ATTACHMENT A

MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

INTRODUCTION

This Mitigation Monitoring and Reporting Program (MMRP) fulfills Public Resources Code Section 21081.6 which requires adoption of a mitigation monitoring program when mitigation measures are required to avoid or reduce a proposed projects significant environmental effects. The MMRP is only applicable if the City of South San Francisco decides to approve the proposed Project.

The MMRP is organized to correspond to environmental issues and significant impacts discussed in the Addendum. The table below is arranged in the following five columns:

- Recommended mitigation measures,
- Timing for implementation of the mitigation measures,
- Party responsible for implementation,
- Monitoring action,
- Party or parties responsible for monitoring the implementation of the mitigation measures, and
- A blank for entry of completion date as mitigation occurs.

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Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Verification		
			Monitoring Action	Monitoring Responsibility	Date Completed
Air-2: Health Risk Assessment for Proposed Sensitive Receptors. New projects within the OPSP area that would include sensitive receptors (e.g., daycare centers) shall analyze TAC and PM2.5 impacts and include mitigation measures to reduce exposures to less than significant levels. The following measures could be utilized in site planning and building designs to reduce TAC exposure: ○ New development of sensitive receptors located within OPSP area shall require site specific analysis to determine the level of TAC and PM2.5 exposure. This analysis shall be conducted following procedures outlined by BAAQMD. If the site specific analysis reveal significant exposures, based on BAAQMD guidance, then additional measures listed below shall be required. ○ Where exterior exposures are significant, consider site planning to buffer new sensitive receptors from TAC emissions. Active site uses and building air intakes shall be situated away from TAC sources ○ Provide tiered plantings of vegetation along the site boundaries closest to TAC sources. Preliminary laboratory studies show that redwood and/or deodar cedar trees can remove some of the fine particulate matter emitted from traffic under low wind speeds. Low wind speeds typically result in the highest particulate matter concentrations.	During preliminary design of development projects including sensitive receptors	Applicant for the development (Private developer for private development projects, City for City development projects)	Completion of HAS for proposals including sensitive receptors	SSF Planning Division	

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Air-4a: Implement BAAQMD-Recommended Measures to Control Particulate Matter Emissions during Construction. Measures to reduce diesel particulate matter and PM10 from construction are recommended to ensure that short-term health impacts to nearby sensitive receptors are avoided. Dust (PM10) Control Measures: ○ Water all active construction areas at least twice daily and more often during windy periods. Active areas adjacent to residences should be kept damp at all times. ○ Cover all hauling trucks or maintain at least two feet of freeboard. ○ Pave, apply water at least twice daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas. ○ Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas and sweep streets daily (with water sweepers) if visible soil material is deposited onto the adjacent roads. ○ Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (i.e., previously-graded areas that are inactive for 10 days or more). ○ Enclose, cover, water twice daily, or apply (non-toxic) soil	During construction	Applicant for the development (Private developer for private development projects, City for City development projects)	Verify requirements are met during construction	SSF Building Division	

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binders to exposed stockpiles. ○ Limit traffic speeds on any unpaved roads to 15 mph. ○ Replant vegetation in disturbed areas as quickly as possible. ○ Suspend construction activities that cause visible dust plumes to extend beyond the construction site. ○ Post a publically visible sign(s) with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations. Additional Measures to Reduce Diesel Particulate Matter and PM2.5 and other construction emissions: ○ The developer or contractor shall provide a plan for approval by the City or BAAQMD demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average for the year 2011 ○ Clear signage at all construction sites will be posted indicating that diesel equipment standing idle for more than five minutes shall be turned off. This would include trucks waiting to deliver					

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or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were onsite or adjacent to the construction site. ○ Opacity is an indicator of exhaust particulate emissions from off-road diesel powered equipment. Each project shall ensure that emissions from all construction diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately ○ The contractor shall install temporary electrical service whenever possible to avoid the need for independently powered equipment (e.g. compressors). ○ Properly tune and maintain equipment for low emissions. **Air-4c: Construction Equipment Standards and Construction Emissions Minimization Plan.** All off-road construction equipment greater than 25 horsepower shall have engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (ARB) Tier 4 Final off-road emission standards. If a particular piece of off-road equipment that meets these standards is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a					

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compelling emergency need to use off-road equipment that does not meet these standards, the Contractor shall use the next cleanest piece of off-road equipment (i.e., Tier 3 Engine with Level 3 Verified Diesel Emission Control Strategy (VDECS), Tier 3 Engine with Level 2 VDECS, Tier 3 Engine with alternative fuel), and the Contactor shall develop a Construction Emissions Minimization Plan (CEMP) to describe the process used to identify the next cleanest piece of off-road equipment and the steps that will be taken to reduce emissions of criteria air pollutants to the greatest extent practicable. The CEMP shall be submitted the City's Planning Department for review and approval prior to using the equipment.					
Bio-2a: Delineate Jurisdictional Boundaries. Prior to construction of any programmatic OPSP elements that are expected to potentially have direct impacts on USACE jurisdictional habitats, a focused delineation shall be performed to determine the precise limits of USACE jurisdiction at the site, and USACE approval of the jurisdictional boundaries will be obtained.	Prior to construction	Applicant for the development (Private developer for private development projects, City for City development projects)	Verification by USACE of jurisdictional boundary	SSF Planning Division	

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Bio- 2b: Impact Avoidance/Minimization. Future OPSP elements near the Bay shoreline shall be designed with consideration of the boundaries of sensitive wetland and aquatic habitats in order to avoid and minimize impacts to these sensitive habitats to the extent practicable while still accomplishing OPSP objectives. For example, building and trail construction, landscaping activities, and other terrestrial activities shall be planned and designed to avoid impacting the sensitive habitats near the Bay shoreline to the extent feasible. For activities that cannot avoid impacting sensitive habitats due to their water-related purpose or location, such as construction or replacement of piers or docks in the marina, the amount of new fill or the footprint of new structures placed in or on the water shall be limited to the minimum necessary to achieve the objectives of that component. The City shall review plans for any proposed activities that will result in impacts to sensitive wetland and aquatic habitats to ensure that impacts have been avoided and minimized to the extent feasible.	During preliminary project design and during formal SSF permit development application review	Applicant for the development (Private developer for private development projects, City for City development projects)	Verification that impacts are avoided or minimized	SSF Planning Division	
Bio-2c: Restoration of Temporarily Impacted Wetland/Aquatic Habitats. USACE-jurisdictional areas that are temporarily impacted during construction of programmatic elements shall be restored to preexisting contours and levels of soils compaction following build-out. The means by which such temporarily	If triggered by Bio-2a and Bio-2b, during restoration of impacted	Applicant for the development (Private developer for	Verification of purchased mitigation credits or review and	SSF Planning Division	

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impacted areas will be restored shall be described in the mitigation plan described in Measure 2d below. **Bio-2d: Compensation for Permanently Impacted Wetland/Aquatic Habitats.** Unavoidable permanent fill of all habitats within USACE jurisdiction shall be replaced at a minimum 1:1 (mitigation area: impact area) ratio by creation or restoration of similar habitat around San Francisco Bay. Any aquatic, marsh, or mudflat habitat areas experiencing a net increase in shading as a result of docks or other structures constructed over or on the water shall require compensatory mitigation at a 0.5:1 (mitigation area: impact area) ratio; this ratio is less than the 1:1 required for permanent filling of such habitats because shaded areas are expected to retain some ecological habitat value. Mitigation could be achieved through a combination of on-site restoration or creation of wetlands or aquatic habitats (including removal of on-site fill or structures, resulting in a gain of wetland or aquatic habitats); off-site restoration/creation; funding of off-site restoration/creation projects implemented by others; and/or mitigation credits purchased at mitigation banks within the San Francisco Bay Region. Because impacts to aquatic habitats on-site could also potentially impact special-status fish and EFH (see Impacts to Essential Fish Habitat and Special-Status Fish below), all compensatory mitigation for impacts to aquatic habitat must also provide habitat for green sturgeon, Central California Coast steelhead, and longfin smelt that	wetland and aquatic areas; compensation for impacted areas	private development projects, City for City development projects)	approval of mitigation plan		

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is of a quality at least as high as that impacted. For funding of off-site improvements or purchase of mitigation bank credits, the OPSP Applicant shall provide written evidence to the City that either (a) compensation has been established through the purchase of a sufficient number of mitigation credits in a mitigation bank to satisfy the mitigation acreage requirements of the OPSP activity, or (b) funds sufficient for the restoration of the mitigation acreage requirements of the OPSP activity have been paid to an entity implementing a project that would create or restore habitats of the type being impacted by the OPSP. For areas to be restored to mitigate for temporary or permanent impacts, the OPSP Applicant shall prepare and implement a mitigation plan. The OPSP Applicant shall retain a restoration ecologist or wetland biologist to develop the mitigation plan, and it shall contain the following components (or as otherwise modified by regulatory agency permitting conditions): 1. Summary of habitat impacts and proposed mitigation ratios, along with a description of any other mitigation strategies used to achieve the overall mitigation ratios, such as funding of off-site improvements and/or purchase of mitigation bank credits 2. Goal of the restoration to achieve no net loss of habitat functions					

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and values 3. Location of mitigation site(s) and description of existing site conditions 4. Mitigation design: ○ Existing and proposed site hydrology ○ Grading plan if appropriate, including bank stabilization or other site stabilization features ○ Soil amendments and other site preparation elements as appropriate ○ Planting plan ○ Irrigation and maintenance plan ○ Remedial measures/adaptive management, etc. 5. Monitoring plan (including final and performance criteria, monitoring methods, data analysis, reporting requirements, monitoring schedule, etc.) 6. Contingency plan for mitigation elements that do not meet performance or final success criteria.					

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Bio-3a: Incorporate Best Management Practices for Water Quality During Construction. The Plan shall incorporate Best Management Practices (BMPs) for water quality to minimize impacts in the surrounding wetland environment, sloughs and channels, and the San Francisco Bay during construction. These BMPs shall include numerous practices that will be outlined within the Stormwater Pollution Prevention Plan (SWPPP), including, but not limited to, the following mitigation measures: 1. No equipment will be operated in live flow in any of the sloughs or channels or ditches on or adjacent to the site. 2. No debris, soil, silt, sand, bark, slash, sawdust, cement, concrete, washings, petroleum products or other organic or earthen material shall be allowed to enter into or be placed where it may be washed by rainfall or runoff into aquatic or wetland habitat. 3. Standard erosion control and slope stabilization measures will be required for work performed in any area where erosion could lead to sedimentation of a waterbody. For example, silt fencing will be installed just outside the limits of grading and construction in any areas where such activities will occur upslope from, and within 50 ft of, any wetland, aquatic, or marsh habitat. This silt fencing will be inspected and maintained regularly throughout the duration of	During construction	Applicant for the development (Private developer for private development projects, City for City development projects)	Verification that requirements are met during construction	SSF Building Division	

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construction. 4. Machinery will be refueled at least 50 ft from any aquatic habitat, and a spill prevention and response plan will be developed. All workers will be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.					
Bio-3b: Minimize Soil Disturbance Adjacent to Wetland and Marsh Habitat. To the extent feasible, soil stockpiling, equipment staging, construction access roads, and other intensively soil-disturbing activities shall not occur immediately adjacent to any wetlands that are to be avoided by the OPSP. The limits of the construction area shall be clearly demarcated with Environmentally Sensitive Area fencing to avoid inadvertent disturbance outside the fence during construction activities.	During construction	Applicant for the development (Private developer for private development projects, City for City development projects)	Verification that Environmentally Sensitive Areas are avoided	SSF Planning Division	
Bio-4: Ensure Adequate Stormwater Run-off Capacity. Increases in stormwater run-off due to increased hardscape shall be mitigated through the construction and maintenance of features designed to handle the expected increases in flows and provide	Prior to construction	Applicant for the development (Private	Verification that adequate stormwater run-off	SSF Public Works Department	

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adequate energy dissipation. All such features, including outfalls, shall be regularly maintained to ensure continued function and prevent failure following construction.		developer for private development projects, City for City development projects)	capacity is provided		
Bio-6: Pre-Construction Nesting Bird Survey. Pre-construction surveys for nesting birds protected by the Migratory Bird Treaty Act of 1918 and/or Fish and Game Code of California within 100 feet of a development site in the OPSP area shall be conducted if construction commences during the avian nesting season, between February 1 and August 31. The survey should be undertaken no more than 15 days prior to any site-disturbing activities, including vegetation removal or grading. If active nests are found, a qualified biologist shall determine an appropriate buffer in consideration of species, stage of nesting, location of the nest, and type of construction activity. The buffers should be maintained until after the nestlings have fledged and left the nest.	Prior to construction if during nesting period	Applicant for the development (Private developer for private development projects, City for City development projects)	Completion of survey and, if birds present, provision of buffer	SSF Planning Division	
Bio-10a: Lighting Measures to Reduce Impacts to Birds. During design of any building greater than 100 feet tall, the OPSP	During preliminary	Applicant for the	Incorporation of lighting	SSF Planning	

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Applicant shall consult with a qualified biologist experienced with bird strikes and building/lighting design issues to identify lighting-related measures to minimize the effects of the building's lighting on birds. Such measures, which may include the following and/or other measures, shall be incorporated into the building's design and operation. ○ Use strobe or flashing lights in place of continuously burning lights for obstruction lighting. Use flashing white lights rather than continuous light, red light, or rotating beams. ○ Install shields onto light sources not necessary for air traffic to direct light towards the ground. ○ Extinguish all exterior lighting (i.e., rooftop floods, perimeter spots) not required for public safety. ○ When interior or exterior lights must be left on at night, the operator of the buildings shall examine and adopt alternatives to bright, all-night, floor-wide lighting, which may include: ○ Installing motion-sensitive lighting. ○ Using desk lamps and task lighting. ○ Reprogramming timers. ○ Use of lower-intensity lighting. ○ Windows or window treatments that reduce transmission of light out of the building shall be implemented to the extent	design of any building greater than 100 feet tall	development (Private developer for private development projects, City for City development projects)	that minimizes bird impacts	Division	

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feasible.					
Bio-10b: Building Design Measures to Minimize Bird Strike Risk. During design of any building greater than 100 feet tall, the OPSP Applicant shall consult with a qualified biologist experienced with bird strikes and building/lighting design issues to identify measures related to the external appearance of the building to minimize the risk of bird strikes. Such measures, which may include the following and/or other measures, shall be incorporated into the building's design. ○ Use non-reflective tinted glass. ○ Use window films to make windows visible to birds from the outside. ○ Use external surfaces/designs that "break up" reflective surfaces rather than having large, uninterrupted areas of surfaces that reflect, and thus may not appear noticeably different (to a bird) from, the sky.	During preliminary design of any building greater than 100 feet tall	Applicant for the development (Private developer for private development projects, City for City development projects)	Incorporation of design features that minimize bird impacts	SSF Planning Division	
Culture-1a: Halt Construction Activity, Evaluate Find and Implement Mitigation. In the event that any previously unidentified paleontological resources, tribal cultural resources, or archaeological resources are uncovered during site preparation,	During construction	Applicant for the development (Private	Halt to construction if resources	SSF Building Division	

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excavation or other construction activity, all such activity shall cease until these resources have been evaluated by a qualified paleontologist or archaeologist or Native American contact and specific mitigation measures can be implemented to protect these resources. **Culture-1b: Halt Construction Activity, Evaluate Find and Take Appropriate Action in Coordination with Native American Heritage Commission**. In the event that any human remains are uncovered during site preparation, excavation or other construction activity, all such activity shall cease until these resources have been evaluated by the County Coroner, and appropriate action taken if necessary in coordination with the Native American Heritage Commission and appropriate Native American contact.		developer for private development projects, City for City development projects)	found		
Geo-2a: Compliance with California Building Code. OPSP development shall meet requirements of the California Building Code, including the California Building Standards, published by the International Conference of Building Officials, and as modified by the amendments, additions and deletions as adopted by the City of South San Francisco, California. Incorporation of seismic construction standards will reduce the potential for catastrophic effects of ground shaking, such as complete structural failure, but	Prior to construction	Applicant for the development (Private developer for private development projects, City	Adherence to code, completion of report and issuance of permit	SSF Building Division	

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will not completely eliminate the hazard of seismically induced ground shaking. **Geo-2b: Compliance with a design-level Geotechnical Investigation report prepared by a Registered Geotechnical Engineer and with Structural Design Plans as prepared by a Licensed Professional Engineer**. Proper foundation engineering and construction shall be performed in accordance with the recommendations of a Registered Geotechnical Engineer and a Licensed Professional Engineer. The structural engineering design, with supporting Geotechnical Investigation, shall incorporate seismic parameters compliant with the California Building Code. **Geo-2c: Obtain a building permit**. The OPSP applicant shall obtain a building permit through the City of South San Francisco Building Division. Plan Review of planned buildings and structures shall be completed by the Building Division for adherence to the seismic design criteria for planned commercial and industrial sites in the East of 101 area of the City of South San Francisco. According to the East of 101 area plan, Geotechnical Safety Element, buildings shall not be subject to catastrophic collapse under foreseeable seismic events, and will allow egress of occupants in the event of damage following a strong earthquake.		for City development projects)			

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Geo-3a: Compliance with recommendations of a Geotechnical Investigation and in conformance with Structural Design Plans. A design-level Geotechnical Investigation shall be prepared for the site under the direction of a California Registered Geotechnical Engineer and shall include analysis for liquefaction potential of the site soils, particularly in the perimeter dikes. Proper foundation engineering and construction shall be performed in accordance with the recommendations of the Geotechnical Investigation. The Geotechnical Investigation shall be reviewed and approved by the City's Geotechnical Consultant and by the City Engineer. A Registered Structural Engineer shall prepare project structural design plans. Structures shall be designed to reduce the effects of anticipated seismic settlements. The Geotechnical Engineer shall review the Structural Design Plans and provide approval for the Geotechnical elements of the plans. The design plans shall identify specific mitigation measures to reduce liquefaction potential, if the potential for liquefaction is found to exist, or other ground failure modes such as lateral spreading, seismic densification or stability of the perimeter dike slopes. Mitigation measures may include ground improvement by methods such as stone columns or jet grouting. **Geo-3b: Obtain a building permit**. The OPSP applicant shall obtain a building permit through the City of South San Francisco Building Division. Plan Review of planned buildings and structures	Prior to construction	Applicant for the development (Private developer for private development projects, City for City development projects)	Completion of adequate report, adherence of plans to the report and issuance of permit	SSF Building Division	

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shall be completed by the Building Division for adherence to the seismic design criteria for planned commercial and industrial sites in the East of 101 area of the City of South San Francisco. According to the East of 101 area plan, Geotechnical Safety Element, buildings should not be subject to catastrophic collapse under foreseeable seismic events, and will allow egress of occupants in the event of damage following a strong earthquake.					
Geo-4: Compliance with recommendations of a Geotechnical Investigation. A design-level Geotechnical Investigation shall include an evaluation of static stability and seismic stability under a design magnitude earthquake event. Seismic analyses shall include pseudo-static analyses to estimate permanent slope displacements due to earthquake motions. The Geotechnical Engineer shall prepare recommendations to mitigate potential slope instability, if slope stability problems are identified. Mitigation measures may include ground improvement by methods such as stone columns or jet grouting. Design-level Geotechnical Investigations shall be completed during preliminary and final design stages and will confirm material types used in the construction of the perimeter dikes to verify that the slopes meet minimum criteria for stability under both static and seismic conditions. Knowledge of the stability of the perimeter dikes will guide the selection of any future measures to mitigate any deficiencies identified in the perimeter	Prior to building permit issuance	Applicant for the development (Private developer for private development projects, City for City development projects)	Completion of adequate report	SSF Building Division	

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Geo-5a: Deep Foundations. Because of the magnitude of expected settlement of Bay Mud soils and waste fill materials that would occur under new building loads, the OPSP applicant must consider the use of deep foundations such as driven piles. Specific recommendations for suitable deep foundation alternatives and required penetrations will be provided during the course of a design-level geotechnical investigation and will depend on factors such as the depth and hardness of the underlying clays, sands or bedrock, and the corrosivity of the waste materials and Bay Mud soils. Suitable deep foundation types may include driven precast, prestressed concrete piles or driven closed-end steel pipe piles with the interior of the pile filled with concrete after driving. Deep foundations shall extend through all waste materials and Bay Mud and be tipped in underlying stiff to hard clays, dense sands or weathered bedrock. Where waste and Bay Mud soils underlie the site, wall and column loads as well as floor slabs shall be founded on deep foundations. Settlement of properly-designed and constructed deep foundation elements is typically less than about one-half inch. The majority of settlement typically occurs during construction as the loads are applied.	Prior to building permit issuance	Applicant for the development (Private developer for private development projects, City for City development projects)	Adherence to specifications provided in measure	SSF Building Division	

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Where landfill waste and Bay Mud are not present (possibly at extreme western and northwestern edges of the site) and competent soil or bedrock are present near the ground surface (within about 5 feet of finished grade elevation), shallow foundations such as footings or mats may be appropriate foundation types, as determined during the course of a design-level geotechnical investigation. Where proposed structures straddle a transition zone between these conditions, a combination of shallow and deep foundations may be required. Any transition zones shall be identified during site-specific geotechnical investigations for preliminary and final designs. **Geo-5b: Predrilling and/or Pile Configuration**. Piles either shall be predrilled through the fill and landfill materials to protect the piles from damage due to unknown materials, to reduce pushing waste material deeper, and to reduce pile alignment problems or shall have a pointed tip configuration. If a drill is used, it should only loosen and break up in-place obstructions that may cause pile damage. During recent subsurface investigations reported by Treadwell & Rollo (2009b) obstructions including concrete rubble was encountered throughout the landfill area, particularly in the northern end of the site. Even with predrilling, precast concrete piles could be damaged during installation at a landfill site such as Oyster Point. For preliminary planning purposes, a precast concrete					

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pile breakage rate during installation of 10 to 15 percent may be considered applicable. Piles usually have to include pointed tip configurations to avoid pushing landfill waste downward. These configurations are typically readily accommodated by pile driving contractors. **Geo-5c: Indicator Pile Program**. Prior to specifying the lengths of the production piles, drive indicator piles at the structure sites in order to observe the driving characteristic of the piles and the ability of the driving equipment when a driven pile is used. The driving criteria and pile length of production piles shall also be estimated from the information obtained from driving of the indicator piles. The contractor shall use the same equipment to drive both the indicator and production piles. Indicator pile lengths and locations shall be selected by the Geotechnical Engineer, in conjunction with the Structural Engineer and Contractor after the foundation plan has been finalized. The indicator pile program will serve to establish information on the following: ○ Estimates of production pile lengths; ○ Drivability of production piles;					

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○ Performance of pile driving equipment; and ○ Variation in driving resistance relative to depth and location of piles.					
Geo-6: Account for Drag Load on Deep Foundations. The Geotechnical Engineer shall account for accumulation of drag load in the structural design of the deep foundations elements (piles).	Prior to building permit issuance	Applicant for the development (Private developer for private development projects, City for City development projects)	Verification Geotechnical Engineer has addressed drag load	SSF Building Division	
Geo-14: Storm Water Pollution Prevention Plan. In accordance with the Clean Water Act and the State Water Resources Control Board (SWRCB), the Applicant shall file a Storm Water Pollution Prevention Plan (SWPPP) prior to the start of construction. The SWPPP shall include specific best management practices to reduce soil erosion. This is required to obtain coverage under the General	Prior to construction	Applicant for the development (Private developer for private	Verification that adequate plan prepared	SSF Building Division	

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Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, 99-08-DWQ).		development projects, City for City development projects)			
Haz-1a: Plan Review for Adherence to Fire and Safety Codes. Building space shall be designed to handle the intended use, with sprinklers, alarms, vents, and secondary containment structures, where applicable. These systems shall pass plan review through the City of South San Francisco Planning, Building and Fire Departments.	Prior to building permit review	Applicant for the development (Private developer for private development projects, City for City development projects)	Adherence to Fire and Safety Codes	SSF Building Division	
Haz-1b: Construction Inspection and Final Inspection Prior to Occupancy. During construction, the utilities including sprinkler systems shall pass pressure and flush tests to make sure they perform as designed. At the end of construction, occupancy shall not be allowed until a final inspection is made by the Fire	During construction and prior to occupancy	Applicant for the development (Private developer for	Fulfillment of inspections	SSF Building Division	

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Department for conformance of all building systems with the Fire Code and National Fire Protection Agency Requirements. The inspection shall include testing of sprinklers systems, alarm systems, ventilation and airflow systems, and secondary containment systems. The inspection shall include a review of the emergency evacuation plans. These plans shall be modified as deemed necessary.		private development projects, City for City development projects)			
Haz-1c: Hazardous Materials Business Plan Program. Businesses occupying the development shall complete a Hazardous Materials Business Plan for the safe storage and use of chemicals. The Business Plan shall include the type and quantity of hazardous materials, a site map showing storage locations of hazardous materials and where they may be used and transported from, risks of using these materials, material safety data sheets for each material, a spill prevention plan, an emergency response plan, employee training consistent with OSHA guidelines, and emergency contact information. Businesses qualify for the program if they store a hazardous material equal to or greater than the minimum reportable quantities. These quantities are 55 gallons for liquids, 500 pounds for solids and 200 cubic feet (at standard temperature and pressure) for compressed gases. Exemptions include businesses selling only pre-packaged	Prior to occupancy by hazardous waste generating use	Applicant for the development (Private developer for private development projects, City for City development projects)	Verification of adherence to measures	SSF Building Division	

Oyster Point Phases 2, 3, and 4 Project: Mitigation Monitoring and Reporting Program

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Verification		
			Monitoring Action	Monitoring Responsibility	Date Completed
consumer goods; medical professionals who store oxygen, nitrogen, and/or nitrous oxide in quantities not more than 1,000 cubic feet for each material, and who store or use no other hazardous materials; or facilities that store no more than 55 gallons of a specific type of lubricating oil, and for which the total quantity of lubricating oil not exceed 275 gallons for all types of lubricating oil. These exemptions are not expected to apply to on-site laboratory facilities. Businesses occupying and/or operating at the proposed development shall submit a business plan prior to the start of operations, and shall review and update the entire Business Plan at least once every two years, or within 30 days of any significant change, including without limitation, changes to emergency contact information, major increases or decreases in hazardous materials storage and/or changes in location of hazardous materials. Plans shall be submitted to the San Mateo County Environmental Health Department (SMCEHD) Business Plan Program, which may be contacted at (650) 363-4305 for more information. The SMCEHD shall inspect the business at least once a year to make sure that the Business Plan is complete and accurate. **Haz-1d: Hazardous Waste Generator Program**. Qualifying businesses shall register and comply with the hazardous waste generator program. The State of California DTSC authorized the SMCEHD to inspect and regulate non-permitted hazardous waste					

Oyster Point Phases 2, 3, and 4 Project: Mitigation Monitoring and Reporting Program

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Verification		
			Monitoring Action	Monitoring Responsibility	Date Completed
generators in San Mateo County based on the Hazardous Waste Control Law found in the California Health and Safety Code Division 20, Chapter 6.5 and regulations found in the CCR Title 22, Division 4.5. Regulations require businesses generating any amount of hazardous waste as defined by regulation to properly store, manage and dispose of such waste. SMCEHD staff also conducts surveillance and enforcement activities in conjunction with the County District Attorney's Office for businesses or individuals that significantly violate the above referenced law and regulations.					
Haz-1e: Compliance with Applicable Laws and Regulations. All transportation of hazardous materials and hazardous waste to and from the OPSP area shall be in accordance with CFR Title 49, US Department of Transportation (DOT), State of California Department of Transportation (Caltrans), and local laws, ordinances and procedures including placards, signs and other identifying information.	All phases	Applicant for the development (Private developer for private development projects, City for City development projects)	Adherence to stated laws and regulations	SSF Fire Department	

Oyster Point Phases 2, 3, and 4 Project: Mitigation Monitoring and Reporting Program

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Verification		
			Monitoring Action	Monitoring Responsibility	Date Completed
Haz-3: Demolition Plan and Permitting. A demolition plan with permit applications shall be submitted to the City of South San Francisco Building Department for approval prior to demolition. Prior to obtaining a demolition permit from the Bay Area Air Quality Management District (BAAQMD), an asbestos demolition survey shall be conducted in accordance with the requirements of BAAQMD Regulation 11, Rule 2. Prior to building demolition, hazardous building materials such as peeling, chipping and friable lead-based paint and asbestos containing building materials, if identified on the site, shall be removed in accordance with all applicable guidelines, laws, and ordinances. The Demolition Plan for safe demolition of existing structures shall incorporate recommendations from the site surveys for the presence of potentially hazardous building materials, as well as additional surveys if required by the City. The demolition plan shall address both on-site Worker Protection and off-site resident protection from both chemical and physical hazards. Contaminated building materials, if identified, shall be tested for contaminant concentrations and shall be disposed of to appropriate licensed landfill facilities. The Demolition Plan shall include a program of air monitoring for dust particulates and attached contaminants, as merited by the surveys. The need for dust control and suspension of work during dry windy days shall be addressed in the plan.	Prior to demolition	Applicant for the development (Private developer for private development projects, City for City development projects)	Preparation of adequate plan	SSF Building Division	

Oyster Point Phases 2, 3, and 4 Project: Mitigation Monitoring and Reporting Program

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Verification		
			Monitoring Action	Monitoring Responsibility	Date Completed
Haz-5: California Accidental Release Prevention Program (CalARP). Future businesses at the development shall check the state and federal lists of regulated substances available from the SMCEHD. Chemicals on the list are chemicals that pose a major threat to public health and safety or the environment because they are highly toxic, flammable or explosive. Businesses shall determine which list to use in consultation with the SMCEHD. Should businesses qualify for the program, they shall complete a CalARP registration form and submit it to SMCEHD. Following registration, they shall submit a Risk Management Plan (RMP). RMPs are designed to handle accidental releases and ensure that businesses have the proper information to provide to emergency response teams if an accidental release occurs. All businesses that store or handle more than a threshold quantity (TQ) of a regulated substance shall develop a RMP and follow it. Risk Management Plans describe impacts to public health and the environment if a regulated substance is released near schools, residential areas, hospitals and childcare facilities. RMPs shall include procedures for keeping employees and customers safe, the handling regulated substances, staff training, equipment maintenance, checking that substances are stored safely, and responding to an accidental release.	After construction, prior to qualifying business occupancy	Applicant for the development (Private developer for private development projects, City for City development projects)	Assurance qualifying businesses prepare RMP	SSF Planning Division	

Oyster Point Phases 2, 3, and 4 Project: Mitigation Monitoring and Reporting Program

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Verification		
			Monitoring Action	Monitoring Responsibility	Date Completed
Hydro-2: Preparation and Implementation of Project SWPPP. Pursuant to NPDES requirements, the applicant of a project under the OPSP shall develop a SWPPP to protect water quality during construction. If the SWPP will be developed after September 2, 2011, the SWPPP shall be developed by a California Qualified SWPPP Developer in accordance with the State Water Resources Control Board Construction General Permit 2009-009-DWQ. The project SWPPP shall include, but is not limited, to the following mitigation measures for the construction period: 1) Grading and earthwork shall be allowed with the appropriate SWPPP measures during the wet season (October 1 through April 30) and such work shall be stopped before pending storm events. 2) Erosion control/soil stabilization techniques such as straw mulching, erosion control blankets, erosion control matting, and hydro-seeding, shall be utilized in accordance with the regulations outlined in the Association of Bay Area Governments "Erosion & Sediment Control Measures" manual. Silt fences shall be installed down slope of all graded slopes. Hay bales shall be installed in the flow path of graded areas receiving concentrated flows and around storm drain inlets. 3) BMPs to be developed by the applicant shall be used for preventing the discharge or other construction-related NPDES	Prior to construction	Applicant for the development (Private developer for private development projects, City for City development projects)	Verification that adequate plan prepared	SSF Building Division	

Oyster Point Phases 2, 3, and 4 Project: Mitigation Monitoring and Reporting Program

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Verification		
			Monitoring Action	Monitoring Responsibility	Date Completed
pollutants beside sediment (i.e. paint, concrete, etc) to downstream waters. 4) After construction is completed, all drainage facilities shall be inspected for accumulated sediment and these drainage structures shall be cleared of debris and sediment. In accordance with the handbook C.3 Stormwater Technical Guidance, Version 2, permanent mitigation measures for stormwater shall be submitted as part of project application submittals with the Planning Permit Application and the Building Permit Application. Elements that shall be addressed in the submittals include the following: 5) Description of potential sources of erosion and sediment at the OPSP area. R&D activities and significant materials and chemicals that could be used at the proposed OPSP area shall be described. This shall include a thorough assessment of existing and potential pollutant sources. 6) Identification of BMPs to be implemented at the OPSP area based on identified industrial activities and potential pollutant sources. Emphasis shall be placed on source control BMPs, with treatment controls used as needed.					

Oyster Point Phases 2, 3, and 4 Project: Mitigation Monitoring and Reporting Program

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Verification		
			Monitoring Action	Monitoring Responsibility	Date Completed
7) Development of a monitoring and implementation plan. Maintenance requirements and frequency shall be carefully described including vector control, clearing of clogged or obstructed inlet or outlet structures, vegetation/landscape maintenance, replacement of media filters, etc. 8) The monitoring and maintenance program shall be conducted as described in Haz-4e. 9) Proposed pervious and impervious surfaces, including site design measures to minimize impervious surfaces and promote infiltration (except where the landfill cover is present). 10) Proposed locations and approximate sizes of stormwater treatment measures.					
Hydro-3: Compliance with NPDES Requirements. Applicants for a project under the OPSP shall comply with all Phase I NPDES General Construction Activities permit requirements established by the CWA and the Grading Permit requirements of the City of South San Francisco. Erosion control measures to be implemented during construction shall be included in the project SWPPP. The project SWPPP shall accompany the NOI filing and shall outline erosion	During construction	Applicant for the development (Private developer for private development	Verification that NPDES measures being carried out	SSF Building Division	

Oyster Point Phases 2, 3, and 4 Project: Mitigation Monitoring and Reporting Program

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Verification		
			Monitoring Action	Monitoring Responsibility	Date Completed
control and storm water quality management measures to be implemented during and following construction. The SWPPP shall also provide the schedule for monitoring performance. Refer to Mitigation Measure Hydro-2 for more information regarding the project SWPPP. Implementation of Phase I NPDES General Construction Activities permit requirements would reduce construction-related impacts associated with erosion and/or siltation to less-than-significant.		projects, City for City development projects)			
Noise-5: Construction Noise. To reduce noise levels generated by construction, the following standard construction noise control measures shall be included in all construction projects within the OPSP area. ○ Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment. ○ Unnecessary idling of internal combustion engines should be strictly prohibited. ○ Locate stationary noise generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors. Construct temporary noise barriers to screen stationary noise generating equipment when located near adjoining sensitive receptors. Temporary noise barriers	During construction	Applicant for the development (Private developer for private development projects, City for City development projects)	Adherence to measures during construction	SSF Building Division	

Oyster Point Phases 2, 3, and 4 Project: Mitigation Monitoring and Reporting Program

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Verification		
			Monitoring Action	Monitoring Responsibility	Date Completed
could reduce construction noise levels by 5 dBA. ○ Utilize "quiet" air compressors and other stationary noise sources where technology exists. ○ Route all construction traffic to and from the OPSP area via designated truck routes where possible. Prohibit construction related heavy truck traffic in residential areas where feasible. ○ Control noise from construction workers' radios to a point that they are not audible at existing residences bordering the OPSP area. ○ The contractor shall prepare and submit to the City for approval a detailed construction plan identifying the schedule for major noise-generating construction activities. ○ Designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. ○ For pile driving activities, consider a) pre-drilling foundation pile holes to minimize the number of impacts required to seat the pile, b) using multiple pile driving rigs to expedite this					

Oyster Point Phases 2, 3, and 4 Project: Mitigation Monitoring and Reporting Program

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Verification		
			Monitoring Action	Monitoring Responsibility	Date Completed
phase of construction, and/or c) the use of "acoustical blankets" for receivers located within 100 feet of the site.					
Traf-1: Transportation Demand Management Program. The OPSP sponsors shall implement a Transportation Demand Management (TDM) program consistent with the City of South San Francisco Zoning Ordinance Chapter 20.400 Transportation Demand Management, and acceptable to C/CAG. These programs, once implemented, must be ongoing for the occupied life of the development. The C/CAG guidelines specify the number of trips that may be credited for each TDM measure.	Prior to occupancy	Applicant for the development (Private developer for private development projects, City for City development projects)	Approval of TDM Program	SSF Planning Division	
Traf-2: Pedestrian Facilities. To discourage mid-block crossing, pedestrian flow across Oyster Point Boulevard between the Phase III & IV garage and the Phase III & IV offices shall be regulated to the following extent. ○ Pedestrian access shall only be allowed at the north and south ends of the garage, adjacent to signalized or all-way stop intersections.	During building permit review	Applicant for the development (Private developer for private development projects, City	Verification that plans show measures complied with	SSF Public Works Department	

Oyster Point Phases 2, 3, and 4 Project: Mitigation Monitoring and Reporting Program

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Verification		
			Monitoring Action	Monitoring Responsibility	Date Completed
		for City development projects)			
Traf-5: Internal Circulation System Signalization. The OPSP applicant shall provide signals at the Oyster Point Boulevard / Marina Boulevard and Oyster Point Boulevard / Phase II Access / Phases III / IV garage access intersections when volumes are approaching warrant criteria levels.	Prior to occupancy	Applicant for the development (Private developer for private development projects, City for City development projects)	Installation of signals	SSF Public Works Department	
Traf-6: Oyster Point Boulevard / Gateway Boulevard / U.S.101 Southbound Flyover Off-Ramp (see Table 16.23 and Figure 23 in Appendix E) The following improvements would mitigate the Phase I Project-specific impacts. All of these improvements (other than measures to the Southbound Flyover Off-Ramp, the eastbound departure and the southbound approach) are included as part of the East of 101 Transportation Improvement Program (TIP) and will be	Prior to occupancy	Applicant for the development (Private developer for private development	Payment of required fee	SSF Public Works Department	

Oyster Point Phases 2, 3, and 4 Project: Mitigation Monitoring and Reporting Program

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Verification		
			Monitoring Action	Monitoring Responsibility	Date Completed
funded via the Phase I Project's traffic impact fee contribution to this program. The Phase I Project shall also provide a fair share contribution towards all measures currently not part of the TIP. ○ Adjust signal timing. ○ Provide an additional through lane on the Oyster Point westbound approach (extending from Veterans Boulevard) and continue to the Dubuque/U.S.101 Northbound On-Ramp intersection. ○ Restripe the Oyster Point Boulevard eastbound approach from a left, 2 throughs and a combined through/right turn lane to a left, 2 throughs and an exclusive right turn lane. ○ Restripe the Southbound Flyover Off-Ramp approach from 2 through lanes and an exclusive right turn lane to two through lanes and a combined through/right turn lane. In conjunction with this measure, add a third eastbound departure lane on Oyster Point Boulevard (not part of TIP). ○ Add a second exclusive right turn lane on the southbound Genentech property driveway approach (not part of TIP). Resultant 2015 Base Case + Phase I Project Operation: AM Peak Hour: LOS E-79.8 seconds control delay, which is better than LOS F 91.7 seconds control delay Base Case operation. PM Peak Hour: LOS D-54.7 seconds control delay, which is		projects, City for City development projects)			

Oyster Point Phases 2, 3, and 4 Project: Mitigation Monitoring and Reporting Program

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Verification		
			Monitoring Action	Monitoring Responsibility	Date Completed
acceptable operation.					
Traf-7: Oyster Point Boulevard / Veterans Boulevard (see Table 16.23 and Figure 23 in Appendix E) The following improvements would mitigate the Phase I Project-specific impacts. These improvements are included as part of the East of 101 Transportation Improvement Program and will be funded via the Phase I Project's traffic impact fee contribution to this program. ○ Adjust signal timing. ○ Restripe the two-lane northbound driveway approach to provide an exclusive left turn lane and a combined left / through / right turn lane. Resultant 2015 Base Case + Phase I Project Signalized Operation: PM Peak Hour: LOS E-64.3 seconds control delay (which would be better than Base Case LOS F-88.5 seconds control delay operation)	Prior to occupancy	Applicant for the development (Private developer for private development projects, City for City development projects)	Payment of required fee	SSF Public Works Department	
Traf-8: Gateway Boulevard / S. Airport Boulevard / Mitchell Avenue. (see Table 16.23 and Figure 23 in Appendix E) The following improvement would mitigate the Phase I Project-specific	Prior to occupancy	Applicant for the development	Payment of required fee	SSF Public Works Department	

Oyster Point Phases 2, 3, and 4 Project: Mitigation Monitoring and Reporting Program

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Verification		
			Monitoring Action	Monitoring Responsibility	Date Completed
impacts. This improvement is included as part of the East of 101 Transportation Improvement Program and will be funded via the Phase I Project's traffic impact fee contribution to this program. ○ Widen the southbound Gateway Boulevard approach to provide a second exclusive right turn lane. The approach would contain one left turn lane, one through lane and 2 exclusive right turn lanes. Resultant 2015 Base Case + Phase I Project Signalized Operation: PM Peak Hour: LOS D-38.4 seconds control delay, which is acceptable operation.		(Private developer for private development projects, City for City development projects)			
Traf-9: Improvements for Vehicle Queuing. (see Figure 23 in Appendix E) The following improvements would mitigate the Phase I Project-specific impact. These improvements are included in the East of 101 Transportation Improvement Program and will be funded via the Phase I Project's traffic impact fee contribution to this program: ○ Airport Boulevard / Sister Cities Boulevard / Oyster Point Boulevard ○ Adjust signal timing. Resultant 95th Percentile Vehicle Queuing – Oyster Point	Prior to occupancy	Applicant for the development (Private developer for private development projects, City for City development projects)	Payment of required fee	SSF Public Works Department	

Oyster Point Phases 2, 3, and 4 Project: Mitigation Monitoring and Reporting Program

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Verification		
			Monitoring Action	Monitoring Responsibility	Date Completed
Boulevard Westbound Approach Lanes PM Peak Hour: Each westbound through lane or westbound through / right turn lane = 230 feet, which would be within the available 250 feet of storage per lane.					
Traf-10: Improvements for Vehicle Queuing. (see Figure 23 in Appendix E) The following improvements would mitigate the Phase I Project-specific impact. These improvements are included in the East of 101 Transportation Improvement Program and will be funded via the Phase I Project's traffic impact fee contribution to this program: ○ Oyster Point Boulevard / Dubuque Avenue ○ Adjust signal timing. Resultant 95th Percentile Vehicle Queuing – Oyster Point Boulevard Eastbound Approach Through Lane AM Peak Hour: Eastbound through lane queue = 206 feet, which is less than the 309-foot Base Case queue.	Prior to occupancy	Applicant for the development (Private developer for private development projects, City for City development projects)	Payment of required fee	SSF Public Works Department	
Traf-11: Improvements for Off-Ramp Queuing. The following improvements would mitigate the Phase I Project-specific impacts.	Prior to occupancy	Applicant for the	Payment of required fee	SSF Public Works	

Oyster Point Phases 2, 3, and 4 Project: Mitigation Monitoring and Reporting Program

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Verification		
			Monitoring Action	Monitoring Responsibility	Date Completed
These improvements are not included in the East of 101 Transportation Improvement Program. ○ U.S.101 Southbound Flyover Off-Ramp to Oyster Point Boulevard / Gateway Boulevard (see Table 16.23 and Figure 23 in Appendix E) The following improvements would mitigate the Phase I Project-specific impacts. All of these improvements (other than measures to the Southbound Flyover Off-Ramp, eastbound departure and southbound approach) are included as part of the East of 101 Transportation Improvement Program (TIP) and will be funded via the Phase I Project's traffic impact fee contribution to this program. The Phase I Project shall also provide a fair share contribution towards all measures currently not part of the TIP. ○ Provide an additional through lane on the Oyster Point westbound approach (extending from Veterans Boulevard) and continue to the Dubuque / U.S.101 Northbound On-Ramp intersection. ○ Adjust signal timing. ○ Restripe the Oyster Point Boulevard eastbound approach from a left, 2 throughs and a combined through / right turn lane to a left, 2 throughs and an exclusive right turn lane. ○ Restripe the Southbound Flyover Off-Ramp approach from 2 through lanes and an exclusive right turn lane to two through lanes and a combined through/right turn lane. In conjunction with this measure, add a third eastbound departure lane on		development (Private developer for private development projects, City for City development projects)		Department	

Oyster Point Phases 2, 3, and 4 Project: Mitigation Monitoring and Reporting Program

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Verification		
			Monitoring Action	Monitoring Responsibility	Date Completed
Oyster Point Boulevard (not part of TIP). ○ Add a second exclusive right turn lane on the southbound Genentech property driveway approach (not part of TIP). Resultant Off-Ramp Queuing: AM Peak Hour: Backups to freeway mainline eliminated.					
Traf-12: Improvements for Off-Ramp Queuing. (see Figure 23 in Appendix E) The following improvements would mitigate the Phase I Project-specific impacts. These improvements are included in the East of 101 Transportation Improvement Program and will be funded via the Phase I Project's traffic impact fee contribution to this program. ○ U.S.101 Northbound Off-Ramp to Dubuque Avenue ○ Adjust signal timing. Resultant Off-Ramp Queuing: AM Peak Hour: Backups to freeway mainline eliminated.	Prior to occupancy	Applicant for the development (Private developer for private development projects, City for City development projects)	Payment of required fee	SSF Public Works Department	
Traf-14: Improvements for Off-Ramp Operation At Mainline Diverge. (see Figure 23 in Appendix E).				SSF Public Works	

Oyster Point Phases 2, 3, and 4 Project: Mitigation Monitoring and Reporting Program

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Verification		
			Monitoring Action	Monitoring Responsibility	Date Completed
○ U.S.101 Northbound Off-Ramp to Dubuque Avenue ○ Provide a second off-ramp lane connection to the U.S.101 mainline. Off-ramp diverge capacity would be increased to at least 2,200 vehicles per hour, which would accommodate the Base Case + Phase I Project AM peak hour volume of 1,536 vehicles per hour. This measure will require the approval of Caltrans. Also, this measure is currently not included in the East of 101 Traffic Impact Fee list. It should be noted that because the improvement is within Caltrans' jurisdiction, the City of South San Francisco, as lead agency for the project, cannot guarantee that the mitigation will be implemented While it is likely that Caltrans will implement the measure, thereby reducing the impact to a less than significant level, because the measure is beyond the lead agency's jurisdiction, for CEQA purposes, this impact is considered to be significant and unavoidable.				Department	
Traf-18: Intersection Level of Service (see Figure 24 in Appendix E)**.** The following improvements would partially mitigate OPSP-specific impacts, but not reduce them to a level of insignificance. Some of these measures are not included as part of the current East of 101 Transportation Improvement Program (TIP). The OPSP shall provide a fair share contribution towards all measures currently not part of the TIP.	Prior to occupancy	Applicant for the development (Private developer for private development projects, City	Payment of required fee	SSF Public Works Department	

Oyster Point Phases 2, 3, and 4 Project: Mitigation Monitoring and Reporting Program

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Verification		
			Monitoring Action	Monitoring Responsibility	Date Completed
Oyster Point Boulevard / Gateway Boulevard / U.S.101 Southbound Flyover Off-Ramp: ○ Adjust signal timing. ○ Provide an additional through lane on the Oyster Point westbound approach (extending from Veterans Boulevard) and continue to the Dubuque/U.S.101 Northbound On-Ramp intersection. ○ Restripe the Oyster Point Boulevard eastbound approach from a left, 2 throughs and a combined through/right turn lane to a left, 2 throughs and an exclusive right turn lane. ○ Restripe the Southbound Flyover Off-Ramp approach from 2 through lanes and an exclusive right turn lane to two through lanes and a combined through/right turn lane. In conjunction with this measure, add a third eastbound departure lane on Oyster Point Boulevard (not part of TIP). ○ Add a second exclusive right turn lane on the southbound Genentech property driveway approach (not part of TIP). Resultant 2035 Base Case + OPSP Operation: AM Peak Hour: LOS F-194 seconds control delay, which would not be better than Base Case operation (LOS F-124 seconds delay). PM Peak Hour: LOS F-118 seconds control delay, which would not		for City development projects)			

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Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Verification		
			Monitoring Action	Monitoring Responsibility	Date Completed
be better than Base Case operation (LOS F-108 seconds delay).					
Traf-19: Intersection Level of Service. (see Figure 24 in Appendix E) The following improvements would partially mitigate OPSP-specific impacts and reduce them to a level of insignificance. These measures are currently not included as part of the East of 101 Transportation Improvement Program. The OPSP shall provide a fair share contribution towards all measures currently not part of the TIP. ○ Oyster Point Boulevard / Veterans Boulevard ○ Restripe the northbound 2-lane private driveway approach to contain an exclusive left turn lane and a combined left / through / right turn lane. ○ Widen the eastbound Oyster Point Boulevard approach and provide an exclusive right turn lane. Resultant 2035 Base Case + OPSP Operation: AM Peak Hour: LOS D-52.6 seconds control delay, which would not be acceptable operation. PM Peak Hour: LOS D-36.8 seconds control delay, which would be acceptable operation.	Prior to occupancy	Applicant for the development (Private developer for private development projects, City for City development projects)	Payment of required fee	SSF Public Works Department	

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Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Verification		
			Monitoring Action	Monitoring Responsibility	Date Completed
Traf-20: Intersection Level of Service. (see Figure 24 in Appendix E) The following improvement would mitigate OPSP-specific impacts. This measure is currently not included as part of the East of 101 Transportation Improvement Program. The OPSP shall provide a fair share contribution towards all measures currently not part of the TIP ○ Oyster Point Boulevard / Eccles Avenue ○ Provide an exclusive right turn lane on the eastbound Oyster Point Boulevard approach. Resultant 2035 Base Case + OPSP Operation: AM Peak Hour: LOS C-33.3 seconds control delay, which is acceptable operation.	Prior to occupancy	Applicant for the development (Private developer for private development projects, City for City development projects)	Payment of required fee	SSF Public Works Department	
Traf-21: Intersection Level of Service. (see Figure 25 in Appendix E) The following improvement would partially mitigate OPSP-specific impacts, but not reduce them to a level of insignificance. This measure is currently not included as part of the East of 101 Transportation Improvement Program. The OPSP shall provide a fair share contribution towards all measures currently not part of the TIP. ○ Airport Boulevard / Grand Avenue ○ Adjust signal timing. ○ Restripe the 2-lane eastbound Grand Avenue approach to	Prior to occupancy	Applicant for the development (Private developer for private development projects, City for City development	Payment of required fee	SSF Public Works Department	

Oyster Point Phases 2, 3, and 4 Project: Mitigation Monitoring and Reporting Program

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Verification		
			Monitoring Action	Monitoring Responsibility	Date Completed
provide an exclusive left turn lane and a combined left / through / right turn lane. Resultant 2035 Base Case + OPSP Operation: AM Peak Hour: LOS E-63.4 seconds control delay, which is better than Base Case operation (LOS F-81.6 seconds delay). PM Peak Hour: LOS E-59.6 seconds control delay, which is better than Base Case operation (LOS E-60.7 seconds delay).		projects)			
Traf-22: Intersection Level of Service. (see Figure 25 in Appendix E) The following improvements would mitigate OPSP-specific impacts. These measures are currently not included as part of the East of 101 Transportation Improvement Program. The OPSP shall provide a fair share contribution towards all measures currently not part of the TIP. ○ Grand Avenue / Gateway Boulevard ○ Restripe the southbound Gateway Boulevard approach to contain 1 left turn lane, 1 through lane, a combined through / right turn lane and an exclusive right turn lane. Also restripe the northbound Gateway Boulevard approach to contain a left turn lane, a combined through / right turn lane and an exclusive right turn lane.	Prior to occupancy	Applicant for the development (Private developer for private development projects, City for City development projects)	Payment of required fee	SSF Public Works Department	

Oyster Point Phases 2, 3, and 4 Project: Mitigation Monitoring and Reporting Program

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Verification		
			Monitoring Action	Monitoring Responsibility	Date Completed
Resultant 2035 Base Case + OPSP Operation: AM Peak Hour: LOS F-86.0 seconds control delay, which is better than Base Case operation (LOS F-121 seconds delay). PM Peak Hour: LOS D-43.1 seconds control delay, which is acceptable operation.					
Traf-23: Intersection Level of Service. (see Figure 25 in Appendix E) The following improvements would mitigate OPSP-specific impacts. These measures are currently not included as part of the East of 101 Transportation Improvement Program. The OPSP shall provide a fair share contribution towards all measures currently not part of the TIP. ○ E. Grand Avenue / Forbes Boulevard / Harbor Way ○ Adjust signal timing. ○ Restripe the southbound Forbes Boulevard approach to contain 2 exclusive right turn lanes, a through lane and a combined through / left turn lane. ○ Restripe the northbound Harbor Way approach to contain 2 exclusive right turn lanes, a combined through / left turn lane and an exclusive left turn lane.	Prior to occupancy	Applicant for the development (Private developer for private development projects, City for City development projects)	Payment of required fee	SSF Public Works Department	

Oyster Point Phases 2, 3, and 4 Project: Mitigation Monitoring and Reporting Program

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Verification		
			Monitoring Action	Monitoring Responsibility	Date Completed
Resultant 2035 Base Case + OPSP Operation: AM Peak Hour: LOS D-52.2 seconds control delay, which is acceptable operation. PM Peak Hour: LOS C-24.6 seconds control delay, which is acceptable operation.					
Traf-24: Intersection Level of Service. (see Figure 25 in Appendix E) The following improvement would mitigate OPSP-specific impacts. This measure is currently not included as part of the East of 101 Transportation Improvement Program. The OPSP shall provide a fair share contribution towards all measures currently not part of the TIP. ○ Airport Boulevard / San Mateo Avenue / Produce Avenue ○ Adjust signal timing. Resultant 2035 Base Case + OPSP Operation: PM Peak Hour: LOS D-44.9 seconds control delay, which is acceptable operation.	Prior to occupancy	Applicant for the development (Private developer for private development projects, City for City development projects)	Payment of required fee	SSF Public Works Department	

Oyster Point Phases 2, 3, and 4 Project: Mitigation Monitoring and Reporting Program

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Verification		
			Monitoring Action	Monitoring Responsibility	Date Completed
Traf-25: Intersection Level of Service. (see Figure 25 in Appendix E) The following improvement would mitigate OPSP-specific impacts. This measure is currently not included as part of the East of 101 Transportation Improvement Program. The OPSP shall provide a fair share contribution towards all measures currently not part of the TIP. ○ S. Airport Boulevard / U.S.101 Northbound Hook Ramps / Wondercolor Lane ○ Adjust signal timing. Resultant 2035 Base Case + OPSP Operation: AM Peak Hour: LOS D-54.9 seconds control delay, which is acceptable operation.	Prior to occupancy	Applicant for the development (Private developer for private development projects, City for City development projects)	Payment of required fee	SSF Public Works Department	
Traf-26: Vehicle Queuing (see Figure 24 in Appendix E). The following improvements would partially mitigate OPSP-specific impacts, but not reduce them to a level of insignificance. These measures are not included as part of the current East of 101 Transportation Improvement Program (TIP). The OPSP shall also provide a fair share contribution towards all measures currently not part of the TIP. Oyster Point Blvd. / Gateway Blvd. / U.S.101 Southbound Flyover	Prior to occupancy	Applicant for the development (Private developer for private development projects, City	Payment of required fee	SSF Public Works Department	

Oyster Point Phases 2, 3, and 4 Project: Mitigation Monitoring and Reporting Program

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Verification		
			Monitoring Action	Monitoring Responsibility	Date Completed
Off-Ramp: ○ Adjust signal timing. ○ Provide an additional through lane on the Oyster Point westbound approach (extending from Veterans Boulevard) and continue to the Dubuque/U.S.101 Northbound On-Ramp intersection. ○ Restripe the Oyster Point Boulevard eastbound approach from a left, 2 throughs and a combined through/right turn lane to a left, 2 throughs and an exclusive right turn lane. ○ Restripe the Southbound Flyover Off-Ramp approach from 2 through lanes and an exclusive right turn lane to two through lanes and a combined through/right turn lane. In conjunction with this measure, add a third eastbound departure lane on Oyster Point Boulevard (not part of TIP). ○ Add a second exclusive right turn lane on the southbound Genentech property driveway approach (not part of TIP). Resultant 95th Percentile Vehicle Queuing: AM Peak Hour: Eastbound through 95th percentile queue would be reduced to 1,102 feet, which would not be less than the Base Case queue of 756 feet.		for City development projects)			

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Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Verification		
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Traf-28: Improvements for Vehicle Queuing. (see Figure 24 in Appendix E) The following improvement would mitigate the OPSP-specific impact. This improvement is included in the East of 101 Transportation Improvement Program and will be funded via the OPSP's traffic impact fee contribution to this program: ○ Airport Boulevard / Sister Cities Boulevard / Oyster Point Boulevard ○ Adjust signal timing. Resultant 95th Percentile Vehicle Queuing – Oyster Point Boulevard Westbound Approach Lanes AM Peak Hour: Left turn lane queue = 242 feet, with a Base Case 95th percentile queue of 250 feet. PM Peak Hour: Left turn lane queue = 506 feet, with a Base Case 95th percentile queue of 524 feet. Each through lane queue = 280 feet, with a Base Case 95th percentile queue of 415 feet.	Prior to occupancy	Applicant for the development (Private developer for private development projects, City for City development projects)	Payment of required fee	SSF Public Works Department	

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Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Verification		
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Traf-34: Improvement to Diverge Capacity U.S.101 Northbound Off-Ramp to Dubuque Avenue. The following improvements would mitigate the OPSP-specific impact (see Figure 24 in Appendix E). Provide a second off-ramp lane connection to the U.S.101 mainline. Off-ramp diverge capacity would be increased to at least 2,200 vehicles per hour, which would accommodate the Base Case + OPSP AM peak hour volume of 1,556 vehicles per hour. This measure will require the approval of Caltrans. Also, this measure is currently not included in the East of 101 TIP. Therefore, the OPSP shall provide a fair share contribution towards this measure. It should be noted that because the improvement is within Caltrans' jurisdiction, the City of South San Francisco, as lead agency for the OPSP, cannot guarantee that the mitigation will be implemented While it is likely that Caltrans will implement the measure, thereby reducing the impact to a less than significant level, because the measure is beyond the lead agency's jurisdiction, for CEQA purposes, this impact is considered to be significant and unavoidable.				SSF Public Works Department	

Oyster Point Phases 2, 3, and 4 Project: Mitigation Monitoring and Reporting Program

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Verification		
			Monitoring Action	Monitoring Responsibility	Date Completed
Traf-35: Improvement to On-Ramp Capacity Northbound On-Ramp from Oyster Point Boulevard / Dubuque Avenue. (see Figure 24 in Appendix E). Provision of a second on-ramp lane would increase capacity to about 3,000 to 3,100 vehicles per hour. This measure will require the approval of Caltrans. Also, this measure is currently not included in the East of 101 TIP. Therefore, the OPSP shall provide a fair share contribution towards this measure. It should be noted that because the improvement is within Caltrans' jurisdiction, the City of South San Francisco, as lead agency for the OPSP, cannot guarantee that the mitigation will be implemented While it is likely that Caltrans will implement the measure, thereby reducing the impact to a less than significant level, because the measure is beyond the lead agency's jurisdiction, for CEQA purposes, this impact is considered to be significant and unavoidable. There are no other physical improvements possible acceptable to Caltrans to accommodate the Base Case + OPSP volume of about 2,563 vehicles per hour.				SSF Public Works Department	

Oyster Point Phases 2, 3, and 4 Project: Mitigation Monitoring and Reporting Program

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Verification		
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Traf-36: Improvement to On-Ramp Capacity Southbound On-Ramp from Dubuque Avenue (see Figure 24 in Appendix E). This OPSP should provide a fair share contribution as determined by the City Engineer to the following measure. Provide a second on-ramp lane connection to the U.S.101 freeway. On-ramp capacity would be increased from 2,000 up to 3,000 vehicles per hour, with a Base Case + OPSP PM peak hour volume of about 2,125 vehicles per hour. This measure will require the approval of Caltrans. Also, this measure is currently not included in the East of 101 TIP. Therefore, the OPSP shall provide a fair share contribution towards this measure. It should be noted that because the improvement is within Caltrans' jurisdiction, the City of South San Francisco, as lead agency for the OPSP, cannot guarantee that the mitigation will be implemented While it is likely that Caltrans will implement the measure, thereby reducing the impact to a less than significant level, because the measure is beyond the lead agency's jurisdiction, for CEQA purposes, this impact is considered to be significant and unavoidable.	Prior to occupancy	Applicant for the development (Private developer for private development projects, City for City development projects)	Payment of required fee	SSF Public Works Department	
Util-2a: Upsize Pump Station No. 2. To provide the required sewer capacity for the Plan, Pump Station No. 2 will need to be	Prior to occupancy	Applicant for the	Payment of required fee	SSF Public Works	

Oyster Point Phases 2, 3, and 4 Project: Mitigation Monitoring and Reporting Program

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Verification		
			Monitoring Action	Monitoring Responsibility	Date Completed
upsized to a firm capacity of 1.6. The Sewer Master Plan includes expanding Pump Station No. 2. Improvements under the Sewer Master Plan are funded through a flat-rate sewer connection fee for new development and a monthly impact fee. The amount of the impact fee is based on the quantity (flow) of wastewater generated. The occupants of the proposed OPSP development shall pay the sanitary sewer fees imposed by the City of South San Francisco in order to mitigate the cost of the pump station upgrade necessary to manage the wastewater flows generated by the OPSP. **Util-2b: Oyster Point Subtrunk Replacement**. To provide the required sewer capacity, the Oyster Point Subtrunk will need to be replaced with a larger sized trunk line, with sizes ranging from 12, 15, and 18-inches. The majority of these improvements are included in the Sewer Master Plan and are funded through a flat-rate sewer connection fee for new development and a monthly impact fee. The amount of the impact fee is based on the quantity (flow) of wastewater generated. The occupants of the proposed OPSP shall pay the sanitary sewer fees imposed by the City of South San Francisco in order to mitigate the cost of the sewer system upgrades necessary to manage the wastewater flows generated by the OPSP. An additional 700 feet of 8-inch diameter sewer trunk from Eccles		development (Private developer for private development projects, City for City development projects)		Department	

Oyster Point Phases 2, 3, and 4 Project: Mitigation Monitoring and Reporting Program

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Verification		
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Avenue to Gull Road needs to be upsized to a 12-inch diameter trunk sewer. This segment of sewer trunk was not included in the recommendations in the Sewer Master Plan. The applicants shall either work with the City to include this improvement in an Sewer Master Plan update or directly fund their fair share of the improvement.					
Vis-2a: Lighting Plan. In order to reduce sources of light and glare created by lighting within the OPSP area, the applicant shall specify fixtures and lighting that maintains appropriate levels of light at building entries, walkways, courtyards, parking lots and private roads at night consistent with minimum levels detailed in the City's building codes. These fixtures shall be designed to eliminate spillover, high intensity, and unshielded lighting, thereby avoiding unnecessary light pollution. Prior to issuance of building permits for each phase of construction within the OPSP, the applicant shall submit a Lighting Design Plan for review and approval by the City of South San Francisco Planning Department. The plan shall include, but not necessarily be limited to the following: ○ The Lighting Design Plan shall disclose all potential light sources with the types of lighting and their locations. ○ Typical lighting shall include low mounted, downward casting and shielded lights that do not cause spillover onto adjacent	Prior to construction	Applicant for the development (Private developer for private development projects, City for City development projects)	Verification that compliant plans prepared and implemented	SSF Planning Division	

Oyster Point Phases 2, 3, and 4 Project: Mitigation Monitoring and Reporting Program

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Verification		
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properties and the utilization of motion detection systems where applicable. ○ No flood lights shall be utilized. ○ Lighting shall be limited to the areas that would be in operation during nighttime hours. ○ Low intensity, indirect light sources shall be encouraged. ○ On-demand lighting systems shall be encouraged. ○ Mercury, sodium vapor, and similar intense and bright lights shall not be permitted except where their need is specifically approved and their source of light is restricted. ○ Generally, light fixtures shall not be located at the periphery of the property and should shut off automatically when the use is not operating. Security lighting visible from the highway shall be motion-sensor activated. ○ Use "cut-off" fixtures designed to prevent the upward cast of light and avoid unnecessary light pollution where appropriate. ○ All lighting shall be installed in accordance with the building codes and the approved lighting plan during construction.					
Vis-2b: Glare Reduction. In order to reduce sources of daytime glare created by reflective building materials, the applicant shall specify exterior building materials for all proposed structures	Prior to construction	Applicant for the development	Verification that compliant plans	SSF Planning Division	

Oyster Point Phases 2, 3, and 4 Project: Mitigation Monitoring and Reporting Program

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Verification		
			Monitoring Action	Monitoring Responsibility	Date Completed
constructed for the Phase I Project and each subsequent phase of development under the OPSP that include the use of textured or other non-reflective exterior surfaces and non-reflective glass types, including double glazed and non-reflective vision glass. These materials shall be chosen for their non-reflective characteristics and their ability to reduce daytime glare. All exterior glass must meet the specifications of all applicable codes for non-reflective glass and would therefore reduce daytime glare emanating from the OPSP area.		(Private developer for private development projects, City for City development projects)	prepared and implemented		