr 28, 2015 9:06 PM	94404	
11	Apr 28, 2015 9:06 PM	94579	
12	Apr 28, 2015 8:59 PM	94402	
13	Apr 28, 2015 8:58 PM	94401	
14	Apr 28, 2015 8:58 PM	94303	
15	Apr 28, 2015 8:55 PM	94602	
16	Apr 28, 2015 8:53 PM	94401	
17	Apr 28, 2015 8:52 PM	94401	
18	Apr 28, 2015 8:50 PM	94401	
19	Apr 28, 2015 8:49 PM	94002	
20	Apr 28, 2015 8:48 PM	94403	
21	Apr 28, 2015 8:48 PM	94002	
22	Apr 28, 2015 8:41 PM	94538	
23	Apr 28, 2015 8:41 PM	94404	
24	Apr 28, 2015 8:40 PM	94404	
25	Apr 28, 2015 8:40 PM	94403	
26	Apr 28, 2015 8:33 PM	94545	
27	Apr 28, 2015 8:32 PM	94560	
28	Apr 28, 2015 8:30 PM	94015	
29	Apr 28, 2015 8:29 PM	94063	
30	Apr 28, 2015 8:25 PM	94404	
31	Apr 28, 2015 8:25 PM	94403	
32	Apr 28, 2015 8:18 PM	94401	
33	Apr 28, 2015 8:18 PM	94404	
34	Apr 28, 2015 8:15 PM	94401	
35	Apr 28, 2015 8:15 PM	94401	
36	Apr 28, 2015 8:13 PM	94401	
37	Apr 28, 2015 8:05 PM	94010	
38	Apr 28, 2015 8:05 PM	94403	
39	Apr 28, 2015 7:58 PM	94404	
40	Apr 28, 2015 7:55 PM	94404	
41	Apr 28, 2015 7:54 PM	94030	
42	Apr 28, 2015 7:53 PM	94402	
43	Apr 28, 2015 7:50 PM	94030	
44	Apr 28, 2015 7:45 PM	94404	
45	Apr 28, 2015 7:44 PM	94401	
46	Apr 28, 2015 7:43 PM	94403	
47	Apr 28, 2015 7:40 PM	94402	
48	Apr 28, 2015 7:40 PM	95116	
49	Apr 28, 2015 7:40 PM	94545	
50	Apr 28, 2015 7:37 PM	94404	
51	Apr 28, 2015 7:35 PM	94015	
52	Apr 28, 2015 7:32 PM	94403	
53	Apr 28, 2015 7:31 PM	94404	
54	Apr 28, 2015 7:30 PM	94403	
55	Apr 28, 2015 7:10 PM	94565	
56	Apr 28, 2015 7:09 PM	94401	
57	Apr 28, 2015 7:08 PM	94582	
58	Apr 28, 2015 6:58 PM	94404	
59	Apr 28, 2015 6:58 PM	94063	
60	Apr 28, 2015 6:57 PM	94404	
61	Apr 28, 2015 6:43 PM	94404	
62	Apr 28, 2015 6:42 PM	94404	
63	Apr 28, 2015 6:38 PM	94401	
64	Apr 28, 2015 6:33 PM	94404	
65	Apr 28, 2015 6:30 PM	94044	
66	Apr 28, 2015 6:10 PM	94404	
67	Apr 28, 2015 5:48 PM	94401	
68	Apr 28, 2015 5:39 PM	94577	
69	Apr 28, 2015 5:36 PM	94063	
70	Apr 28, 2015 5:36 PM	94401	
71	Apr 28, 2015 5:36 PM	94061	
72	Apr 28, 2015 5:35 PM	94401	
73	Apr 28, 2015 5:33 PM	94404	
74	Apr 28, 2015 5:32 PM	94044	
75	Apr 28, 2015 5:28 PM	94303	
76	Apr 28, 2015 5:28 PM	94080	
77	Apr 28, 2015 5:28 PM	94401	
78	Apr 28, 2015 5:27 PM	94030	
79	Apr 28, 2015 5:23 PM	94401	
80	Apr 28, 2015 5:19 PM	94112	
81	Apr 28, 2015 5:19 PM	94403	
82	Apr 28, 2015 5:05 PM	94066	
83	Apr 28, 2015 5:04 PM	94544	
84	Apr 28, 2015 4:36 PM	94040	
85	Apr 27, 2015 11:25 PM	94040	

1	Apr 29, 2015 4:13 AM	jkhjk	
2	Apr 28, 2015 9:29 PM	94404	
3	Apr 28, 2015 8:52 PM	94401	
4	Apr 28, 2015 7:13 PM	94401	
5	Apr 28, 2015 6:02 PM	94401	
6	Apr 28, 2015 6:01 PM	94401	

Bridgepointe Shopping Center - Transportation Survey

How often do you ride transit to travel to/from work?

Answer Options	Response Percent	Response Count
Daily	23.1%	21
Very frequently (3 or more times a week)	8.8%	8
Somewhat frequently (1-2 times a week)	4.4%	4
Rarely (less than once a week)	15.4%	14
Never (skip to Question 6)	48.4%	44
	answered question	91
	skipped question	0

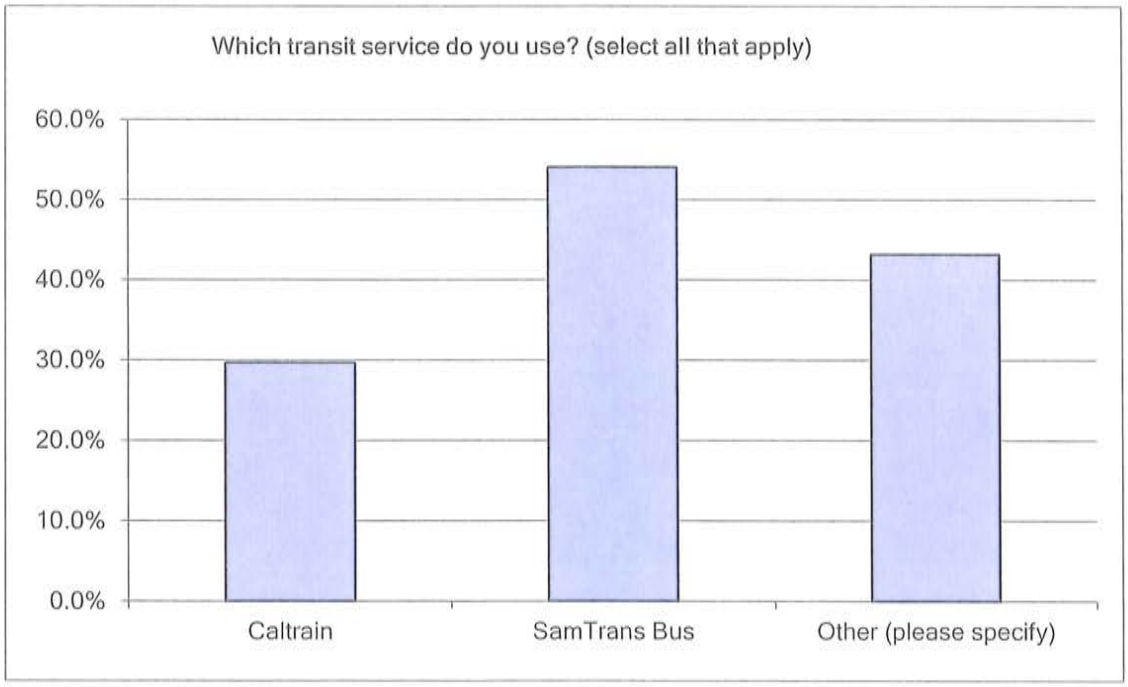


Bridgepointe Shopping Center - Transportation Survey

Which transit service do you use? (select all that apply)

Answer Options	Response Percent	Response Count
Caltrain	29.7%	11
SamTrans Bus	54.1%	22
Other (please specify)	43.2%	16
answered question		39
skipped question		52

Number	Response Date	Other (please specify)	Categories
1	Apr 28, 2015 9:01 PM	Bart and bus	
2	Apr 28, 2015 8:59 PM	Drive	
3	Apr 28, 2015 8:53 PM	Drive	
4	Apr 28, 2015 8:41 PM	Car	
5	Apr 28, 2015 8:35 PM	Car	
6	Apr 28, 2015 8:26 PM	car	
7	Apr 28, 2015 8:26 PM	Own car	
8	Apr 28, 2015 8:19 PM	Bart	
9	Apr 28, 2015 8:16 PM	car	
10	Apr 28, 2015 7:11 PM	Car	
11	Apr 28, 2015 6:59 PM	none	
12	Apr 28, 2015 6:38 PM	Car	
13	Apr 28, 2015 5:40 PM	my own	
14	Apr 28, 2015 5:37 PM	call	
15	Apr 28, 2015 5:36 PM	My own	
16	Apr 28, 2015 5:33 PM	Drive	

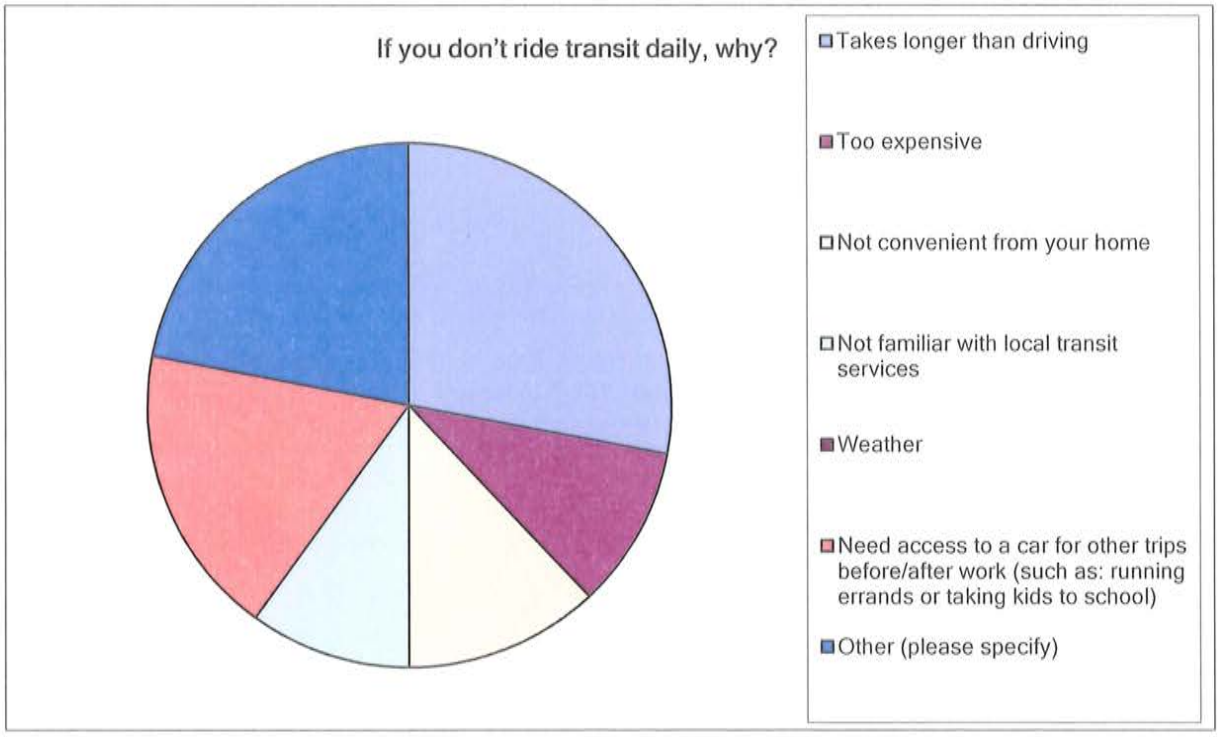


Bridgepointe Shopping Center - Transportation Survey

If you don't ride transit daily, why?

Answer Options	Response Percent	Response Count
Takes longer than driving	28.0%	14
Too expensive	10.0%	5
Not convenient from your home	12.0%	6
Not familiar with local transit services	10.0%	5
Weather	0.0%	0
Need access to a car for other trips before/after work	18.0%	9
Other (please specify)	22.0%	11
answered question		50
skipped question		41

Number	Response Date	Other (please specify)	Categories
1	Apr 28, 2015 9:01 PM	Cause I'm off work	
2	Apr 28, 2015 8:53 PM	Drive	
3	Apr 28, 2015 8:26 PM	car	
4	Apr 28, 2015 8:16 PM	car	
5	Apr 28, 2015 7:57 PM	I use my car	
6	Apr 28, 2015 7:34 PM	Sometimes I get a ride	
7	Apr 28, 2015 6:58 PM	I come by bike	
8	Apr 28, 2015 6:35 PM	Not enough schedule and none on weekend	



Bridgepointe Shopping Center - Transportation Survey

What, if any, improvements, incentives or features would make you more likely to ride transit?

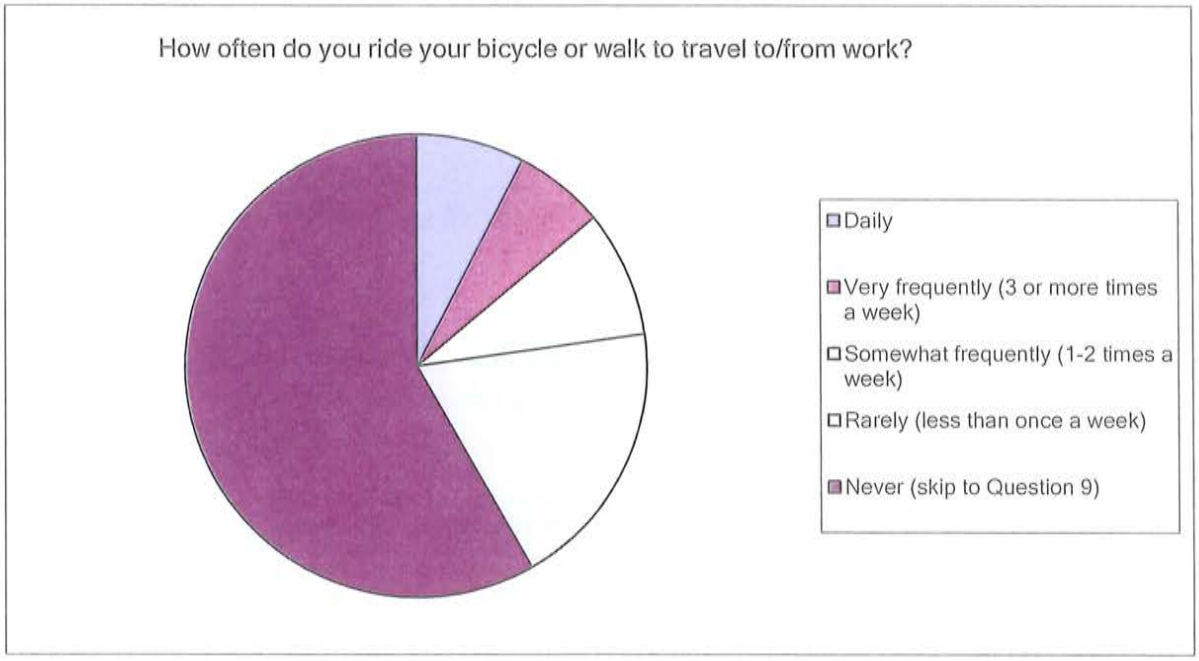
Answer Options	Response Count
	53
answered question	53
skipped question	32

Number	Response Date	Response Text	Categories
1	Apr 28, 2015 9:30 PM	Yes	
2	Apr 28, 2015 9:10 PM	None	
3	Apr 28, 2015 9:10 PM	more locations	
4	Apr 28, 2015 9:07 PM	To far to take bus.	
5	Apr 28, 2015 9:07 PM	Cleaner atmosphere.	
6	Apr 28, 2015 9:06 PM	Cheaper and more stops	
7	Apr 28, 2015 9:01 PM	Bus	
8	Apr 28, 2015 8:59 PM	more frequent buses	
9	Apr 28, 2015 8:50 PM	Available in more areas in san mateo foster city areas	
10	Apr 28, 2015 8:49 PM	More frequent bus schedule	
11	Apr 28, 2015 8:43 PM	Readjust the transit stops to improve accessibilities for all walking passengers	
12	Apr 28, 2015 8:41 PM	None now	
13	Apr 28, 2015 8:41 PM	Car	
14	Apr 28, 2015 8:35 PM	Longer hour for transbay	
15	Apr 28, 2015 8:33 PM	None	
16	Apr 28, 2015 8:31 PM	Close stop by work	
17	Apr 28, 2015 8:26 PM	Na	
18	Apr 28, 2015 8:19 PM	Make it more cost and effort effective to ride public transportation	
19	Apr 28, 2015 8:19 PM	Easy access to bus schedule	
20	Apr 28, 2015 8:16 PM	N/a	
21	Apr 28, 2015 8:16 PM	Closer routes	
22	Apr 28, 2015 8:07 PM	More info about it	
23	Apr 28, 2015 8:06 PM	If it came to the shopping mall	
24	Apr 28, 2015 7:57 PM	If the bus stop was closer to work location and to el camino	
25	Apr 28, 2015 7:51 PM	Train accessibility	
26	Apr 28, 2015 7:46 PM	travel time less than 30 min, safe, ride home between 9:05 and 9:30	
27	Apr 28, 2015 7:41 PM	Bus	
28	Apr 28, 2015 7:41 PM	None	
29	Apr 28, 2015 7:40 PM	I can't due to job requirements	
30	Apr 28, 2015 7:36 PM	Travel times is like every hour and some people work late	
31	Apr 28, 2015 7:34 PM	More frequent busses with a more direct rout	
32	Apr 28, 2015 7:11 PM	Convienent time and better location	
33	Apr 28, 2015 7:10 PM	none	
34	Apr 28, 2015 7:09 PM	More shuttles from cal train station	
35	Apr 28, 2015 6:59 PM	Pass	
36	Apr 28, 2015 6:59 PM	Closer too my house, cheaper than driving	
37	Apr 28, 2015 6:58 PM	More frequent	
38	Apr 28, 2015 6:44 PM	Ride to train station	
39	Apr 28, 2015 6:38 PM	Smell good	
40	Apr 28, 2015 6:35 PM	Bus every hour and smaller buses	
41	Apr 28, 2015 6:30 PM	Na	
42	Apr 28, 2015 6:12 PM	Better routes and more often	
43	Apr 28, 2015 5:51 PM	More access for Bart IOon the peninsula. Also more stops at Hayward station for caltrain	
44	Apr 28, 2015 5:40 PM	None	
45	Apr 28, 2015 5:37 PM	Already good enough	
46	Apr 28, 2015 5:37 PM	going into the city or long travels	
47	Apr 28, 2015 5:36 PM	No	
48	Apr 28, 2015 5:33 PM	Less homeless people	
49	Apr 28, 2015 5:29 PM	Faster, cheaper	
50	Apr 28, 2015 5:29 PM	More designations to fosrer city aka more busses	
51	Apr 28, 2015 5:29 PM	nothing to suggest.	
52	Apr 28, 2015 5:06 PM	Not drive	
53	Apr 28, 2015 5:06 PM	Bus transfers	

Bridgepointe Shopping Center - Transportation Survey

How often do you ride your bicycle or walk to travel to/from work?

Answer Options	Response Percent	Response Count
Daily	7.6%	6
Very frequently (3 or more times a week)	6.3%	5
Somewhat frequently (1-2 times a week)	8.9%	7
Rarely (less than once a week)	19.0%	15
Never (skip to Question 9)	58.2%	46
	answered question	79
	skipped question	12

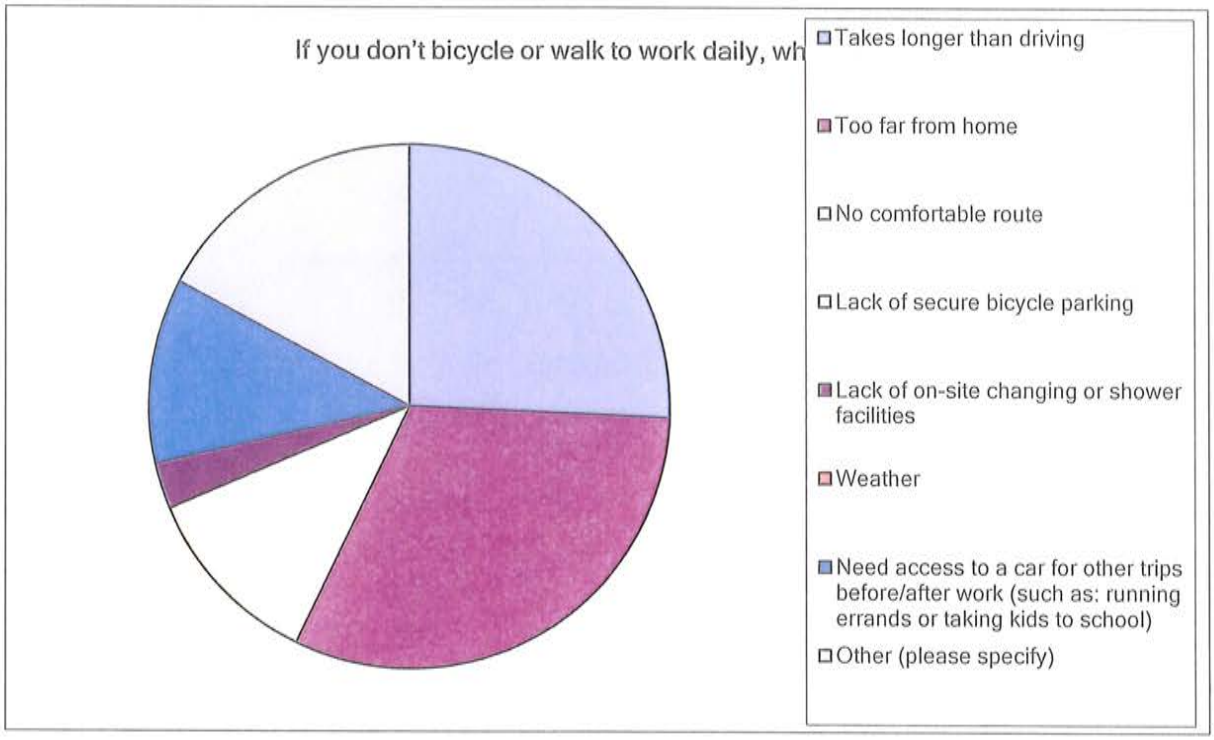


Bridgepointe Shopping Center - Transportation Survey

If you don't bicycle or walk to work daily, why?

Answer Options	Response Percent	Response Count
Takes longer than driving	25.7%	9
Too far from home	31.4%	11
No comfortable route	11.4%	4
Lack of secure bicycle parking	0.0%	0
Lack of on-site changing or shower facilities	2.9%	1
Weather	0.0%	0
Need access to a car for other trips before/after work	11.4%	4
Other (please specify)	17.1%	6
	answered question	35
	skipped question	54

Number	Response Date	Other (please specify)	Categories
1	Apr 28, 2015 8:54 PM	have my own car	
2	Apr 28, 2015 8:51 PM	No safe paths	
3	Apr 28, 2015 7:36 PM	I live on the top of a steep hill	
4	Apr 28, 2015 6:43 PM	I don't have a bike	
5	Apr 28, 2015 5:37 PM	i live less than 5miles away	
6	Apr 28, 2015 5:27 PM	Start work in early morning	



Bridgepointe Shopping Center - Transportation Survey

What, if any, improvements, incentives or features would make you more likely to walk or bicycle to work?

Answer Options	Response Count
	45
answered question	45
skipped question	40

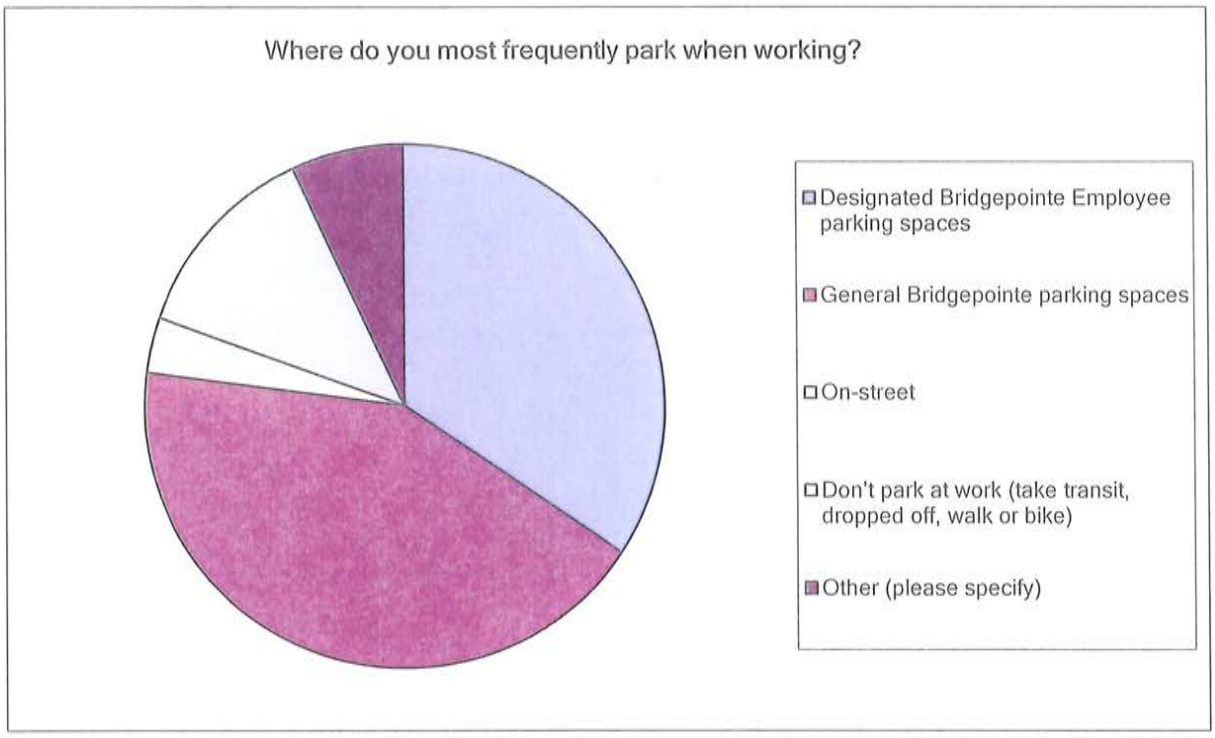
Number	Response Date	Response Text	Categories
1	Apr 28, 2015 9:31 PM	Yes	
2	Apr 28, 2015 9:29 PM	Bus	
3	Apr 28, 2015 9:11 PM	None	
4	Apr 28, 2015 9:10 PM	safer roads...crazy drivers out there	
5	Apr 28, 2015 9:08 PM	Na	
6	Apr 28, 2015 9:08 PM	Stop being lazy	
7	Apr 28, 2015 9:07 PM	More bike lanes.	
8	Apr 28, 2015 8:57 PM	I live too far. Possibly putting my bike on ride share vehicle.	
9	Apr 28, 2015 8:54 PM	Drive	
10	Apr 28, 2015 8:51 PM	Bicycle lanes	
11	Apr 28, 2015 8:51 PM	Shorter routes	
12	Apr 28, 2015 8:45 PM	Promote the uses of bicycles as well as the bicycle lanes	
13	Apr 28, 2015 8:41 PM	None now	
14	Apr 28, 2015 8:32 PM	If I lived near	
15	Apr 28, 2015 8:26 PM	Na	
16	Apr 28, 2015 8:16 PM	Never	
17	Apr 28, 2015 8:16 PM	The weather	
18	Apr 28, 2015 8:09 PM	If I didn't sweat I need to be presentable I'm in guest services	
19	Apr 28, 2015 8:08 PM	More info good connections	
20	Apr 28, 2015 7:57 PM	If it was closer to home	
21	Apr 28, 2015 7:51 PM	Too far away... Unlikely I ever would	
22	Apr 28, 2015 7:46 PM	I live in the apartments across the street from the mall. Please make the crosswalks safer.	
23	Apr 28, 2015 7:42 PM	Bike parking	
24	Apr 28, 2015 7:41 PM	None	
25	Apr 28, 2015 7:41 PM	I'm across the bridge	
26	Apr 28, 2015 7:36 PM	Not living near scam all the way on top hillsdale	
27	Apr 28, 2015 7:12 PM	Time	
28	Apr 28, 2015 7:10 PM	Not possible. I live in San Ramon! Lol and I need my car for work.	
29	Apr 28, 2015 6:59 PM	Live too far	
30	Apr 28, 2015 6:45 PM	Good route to work	
31	Apr 28, 2015 6:39 PM	Nothing	
32	Apr 28, 2015 6:31 PM	Na	
33	Apr 28, 2015 6:14 PM	Coupons for food in local area. By riding bike or walking	
34	Apr 28, 2015 5:53 PM	None	
35	Apr 28, 2015 5:40 PM	Distance	
36	Apr 28, 2015 5:38 PM	Safer bike lanes	
37	Apr 28, 2015 5:38 PM	if it's one to three blocks away, I'll walk.	
38	Apr 28, 2015 5:37 PM	No	
39	Apr 28, 2015 5:37 PM	It is risky trying to share the road with speedy drivers while riding a bike	
40	Apr 28, 2015 5:30 PM	Travel expense, faster route	
41	Apr 28, 2015 5:30 PM	Work out	
42	Apr 28, 2015 5:29 PM	n/a	
43	Apr 28, 2015 5:20 PM	Easier access	
44	Apr 28, 2015 5:06 PM	None	
45	Apr 28, 2015 5:06 PM	Faster routs	

Bridgepointe Shopping Center - Transportation Survey

Where do you most frequently park when working?

Answer Options	Response Percent	Response Count
Designated Bridgepointe Employee parking spaces	34.5%	30
General Bridgepointe parking spaces	42.5%	37
On-street	3.4%	3
Don't park at work (take transit, dropped off, walk or bike)	12.6%	11
Other (please specify)	6.9%	6
answered question		87
skipped question		4

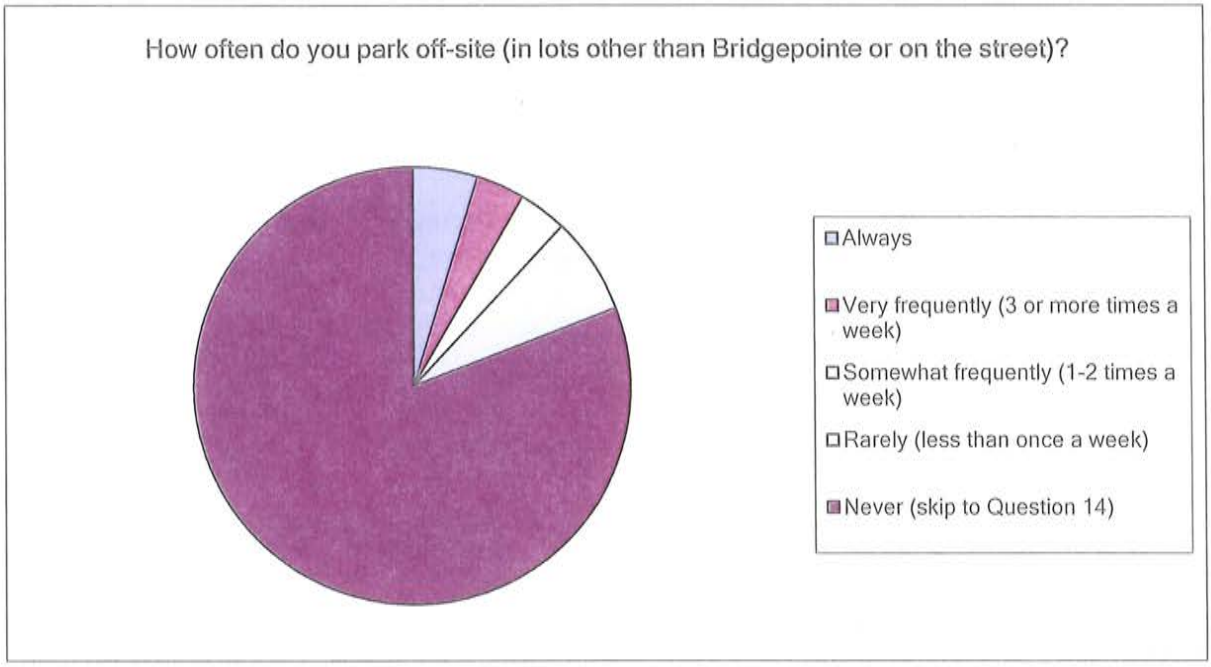
Number	Response Date	Other (please specify)	Categories
1	Apr 28, 2015 9:03 PM	Don't drive	
2	Apr 28, 2015 8:26 PM	car	
3	Apr 28, 2015 8:09 PM	In the back of toys rus	
4	Apr 28, 2015 7:13 PM	in store	
5	Apr 28, 2015 6:59 PM	I park my bike at my work place	
6	Apr 28, 2015 5:37 PM	as close as i can	



Bridgepointe Shopping Center - Transportation Survey

How often do you park off-site (in lots other than Bridgepointe or on the street)?

Answer Options	Response Percent	Response Count
Always	4.8%	4
Very frequently (3 or more times a week)	3.6%	3
Somewhat frequently (1-2 times a week)	3.6%	3
Rarely (less than once a week)	7.2%	6
Never (skip to Question 14)	80.7%	67
	answered question	83
	skipped question	2

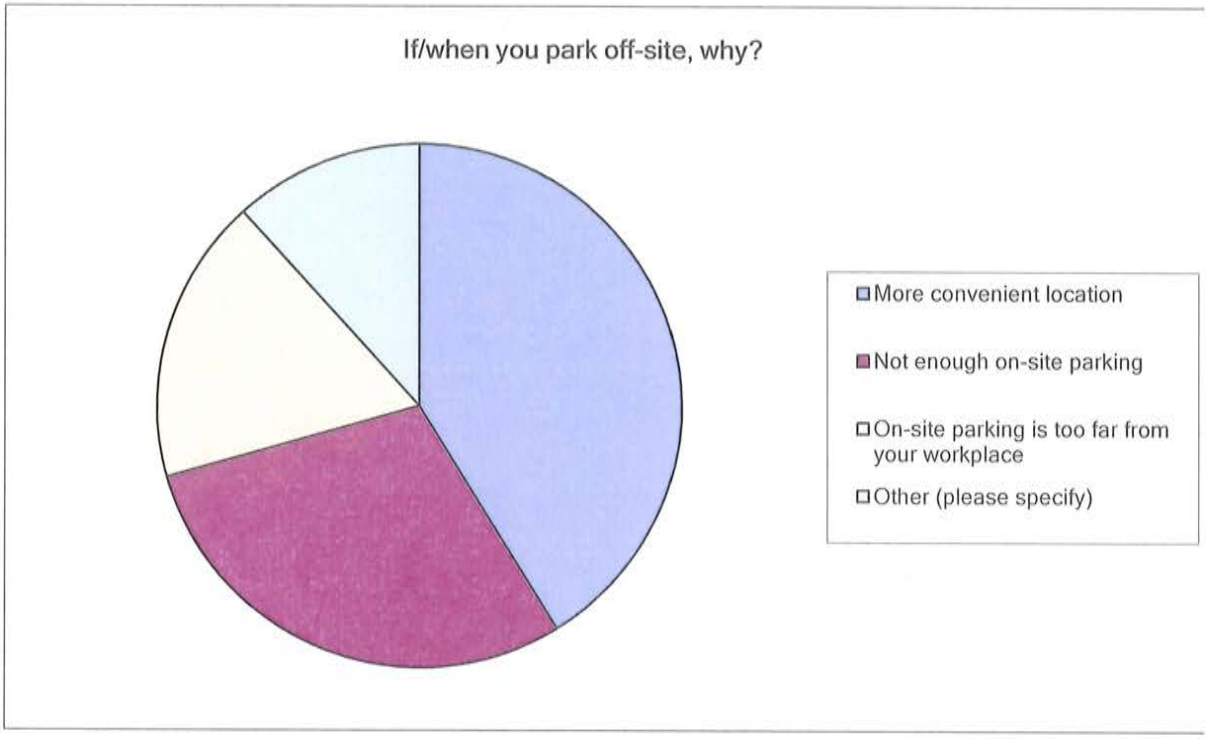


Bridgepointe Shopping Center - Transportation Survey

If/when you park off-site, why?

Answer Options	Response Percent	Response Count
More convenient location	41.2%	7
Not enough on-site parking	29.4%	5
On-site parking is too far from your workplace	17.6%	3
Other (please specify)	11.8%	2
	answered question	17
	skipped question	74

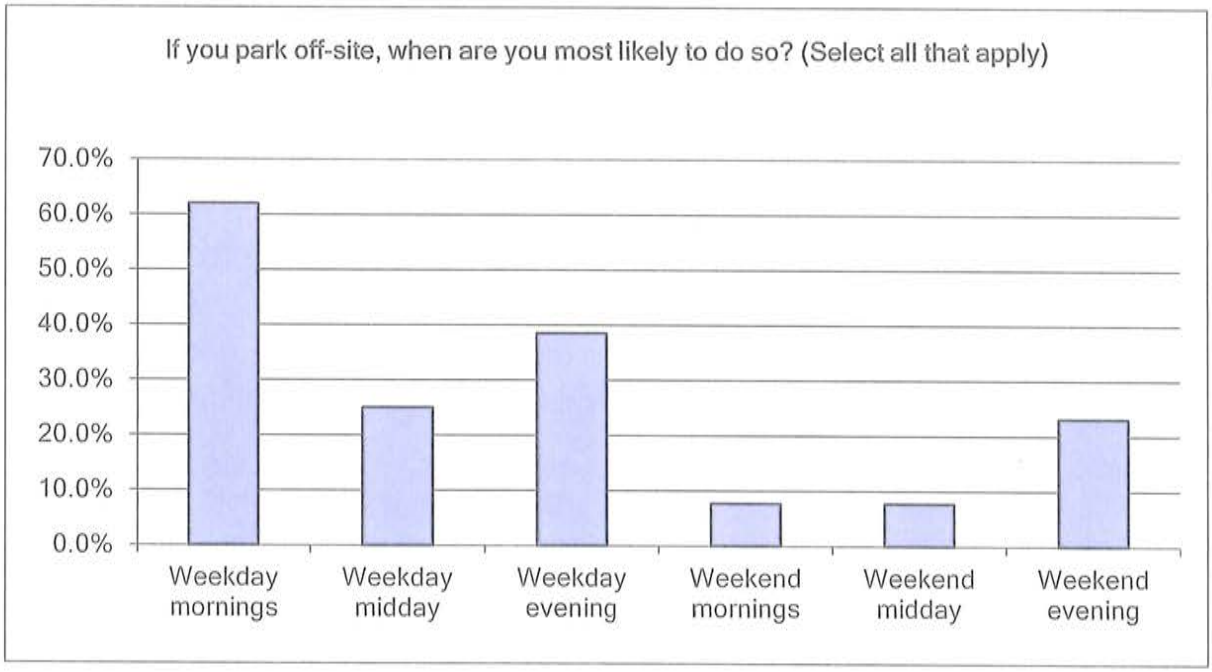
Number	Response Date	Other (please specify)	Categories
1	Apr 28, 2015 7:47 PM	Car is parked in apartment garage.	
2	Apr 28, 2015 5:38 PM	not enough space or for walking	



Bridgepointe Shopping Center - Transportation Survey

If you park off-site, when are you most likely to do so? (Select all that apply)

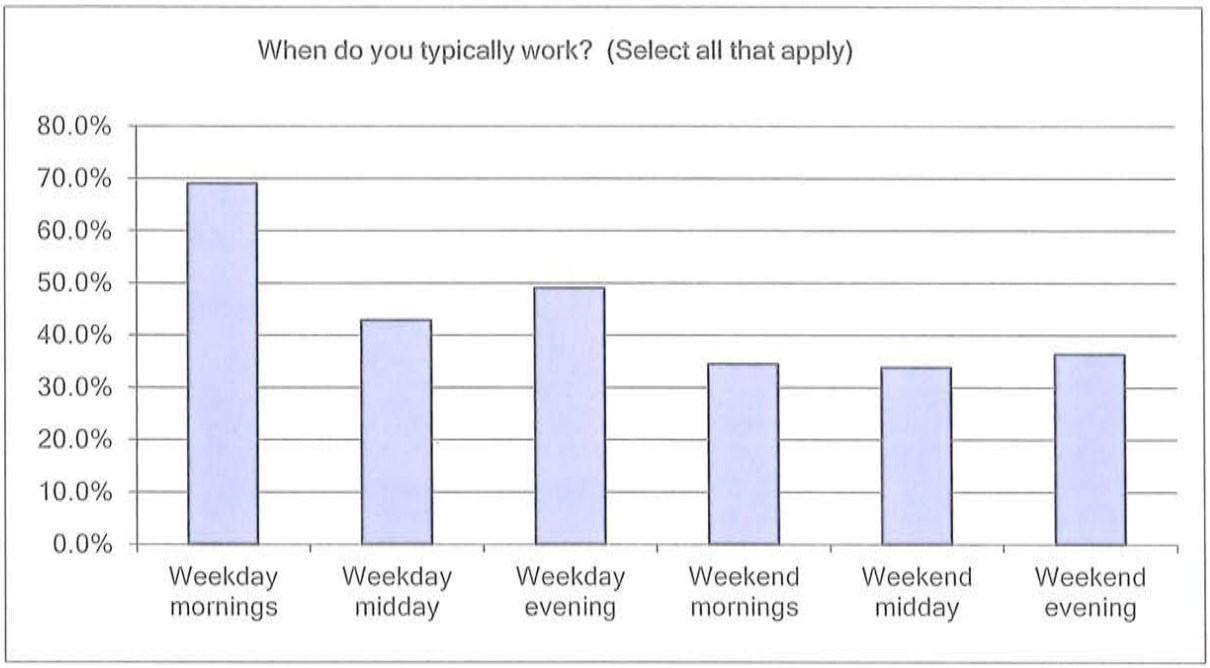
Answer Options	Response Percent	Response Count
Weekday mornings	62.0%	10
Weekday midday	25.0%	4
Weekday evening	38.5%	5
Weekend mornings	7.7%	1
Weekend midday	7.7%	1
Weekend evening	23.1%	3
answered question		24
skipped question		75



Bridgepointe Shopping Center - Transportation Survey

When do you typically work? (Select all that apply)

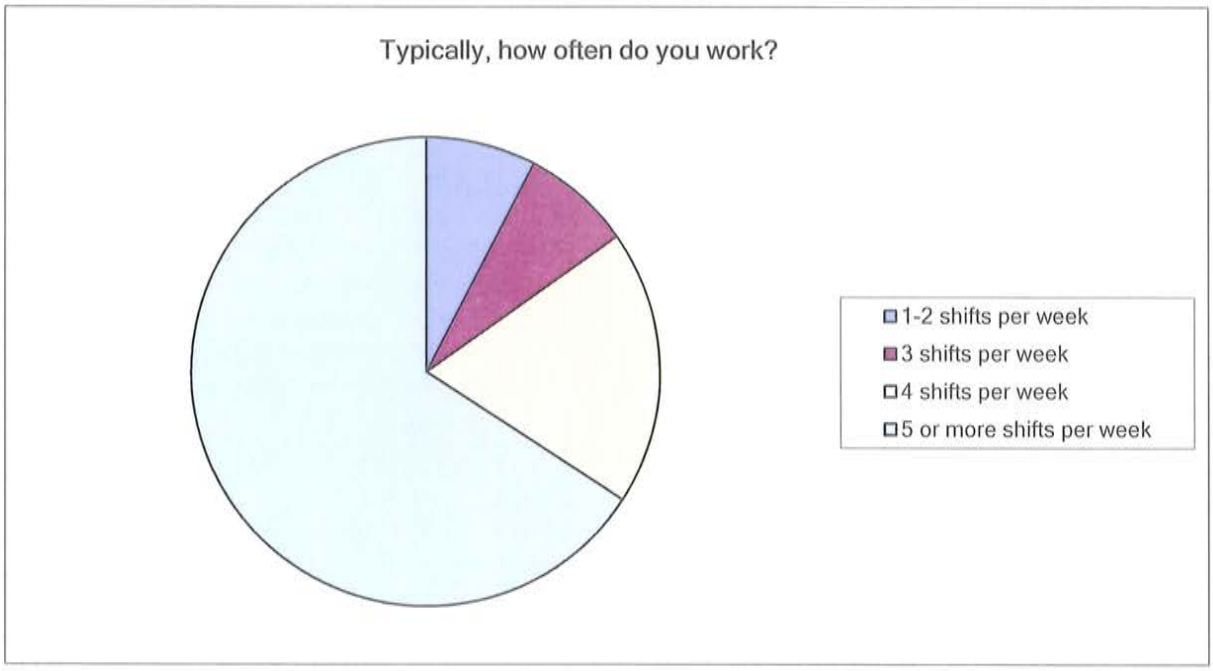
Answer Options	Response Percent	Response Count
Weekday mornings	69.0%	55
Weekday midday	42.9%	33
Weekday evening	49.0%	38
Weekend mornings	34.5%	27
Weekend midday	33.8%	26
Weekend evening	36.4%	28
answered question		82
skipped question		9



Bridgepointe Shopping Center - Transportation Survey

Typically, how often do you work?

Answer Options	Response Percent	Response Count
1-2 shifts per week	7.6%	6
3 shifts per week	7.6%	6
4 shifts per week	19.0%	15
5 or more shifts per week	65.8%	52
	answered question	79
	skipped question	11



Bridgepointe Shopping Center - Transportation Survey

To be entered in a drawing to win a $10 Starbuck's Coffee gift card please enter your e-mail address. The e-mail address will be used

Answer Options	Response Count
	60
answered question	60
skipped question	25

Number	Response Date	Response Text	Categories
1	Apr 28, 2015 9:32 PM	Bfilimoehala@Hotmail.com	
2	Apr 28, 2015 9:30 PM	I yes	
3	Apr 28, 2015 9:26 PM	Avevacas@hotmail.com	
4	Apr 28, 2015 9:12 PM	Joshsved@gmail.com	
5	Apr 28, 2015 9:11 PM	I.mendoza20@yahoo.com	
6	Apr 28, 2015 9:09 PM	Adrian.p.magana@gmail.com	
7	Apr 28, 2015 9:08 PM	Caryarnold75@gmail.com	
8	Apr 28, 2015 9:08 PM	carterjavon10@yahoo.com	
9	Apr 28, 2015 9:05 PM	Mrmykaelscott4@mail	
10	Apr 28, 2015 8:58 PM	Wtsuttonjr@gmail.com	
11	Apr 28, 2015 8:56 PM	Cnormous6@gmail.comCnormous6@yahoo.com	
12	Apr 28, 2015 8:56 PM	Erika_forever47@hotmail.com	
13	Apr 28, 2015 8:54 PM	Patty Camacho	
14	Apr 28, 2015 8:52 PM	Jbharpster@hotmail.com	
15	Apr 28, 2015 8:51 PM	Cmarcil031790@gmail.com	
16	Apr 28, 2015 8:43 PM	Kgcoyote77@yahoo.com	
17	Apr 28, 2015 8:42 PM	Genymsn@hotmail.com	
18	Apr 28, 2015 8:36 PM	Abeav78@gmail.com	
19	Apr 28, 2015 8:34 PM	Japachec12@gmail.com	
20	Apr 28, 2015 8:31 PM	Moreno_bere29@yahoo.com	
21	Apr 28, 2015 8:29 PM	Edin_al_2004@hotmail.com	
22	Apr 28, 2015 8:26 PM	Jose.escort on Verizon wireless.com	
23	Apr 28, 2015 8:17 PM	Makingmiracles@live.com	
24	Apr 28, 2015 8:16 PM	Shiloh.cadiz@gmail.com	
25	Apr 28, 2015 8:10 PM	Rsilva1028@gmail.com	
26	Apr 28, 2015 8:09 PM	Miskimaya@aol.com	
27	Apr 28, 2015 7:58 PM	Ardalereyes@gmail.com	
28	Apr 28, 2015 7:47 PM	Sa_lau@yahoo.com	
29	Apr 28, 2015 7:47 PM	tomary22@yahoo.com	
30	Apr 28, 2015 7:42 PM	Mhuerta79@yahoo.com	
31	Apr 28, 2015 7:42 PM	Cbrack@sanmateo.ethanallen.com	
32	Apr 28, 2015 7:37 PM	Lizamarieleesa@yahoo.com	
33	Apr 28, 2015 7:37 PM	Jeffdog4261992@gmail.com	
34	Apr 28, 2015 7:34 PM	jess@vienen.co.uk	
35	Apr 28, 2015 7:33 PM	Sweetmrease@yahoo.com	
36	Apr 28, 2015 7:11 PM	Elizabethpark81@gmail.com	
37	Apr 28, 2015 7:00 PM	Nafisabkp@yahoo.com	
38	Apr 28, 2015 7:00 PM	rebecca.ann.snow@gmail.com	
39	Apr 28, 2015 7:00 PM	Waxingmoon23@gmail.com	
40	Apr 28, 2015 6:46 PM	Tuuster@gmail.com	
41	Apr 28, 2015 6:39 PM	Shareezyshipp29@gmail.com	
42	Apr 28, 2015 6:37 PM	rozzie1154@hotmail.com	
43	Apr 28, 2015 6:31 PM	Cbreeze21@y ail.com	
44	Apr 28, 2015 6:15 PM	Tmflcc@gmail.com	
45	Apr 28, 2015 5:40 PM	Neorcv@aol.com	
46	Apr 28, 2015 5:39 PM	Dipal tandel@yahoo.com	
47	Apr 28, 2015 5:38 PM	Andres1119@yahoo.com	
48	Apr 28, 2015 5:38 PM	mhcfernandez@gmail.com	
49	Apr 28, 2015 5:38 PM	Matilmillan@gmail.com	
50	Apr 28, 2015 5:37 PM	Mcraig024@yahoo.com	
51	Apr 28, 2015 5:35 PM	SmilesAmulwa	
52	Apr 28, 2015 5:31 PM	jaylewy23@gmail.com	
53	Apr 28, 2015 5:31 PM	Stephnicole@gmail.com	
54	Apr 28, 2015 5:30 PM	cgloezius17@hotmail.com	
55	Apr 28, 2015 5:29 PM	Thikaru0924@yahoo.com	
56	Apr 28, 2015 5:28 PM	Nmsanchez86@yahoo.com	
57	Apr 28, 2015 5:21 PM	Ttougeron@sportsauthority.com	
58	Apr 28, 2015 5:21 PM	christophersdin@yahoo.com	
59	Apr 28, 2015 5:07 PM	Na	
60	Apr 28, 2015 5:07 PM	Shelly4rm510@aol.com	
1	Apr 28, 2015 8:58 PM	fannysalinas96@gmail.com	
2	Apr 28, 2015 7:16 PM	Vcerna@yahoo.com	

Dear Bridgepoint Shopping Center Tenants,

At the request of the City of San Mateo, Bridgepointe Shopping Center is conducting a traffic study at the center. To perform this study we have contracted with a transportation consultant, W-Trans.

As part of this study, we are conducting anonymous employee surveys which will provide our consultant with valuable information about traffic and parking activities the center. Enclosed are letters with the survey web link.

Please distribute the attached letters to all your employees and ask them to take the survey by May 1, 2015. All responses will be anonymous and employees who complete the survey by May 1, 2015 will be entered in a drawing to win one of twenty coffee gift cards.

We will need each tenant to fill out the following as part of this survey:

1. Name of Business: Ethan Allen Inc.
2. Total Number of Employees (all types including part-time, full-time, managers, owners, etc.): 15
3. Number of Full-Time Employees (8-hours a day for one or more days per week): 12
4. Number of Part-Time Employees (less than 8-hours a day for one or more days per week): 3
5. Do you offer incentives for your employees to carpool, take transit, walk or bike to work (yes or no)? Yes
   a. If yes, what do you do (pay for transit passes, provide secure bicycle parking, organize or offer bonuses for carpooling or vanpooling, etc.? Corporate application Reimbursement
6. Do you provide any transportation information to your employees regarding where to park, where bus stops are located, transit maps, 511 Rideshare contact information, etc.? Yes
7. Do you offer a Guaranteed Ride Home Program (if an employee arrives by a means other than their own car and needs to get home early, or misses the last bus, what accommodations do you provide to them, if any?) NO
8. Do you offer flex time schedules for your employees so they can arrive and/or depart during non-peak commute hours (avoiding travel between 7 a.m. - 9 a.m. and between 4 p.m. and 6 p.m.)? Yes
9. Do you offer staggered work schedules such that workers begin and end their shifts outside of the peak travel periods of 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.? Start 9:30
10. Do you have any restrictions on delivery hours? Yes
    a. If yes, what are the restrictions? 9:30-5:30pm
11. Do you provide on-site child care? NO

Do you provide any means(directly or indirectly) of helping your employees reduce their trips to and from work? _

If yes, please describe: N/A

Please feel free to contact me with any questions or comments.

Thank you for your assistance,

Edward Tung

Property Manager

Bridgepointe Shopping Center

Dear Bridgepoint Shopping Center Tenants,

At the request of the City of San Mateo, Bridgepointe Shopping Center is conducting a traffic study at the center. To perform this study we have contracted with a transportation consultant, W-Trans.

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Please distribute the attached letters to all your employees and ask them to take the survey by May 1, 2015. All responses will be anonymous and employees who complete the survey by May 1, 2015 will be entered in a drawing to win one of twenty coffee gift cards.

We will need each tenant to fill out the following as part of this survey:

1. Name of Business: ARMADILLO WILLY'S
2. Total Number of Employees (all types including part-time, full-time, managers, owners, etc.): 33
3. Number of Full-Time Employees (8-hours a day for one or more days per week): 8
4. Number of Part-Time Employees (less than 8-hours a day for one or more days per week): 24
5. Do you offer incentives for your employees to carpool, take transit, walk or bike to work (yes or no)? NO
   a. If yes, what do you do (pay for transit passes, provide secure bicycle parking, organize or offer bonuses for carpooling or vanpooling, etc.?
6. Do you provide any transportation information to your employees regarding where to park, where bus stops are located, transit maps, 511 Rideshare contact information, etc.? NO
7. Do you offer a Guaranteed Ride Home Program (if an employee arrives by a means other than their own car and needs to get home early, or misses the last bus, what accommodations do you provide to them, if any?) NO
8. Do you offer flex time schedules for your employees so they can arrive and/or depart during non-peak commute hours (avoiding travel between 7 a.m. - 9 a.m. and between 4 p.m. and 6 p.m.)? NO
9. Do you offer staggered work schedules such that workers begin and end their shifts outside of the peak travel periods of 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.? NO
10. Do you have any restrictions on delivery hours? YES
    a. If yes, what are the restrictions? NO DELIVERIES BETWEEN 11:00-1:00 PM
11. Do you provide on-site child care? NO

Do you provide any means(directly or indirectly) of helping your employees reduce their trips to and from work? _

If yes, please describe: NO

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Thank you for your assistance,

Edward Tung

Property Manager

Bridgepointe Shopping Center

Dear Bridgepoint Shopping Center Tenants,

At the request of the City of San Mateo, Bridgepointe Shopping Center is conducting a traffic study at the center. To perform this study we have contracted with a transportation consultant, W-Trans.

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Please distribute the attached letters to all your employees and ask them to take the survey by May 1, 2015. All responses will be anonymous and employees who complete the survey by May 1, 2015 will be entered in a drawing to win one of twenty coffee gift cards.

We will need each tenant to fill out the following as part of this survey:

1. Name of Business: Sprouts Bonita
2. Total Number of Employees (all types including part-time, full-time, managers, owners, etc.): 48
3. Number of Full-Time Employees (8-hours a day for one or more days per week): 17
4. Number of Part-Time Employees (less than 8-hours a day for one or more days per week): 31
5. Do you offer incentives for your employees to carpool, take transit, walk or bike to work (yes or no)? NO
   a. If yes, what do you do (pay for transit passes, provide secure bicycle parking, organize or offer bonuses for carpooling or vanpooling, etc.? n/a
6. Do you provide any transportation information to your employees regarding where to park, where bus stops are located, transit maps, 511 Rideshare contact information, etc.? NO
7. Do you offer a Guaranteed Ride Home Program (if an employee arrives by a means other than their own car and needs to get home early, or misses the last bus, what accommodations do you provide to them, if any?) NO
8. Do you offer flex time schedules for your employees so they can arrive and/or depart during non-peak commute hours (avoiding travel between 7 a.m. - 9 a.m. and between 4 p.m. and 6 p.m.)? NO
9. Do you offer staggered work schedules such that workers begin and end their shifts outside of the peak travel periods of 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.? NO
10. Do you have any restrictions on delivery hours? NO
    a. If yes, what are the restrictions? NO
11. Do you provide on-site child care? NO

Do you provide any means(directly or indirectly) of helping your employees reduce their trips to and from work? _

If yes, please
describe:_____

_____

_____

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Edward Tung

Property Manager

Bridgepointe Shopping Center

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Please distribute the attached letters to all your employees and ask them to take the survey by May 1, 2015. All responses will be anonymous and employees who complete the survey by May 1, 2015 will be entered in a drawing to win one of twenty coffee gift cards.

We will need each tenant to fill out the following as part of this survey:

1. Name of Business: Staples
2. Total Number of Employees (all types including part-time, full-time, managers, owners, etc.): 34
3. Number of Full-Time Employees (8-hours a day for one or more days per week): 10
4. Number of Part-Time Employees (less than 8-hours a day for one or more days per week): 24
5. Do you offer incentives for your employees to carpool, take transit, walk or bike to work (yes or no)? no
   a. If yes, what do you do (pay for transit passes, provide secure bicycle parking, organize or offer bonuses for carpooling or vanpooling, etc.? No
6. Do you provide any transportation information to your employees regarding where to park, where bus stops are located, transit maps, 511 Rideshare contact information, etc.? No
7. Do you offer a Guaranteed Ride Home Program (if an employee arrives by a means other than their own car and needs to get home early, or misses the last bus, what accommodations do you provide to them, if any?) No
8. Do you offer flex time schedules for your employees so they can arrive and/or depart during non-peak commute hours (avoiding travel between 7 a.m. - 9 a.m. and between 4 p.m. and 6 p.m.)? yes
9. Do you offer staggered work schedules such that workers begin and end their shifts outside of the peak travel periods of 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.? yes
10. Do you have any restrictions on delivery hours? No
    a. If yes, what are the restrictions? _____
11. Do you provide on-site child care? No

Do you provide any means(directly or indirectly) of helping your employees reduce their trips to and from work? _

If yes, please describe: _____

Please feel free to contact me with any questions or comments.

Thank you for your assistance,

Edward Tung

Property Manager

Bridgepointe Shopping Center

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Please distribute the attached letters to all your employees and ask them to take the survey by May 1, 2015. All responses will be anonymous and employees who complete the survey by May 1, 2015 will be entered in a drawing to win one of twenty coffee gift cards.

We will need each tenant to fill out the following as part of this survey:

1. Name of Business: TARGET
2. Total Number of Employees (all types including part-time, full-time, managers, owners, etc.): 240
3. Number of Full-Time Employees (8-hours a day for one or more days per week): 80
4. Number of Part-Time Employees (less than 8-hours a day for one or more days per week): 160
5. Do you offer incentives for your employees to carpool, take transit, walk or bike to work (yes or no)? NO
   a. If yes, what do you do (pay for transit passes, provide secure bicycle parking, organize or offer bonuses for carpooling or vanpooling, etc.?) —
6. Do you provide any transportation information to your employees regarding where to park, where bus stops are located, transit maps, 511 Rideshare contact information, etc.? NO
7. Do you offer a Guaranteed Ride Home Program (if an employee arrives by a means other than their own car and needs to get home early, or misses the last bus, what accommodations do you provide to them, if any?) NO
8. Do you offer flex time schedules for your employees so they can arrive and/or depart during non-peak commute hours (avoiding travel between 7 a.m. - 9 a.m. and between 4 p.m. and 6 p.m.)? YES
9. Do you offer staggered work schedules such that workers begin and end their shifts outside of the peak travel periods of 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.? YES
10. Do you have any restrictions on delivery hours? NO
    a. If yes, what are the restrictions? —
11. Do you provide on-site child care? NO

Do you provide any means(directly or indirectly) of helping your employees reduce their trips to and from work? _

If yes, please describe: —

Please feel free to contact me with any questions or comments.

Thank you for your assistance,

Edward Tung

Property Manager

Bridgepointe Shopping Center

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Please distribute the attached letters to all your employees and ask them to take the survey by May 1, 2015. All responses will be anonymous and employees who complete the survey by May 1, 2015 will be entered in a drawing to win one of twenty coffee gift cards.

We will need each tenant to fill out the following as part of this survey:

1. Name of Business: COST PLUS (WORLD MARKET)
2. Total Number of Employees (all types including part-time, full-time, managers, owners, etc.): 22
3. Number of Full-Time Employees (8-hours a day for one or more days per week): 6
4. Number of Part-Time Employees (less than 8-hours a day for one or more days per week): 16
5. Do you offer incentives for your employees to carpool, take transit, walk or bike to work (yes or no)? NO
   a. If yes, what do you do (pay for transit passes, provide secure bicycle parking, organize or offer bonuses for carpooling or vanpooling, etc.? ~~DISCOUNTS~~ INCENTIVE TO CARPOOL: TOKE TRANSIT
6. Do you provide any transportation information to your employees regarding where to park, where bus stops are located, transit maps, 511 Rideshare contact information, etc.? NO
7. Do you offer a Guaranteed Ride Home Program (if an employee arrives by a means other than their own car and needs to get home early, or misses the last bus, what accommodations do you provide to them, if any?) NO
8. Do you offer flex time schedules for your employees so they can arrive and/or depart during non-peak commute hours (avoiding travel between 7 a.m. - 9 a.m. and between 4 p.m. and 6 p.m.)? yes
9. Do you offer staggered work schedules such that workers begin and end their shifts outside of the peak travel periods of 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.? yes
10. Do you have any restrictions on delivery hours? yes
    a. If yes, what are the restrictions? DLV 6am & 2pm
11. Do you provide on-site child care? NO

Do you provide any means(directly or indirectly) of helping your employees reduce their trips to and from work? _

If yes, please describe: N/A

Please feel free to contact me with any questions or comments.

Thank you for your assistance,

Edward Tung

Property Manager

Bridgepointe Shopping Center

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Appendix D:
Trip Generation Memo

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memorandum

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Date: May 29, 2015

To: **Mary Bean**
First Carbon Solutions

From: Mark Spencer
Briana Byrne

Project: FCI002

Subject: Bridgepointe Shopping Center – Trip Generation Comparison

W-Trans has prepared a trip generation comparison of the former Ice Chalet recreational facility and former Hokkaido restaurant to the proposed retail use in the Bridgepointe Chopping Center. This includes the daily and peak hour trip differences, and the internal capture of trips based on the additional retail use in the existing shopping center. From the findings, the net subtraction of trips would likely have no impact on the nearby intersections.

Background

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, 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.

Project Description

The currently proposed project is located in a peripheral building of the Bridgepointe Shopping Center. The building that was once the Ice Chalet ice rink and Hokkaido Seafood Buffet is now proposed to be converted into retail use.

Trip Generation

The previous and anticipated trip generation for the site was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 9th Edition, 2012. The trip generation of the former Hokkaido restaurant was developed using the published standard rates for a quality restaurant (ITE Land Use 931). The trips generated for the ice rink were developed based on

historic annual participant and scheduling information. The calculations for the ice rink and the former restaurant are attached. The trip generation of the proposed retail use was developed using the published standard rates for a shopping center (ITE Land Use 820), and the trip generation summary is attached.

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 a.m. peak hour trips and 197 trips during the p.m. peak hour.

Compared to the prior ice rink and restaurant uses, however, there would be a net reduction of 1,332 daily trips and a reduction of 14 a.m. peak hour trips and 95 p.m. peak hour trips. These results are summarized and compared to the previous trips in Table 1.

Table 1
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	89.95	-1,889	0.81	-17	-8	-9	7.49	-157	-105	-52
Ice Rink	32 ksf		-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**

Notes: ksf = 1,000 square feet

Conclusions and Recommendations

- The net difference in trips between the proposed and prior land uses would result in fewer trips generated overall.
- The proposed land use change would not have any impact on 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.

Attachments: San Mateo Ice Chalet Participants and Trip Generation Estimate

Retail Trip Generation Summary

Trip Generation			9th Edition																		
				Weekday		AM PEAK								PM PEAK							
Number of Units	Units	Land Use Number	Land Use No./Type	Trip Rate per Unit	Total Trips	Trip Rate per Unit	Number of Trips	In %	In Rate	In Trips	Out %	Out Rate	Out Trips	Trip Rate per Unit	Number of Trips	In %	In Rate	In Trips	Out %	Out Rate	Out Trips
21	ksf	931	Quality Restaurant	89.95	1889	0.81	17	50	0.50	8	50	0.50	9	7.49	157	67	5.02	105	33	2.47	52

Ice Chalet Annual Participant Information						
Activity	Total # Visits	Visits per Week	Visits per Day	Steady Stream (Open from 6am-12am)	AM Peak (factor 0.5)	PM Peak (factor 1.5)
Hockey	37,152	714	102	6	3	9
Figure Skating	195,208	3754	536	30	15	45
Open Skate	315,945	6076	868	48	24	72
Other	15,293	294	42	2	1	4
Total	**563,598**	**10838**	**1548**	**86**	**43**	**129**
					172	

Trip Generation			9th Edition																		
				Weekday		AM PEAK								PM PEAK							
Number of Units	Units	Land Use Number	Land Use No./Type	Trip Rate per Unit	Total Trips	Trip Rate per Unit	Number of Trips	In %	In Rate	In Trips	Out %	Out Rate	Out Trips	Trip Rate per Unit	Number of Trips	In %	In Rate	In Trips	Out %	Out Rate	Out Trips
53	ksf	820	Shopping Center	39.72	2105	0.86	46	62	0.53	28	38	0.33	18	3.61	191	48	1.73	92	52	1.88	99