

MITIGATION MONITORING AND REPORTING PROGRAM

Infinite 131 Project

City of South San Francisco

State Clearinghouse No. 2023110023

The environmental impact report (EIR) for the Infinite 131 Project (proposed project or project) identifies the mitigation measures that will be implemented to reduce the environmental impacts associated with the proposed project. The California Environmental Quality Act (CEQA) requires a public agency to adopt a monitoring and reporting program for assessing and ensuring compliance with any required mitigation measures applied to proposed development. As stated in Section 21081.6(a)(1) of the Public Resources Code:

The public agency shall adopt a reporting or monitoring program for the changes made to the project, or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.

Section 21081.6 also provides general guidelines for implementing mitigation monitoring programs.

The mitigation monitoring table lists those mitigation measures that may be included as conditions of approval for the project. To ensure that the mitigation measures are properly implemented, a monitoring program has been devised that identifies the timing and responsibility for monitoring each measure. The first column identifies mitigation measures that were identified in the EIR. The second column, entitled "Action Required," refers to the action that must be taken by the implementing party, usually the project applicant, to ensure implementation of the measure. The third column, entitled "Monitoring Timing," refers to when the monitoring will occur, ensuring that the action will be completed. The fourth column, "Monitoring Responsibility," refers to the agency responsible for overseeing or ensuring that the mitigation measure is implemented. The fifth column, entitled "Compliance Verification," is where the Responsible Agency verifies that the measures have been implemented.

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Air Quality						
Mitigation Measure AQ-1: Require Low-VOC Coatings during Project Operation The project sponsor shall require contractors, as a condition of contract, to reduce construction-related fugitive ROG emissions by ensuring that low-VOC coatings with a VOC content of 50 grams per liter or less are used during operations.	Project sponsor to provide City of South San Francisco (City) applicable provisions of construction contract requiring coatings with low levels of volatile organic compounds (VOCs) during operation.	Prior to issuance of building permit for any building or structure requiring coatings.	City of South San Francisco Economic and Community Development Department (Building Division)			
Mitigation Measure AQ-2: Require Low-VOC Cleaning Supplies The project sponsor shall provide educational resources for tenants concerning zero- or low-VOC cleaning products. Prior to receipt of any certificate of final occupancy, the project sponsor shall work with the City of South San Francisco to develop the electronic correspondence to be distributed by email to new commercial tenants regarding a requirement to purchase cleaning products that generate less than the typical VOC emissions.	Project sponsor to provide City with the electronic correspondence to be distributed to new commercial tenants regarding the requirement for low-VOC cleaning supplies.	Prior to receipt of certificate of final occupancy.	City of South San Francisco Economic and Community Development Department (Building Division)			
Mitigation Measure AQ-3: Require Use of Zero-Emission Landscape Equipment The project sponsor shall provide educational resources for tenants concerning zero-emission landscape equipment. The project sponsor, as a condition of contract, shall require all tenants to use only electric landscaping equipment throughout project operation to reduce ROG, NO _x , PM ₁₀ , and PM _{2.5} emissions.	Project sponsor to provide to City applicable provisions of contracts requiring all tenants to use only electric landscaping equipment throughout project operation to reduce emissions of reactive organic gas (ROG), nitrogen oxides (NO _x), particulate matter with a diameter of 10 microns or less (PM ₁₀), and particulate matter with a diameter of 2.5 microns or less (PM _{2.5}).	Prior to receipt of certificate of final occupancy.	City of South San Francisco Economic and Community Development Department (Building Division)			

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<p>Mitigation Measure AQ-4: Implement Construction Mitigation Measures to Reduce Dust Emissions</p> <p>The project sponsor shall require all construction contractors to implement the dust-reducing measures listed below, which are based on BAAQMD's Basic Best Management Practices for Construction-Related Fugitive Dust Emissions but include more stringent measures to obtain greater reductions. The project sponsor shall provide documentation to the City of South San Francisco that the construction measures have been reflected in all construction contracts prior to the commencement of project construction activities.</p> <ul style="list-style-type: none"> • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, unpaved access roads) shall be watered at least three times per day. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per month. The use of dry power sweeping is prohibited. • All vehicle speeds on unpaved roads shall be limited to 15 miles per hour. 	<p>Project sponsor to demonstrate that all construction mitigation measures to reduce dust emissions have been incorporated into contract specifications.</p>	<p>Once prior to issuance of grading permit.</p>	<p>City of South San Francisco Economic and Community Development Department (Building Division)</p>			

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<ul style="list-style-type: none">• All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading, unless seeding or soil binders are used.• All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.• All trucks and equipment, including their tires, shall be washed off prior to leaving the site. Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a 6- to 12-inch layer of compacted layer of wood chips, mulch, or gravel.• Publicly visible sign shall be posted with the name and telephone number of the person to contact at the City regarding dust complaints. That person shall respond and take corrective action within 48 hours. The air district’s general air pollution complaints number shall also be visible to ensure compliance with applicable regulations.						

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Biological Resources						
Mitigation Measure BIO-1: Special-status Species, Migratory Birds, and Nest Birds (from the General Plan EIR)	Project sponsor to obtain a qualified biologist to conduct pre-construction survey and mitigation and monitoring program (if required); the qualified biologist will submit the survey and monitoring documents to the City for review.	Once prior to issuance of grading permit.	City of South San Francisco Economic and Community Development Department (Building Division)			
Special-status species are those listed as endangered, threatened, or rare or candidates for listing by the U.S. Fish and Wildlife Service (USFWS) and/or California Department of Fish and Wildlife (CDFW) or designated as Rare Plant Rank 1B or 2B species by the California Native Plant Society (CNPS). This designation also includes CDFW Species of Special Concern and Fully Protected Species. Applicants or sponsors of projects on sites where potential special-status species, migratory birds, or nesting birds are present shall retain a qualified biologist to conduct a focused survey, per applicable regulatory agency protocols, to determine whether such species occur on a given project site. The project applicant or sponsor shall ensure that, if development of occupied habitat must occur, species impacts shall be avoided or minimized; if required by a regulatory agency or the CEQA process, any loss of wildlife habitat or individual plants shall be fully compensated on the site. If off-site mitigation is necessary, it shall occur within the South San Francisco Planning Area whenever possible, with priority given to existing habitat mitigation banks. Habitat mitigation shall be accompanied by a long-term management plan and monitoring		As needed during demolition and construction.				

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program prepared by a qualified biologist and include provisions for the protection of mitigation lands in perpetuity through the establishment of easements and adequate funding for maintenance and monitoring.						
Cultural Resources						
Mitigation Measure CULT-1: Prepare Documentation in the Likeness of the Historic American Building Survey (HABS) in Consultation with Interested Parties	Project sponsor, in consultation with third parties and qualified professionals, shall prepare HABS-like documentation, which shall be provided to the City and distributed to local repositories.	Prior to issuance of demolition permit.	City of South San Francisco Economic and Community Development Department (Building Division)			
Documentation and recordation of a historical resource that will be demolished shall reduce the loss of local history by preserving the history of the resource and its role within the region’s historical context for the public’s benefit and understanding. The applicant shall consult interested third parties and qualified professionals to prepare HABS-like documentation for the CRHR- and NRHP-eligible building on the project site proposed for demolition. Using the format and standards defined by NPS (which administers the HABS program), the applicant shall complete written and photographic documentation of the significant and character-defining features of the property prior to construction. This documentation shall minimize impacts by capturing and preserving a description of the property’s significance, occupant and development history, and physical characteristics associated with the resource.						

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In recent years, due to the large volume of submissions generated by environmental mitigation requirements, NPS and the National Archives have issued directives, indicating that they will not accept formal submissions under the HABS, Historic American Landscape Survey (HALS), and Historic American Engineering Record (HAER) programs unless the resource being documented is a rare, unusual, or exceptionally high-quality example of its type. Therefore, documentation at a similar level and formatting—HABS like, with standard photography, written narrative, measured drawings—shall supplement documentation standards without formal submission to NPS for review and approval. Instead, the prepared documentation shall be prepared informally for distribution to local repositories or reuse in interpretive or educational programs. Educational media, such as print materials, websites, or digital publications, shall be prepared from the HABS-level documentation and donated to interested local repositories, such as the City of South San Francisco Public Library System or the Historical Society of South San Francisco (specifically, the Historical Society Museum Collections). Educational media may incorporate written, photographic, and archival documentation (e.g., informal HABS-level documentation undertaken with NPS standards); oral history interviews; videos; or animation to						

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tell the story of the affected resource's contribution to the broad patterns of local history and cultural heritage represented by the affected resource.						
Mitigation Measure CULT-2: Initiate Interpretive Signage or Public Interpretation Program The applicant shall prepare an Interpretive Signage Plan and/or Public Interpretation Program, setting forth the process for the design and installation of interpretive signage and/or an interpretation program within the project site. The Interpretive Signage and/or Interpretation Program shall be developed in coordination with professionals who meet the Secretary of the Interior's Professional Qualification Standards in History or Architectural History. The interpretive signage and/or interpretation program shall include details regarding the proposed locations for the signage and/or program materials and the design of the visual components of the interpretive signage and/or interpretation program. The Interpretive Signage Plan and/or Public Interpretation Program shall not include cost analysis or specifications for the fabrication or installation of interpretative signage and/or interpretative program materials. The Interpretive Signage Plan and/or Public Interpretation Program shall be reviewed and approved by the City prior to the	Project applicant to submit interpretive signage plan or public interpretation program to City for review and approval. Project applicant to implement interpretive signage plan or public interpretation program.	Interpretive signage plan and/or public interpretation program to be reviewed and approved by City prior to issuance of a demolition permit. Interpretative signage and/or public interpretation program to be implemented prior to issuance of the first certificate of occupancy.	City of South San Francisco Economic and Community Development Department (Building Division)			

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issuance of a demolition permit for the proposed project. No further discretionary review or approvals are anticipated to be required by the City to implement the Interpretive Signage Plan and/or Public Interpretation Program. Implementation of the Interpretive Signage Plan and/or Public Interpretation Program shall include the following elements: Permanent Signage: The permanent interpretive signage shall include a minimum of two and a maximum of four permanent interpretive markers or signs that interpret South San Francisco's industrial heritage and include a history of the land uses previously located within the project site. The signs shall describe the industries that operated within the project site, namely, the Golden Gate Produce Terminal, and provide a written or visual narrative that places these companies within the context of the city's industrial development. The permanent signage shall use relevant historic photos, historic maps, and company archival materials (such as logos) to illustrate the narrative where feasible, given the availability and publication permission of the images. The signs shall be located in the interior and exterior of the proposed amenity building and/or at its adjacent courtyard within the project site. They shall be visible to both project site tenants and the general public (e.g., through an accessible and specific area or route through the grounds or buildings						

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	made legally available to the general public). Potential locations for permanent signage include the north courtyard, the south courtyard (and adjacent large-event/recreational space), the lobby entrance, and the proposed day-care facility. Permanent signage may also be incorporated into the perimeter path, promenade, or infinite loop. No more than half of the signs may be located in lobbies or other public spaces that are inside buildings. The permanent signs shall be installed prior to issuance of the first certificate of occupancy. In addition, a secondary location shall be sourced for potential permanent signage with ties to local produce distribution history and/or current farmer’s markets.					
	Public Interpretation Program: The Public Interpretation Program, including, but not limited to, self-guided walking tours, short-format films, or murals and public art, shall include materials that interpret South San Francisco’s industrial heritage and include a history of the land uses previously located within the project site. The Public Interpretation Program shall describe the industries that operated within the project site, namely, the Golden Gate Produce Terminal, and provide a written or visual narrative that places these companies within the context of the city’s industrial development. The Public Interpretation Program shall use relevant historic photos, historic maps, and company archival					

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<p>materials (such as logos) to illustrate the narrative where feasible, given the availability and publication permission of the images. The Public Interpretation Program shall be located in the interior and exterior of the proposed amenity building and its adjacent courtyard within the project site. It shall be visible to both project site tenants and the general public. Potential locations for interpretative program materials include the north courtyard, the south courtyard (and adjacent large-event/recreational space), the lobby entrance, and the proposed day-care facility. Interpretative program materials could also be incorporated into the perimeter path, promenade, or infinite loop. No more than half of the Public Interpretation Program locations may be displayed in lobbies or other public spaces that are inside buildings. The Public Interpretation Program shall be installed prior to the issuance of the first certificate of occupancy. In addition, a secondary location shall be sourced for a potential interpretation program with ties to local produce distribution history and/or current farmer's markets.</p>						

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Mitigation Measure CULT-3: Train Workers to Respond to the Discovery of Cultural Resources A qualified shall be retained to conduct cultural resources awareness training to all project personnel, prior to the start of construction. A qualified professional archaeologist is one that meets the Secretary of the Interior's Professional Qualification Standards in archaeology, as promulgated in Code of Federal Regulations (CFR), Title 36. The qualified archaeologist should note the names of all personnel who attend the cultural resources awareness training and email the information to the City for its records. The training shall include basic information about the types of artifacts that might be encountered during construction activities and procedures to follow in the event of a discovery. The training shall be provided for any additional personnel added to the project, even after the initiation of construction and ground-disturbing activities.	Qualified archaeologist (retained by the project sponsor) to conduct training.	Once prior to issuance of the grading permit. As needed during duration of soil-disturbing or excavating activities and throughout ground-disturbing activities.	City of South San Francisco Economic and Community Development Department (Building Division)			

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<p>Mitigation Measure CULT-4: Retain a Qualified Archaeologist to Perform Construction Monitoring, Evaluate Uncovered Archaeological Features, and Mitigate Potential Disturbance for Identified Significant Resources at the Project Site.</p> <p>An archaeological monitor shall be onsite to monitor all construction-related ground disturbing activities. The archaeological monitoring, treatment, and evaluation of discoveries should be overseen by a qualified archaeologist who meets the Secretary of the Interior's Standards for Archaeology and is experienced in archaeological resource identification in the Bay Area. The archaeological monitor should identify archaeological remains that might be exposed by equipment during ground-disturbing construction activities. The monitor should observe all excavation activities associated with trenching, as well as inspect backdirt piles for evidence of pre-European contact, historical, or other culturally sensitive materials. If it is safe to do so, the monitor should inspect the sidewalls of trenches and pits as they are exposed. If warranted by their observations, the monitor should be empowered to temporarily halt or redirect construction to examine soils or inspect the potential resources.</p> <p>Archaeological monitors shall collect photographs and maintain notes (including documentation of stratigraphy and</p>	<p>Qualified archaeologist (retained by the project sponsor) to monitor construction activities, complete daily monitoring logs, and provide the AMRR to the City at the conclusion of ground-disturbing activities.</p>	<p>As needed for duration of soil-disturbing or excavating activities and throughout all ground-disturbing activities.</p>	<p>City of South San Francisco Economic and Community Development Department (Community Development Director)</p>			

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<p>culturally sterile soils) and complete daily monitoring logs. The monitoring logs shall record the daily activities, including project locations and times, stratigraphic information, and findings of archaeological monitoring activities.</p> <p>An Archaeological Monitoring Results Report (AMRR) shall be prepared at the conclusion of ground-disturbing activities. The AMRR would include an introduction, regulatory context, monitoring methods, and findings. Daily monitoring logs, monitoring photographs, and figures depicting monitoring locations would be provided as appendices to the report.</p>						
Geology and Soils						
<p>Mitigation Measure GEO-6 (from General Plan EIR):</p> <p>Applicants, owners, and/or sponsors of all future development or construction projects shall be required to perform or provide paleontological monitoring for all proposed excavations in the Colma Formation and Merced Formation, including those buried in the shallow subsurface below Quaternary deposits, due to high paleontological sensitivity for significant resources in these areas. Should significant paleontological resources (e.g., bones, teeth, well-preserved plant elements) be unearthed by the future project construction crew, the project activities shall be diverted at least 15 feet from the</p>	<p>Project sponsor to retain a professional paleontologist for monitoring as well as verifying that all activity within 15 feet of a find is halted until the find is evaluated by a qualified professional. If needed, project sponsor to verify that the find has been evaluated by a qualified professional and that data recovery has occurred, if required.</p>	<p>As needed for duration of soil-disturbing or excavating activities and throughout all ground-disturbing activities.</p>	<p>City of South San Francisco Economic and Community Development Department (Building Division)</p>			

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discovered paleontological resources until a professional vertebrate paleontologist has assessed such discovered resources; if deemed significant, such resources shall be salvaged in a timely manner. The applicant/owner/ sponsor of said project shall be responsible for diverting project work and providing the assessment, including retaining a professional vertebrate paleontologist for such purpose. Collected fossils shall be deposited by the applicant/owner/sponsor in an appropriate repository (e.g., University of California Museum of Paleontology [UCMP], California Academy of Sciences) where the collection shall be properly curated and made available for future research.						
Noise						
Mitigation Measure NOI-1: Protect adjacent structures from construction-generated vibration. For construction with heavy ground-disturbing equipment that occurs within 13 feet of neighboring buildings, a construction vibration control plan shall be required to mitigate potential construction vibration impacts. The project sponsor shall incorporate into construction specifications for the proposed project a requirement for the construction contractor(s) to use all feasible means to avoid damage to adjacent and nearby buildings. Such methods to help reduce vibration-related	Project sponsor to submit a construction vibration control plan to City. In addition, project sponsor to provide to City applicable provisions of construction contract requiring the use of all feasible means to avoid damage to adjacent and nearby buildings.	Once prior to issuance of grading permit.	City of South San Francisco Economic and Community Development Department (Building Division)			

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	damage effects may include maintaining a safe distance between the construction site and the potentially affected building (e.g., at least 13 feet for large earth-disturbing equipment) or using smaller and less-vibration-intensive equipment in proximity to the potentially affected building. In the event that vibration-generating construction activity is required within 13 feet of nearby older buildings similar to “historic and some old buildings,” the construction contractor shall implement a monitoring program to minimize damage to adjacent buildings and ensure that any such damage is documented and repaired. If required, the monitoring program shall include the following components:					
	<ul style="list-style-type: none">• Prior to the start of any ground-disturbing activity within 13 feet of adjacent buildings, the construction contractor shall engage a structural engineer or other professional with similar qualifications to document and photograph the existing conditions of potentially affected buildings within 13 feet of proposed vibratory-generating construction activities.• Based on the construction and condition of the resource(s), the consultant shall also establish a standard maximum vibration level that will not be exceeded at nearby buildings, based on existing conditions, character-defining features,					

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	soil conditions, and anticipated construction practices. A common standard is a peak particle velocity of 0.25 inch per second for “historic and some old buildings,” as shown in Table5-1.					
	<ul style="list-style-type: none">• To ensure that vibration levels do not exceed the established standard, the project sponsor shall monitor vibration levels at each structure and prohibit vibratory construction activities that generate vibration levels in excess of the standard Should vibration levels be observed in excess of the selected standard, construction shall be halted and alternative construction techniques put in practice, to the extent feasible.• When vibration-intensive activity (e.g., heavy earth-disturbing equipment) occurs within 13 feet of a building, the structural engineer shall conduct an inspection of the building for damage within 7 days of that activity. If inspections determine that no damage occurred, the 7-day period may be increased to 30 days for that activity. Should damage to adjacent buildings occur, the building(s) shall be remediated to their preconstruction condition at the conclusion of ground-disturbing activity on the site.• Should all ground-disturbing construction activity occur 13 feet or more from the nearest existing structure, this monitoring plan shall not be required.					

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<p>Mitigation Measure TRANS-1: Advanced Implementation of Transportation Improvements Identified in General Plan, Lindenville Specific Plan, and Active South City Plan</p> <p>The project sponsor shall and/or fund, as indicated below, the following improvements identified in the General Plan, Lindenville Specific Plan, and Active South City Plan:</p> <p>1. <u>Signalization of the U.S. 101 Off-ramp/Produce Avenue and U.S. 101 On-ramp/Produce Avenue/Terminal Court Intersections</u>: The project shall implement two new traffic signals along Produce Avenue to improve traffic operations, safety, and bicycle and pedestrian access to the project site. The traffic signals shall be located at the intersections of the U.S. 101 off-ramp/Produce Avenue and U.S. 101 on-ramp/Produce Avenue/Terminal Court. The traffic signals shall be accompanied by changes to lane configurations, sidewalks, crosswalks, and bicycle facilities identified by the City to achieve consistency with adopted plans and policies.</p> <p>2. <u>Redesign of the Produce Avenue/San Mateo Avenue/Airport Boulevard Intersection</u>: The project shall implement a redesign of the Produce Avenue/San Mateo Avenue/Airport Boulevard intersection to improve</p>	<p>Project sponsor to implement or fund transportation improvements. If the City implements the improvements in advance of project construction, the project sponsor shall reimburse the City for the cost of construction. If another development implements the improvements prior to project construction, the project sponsor shall be responsible for a fair-share reimbursement of the construction costs to the developer leading these improvements.</p>	<p>Prior to receipt of certificate of final occupancy.</p>	<p>City of South San Francisco Economic and Community Development Department (Building Division)</p>			

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<p>traffic operations, safety, and bicycle, pedestrian, and transit access to the project site. A partial redesign of this intersection is already funded by the 100 Produce, 124 Airport, and 40 Airport projects, which will include removal of slip lanes on the northeast, northwest, and southwest corners. The project's redesign shall include the reconfiguration of turning lanes, improvements to pedestrian and bicycle facilities, and the addition of bus stops and shelters for SamTrans Route 292, as identified by the City.</p> <p>3. <u>Construction of a Class IV Separated Bikeway from Baden Avenue to Terminal Court via Airport Boulevard and Produce Avenue</u>: The project shall implement a Class IV separated bikeway on Produce Avenue and Airport Boulevard from Baden Avenue to Terminal Court, connecting the Caltrain station to the project site. This bikeway would close existing gaps between the project site, Caltrain station, and downtown South San Francisco, enabling continuous bicycle travel separated from auto and truck traffic. Improvements would include construction of a two-way facility along the west side of Produce Avenue from Terminal Court to Airport Boulevard/San Mateo Avenue, transitioning to a pair of one-way</p>						

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	facilities through the Caltrain crossing to Baden Avenue. High-visibility striping for pedestrian crosswalks and “YIELD TO PEDS” signs would be incorporated where necessary and within project limits.					
4. <u>Signalization of the San Mateo Avenue/Shaw Road/Tanforan Avenue Intersection</u>	The project shall implement a new traffic signal at the intersection of San Mateo Avenue/Shaw Road/Tanforan Avenue. This traffic signal would facilitate access to the project site via Shaw Road while reducing potential for multimodal conflicts. The traffic signal shall be accompanied by accessible sidewalk and curb ramp upgrades at the intersection as well as associated signal and intersection/sidewalk modifications at the adjacent San Mateo Avenue/South Linden Avenue intersection.					
5. <u>Engineering Study of a New Southbound U.S. 101 Off-ramp Connecting to the Utah Avenue Overpass</u>	The project shall fund an engineering study of a new southbound U.S. 101 off-ramp connecting to the proposed Utah Avenue overpass as envisioned in the general plan and Lindenville Specific Plan. The engineering study shall be led by the City. As currently					

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<p>envisioned, the overpass would not include a southbound off-ramp. A second off-ramp would facilitate more direct access to the overpass and address long-term queueing concerns. The off-ramp would be accompanied by a new street connection between Utah Avenue and Produce Avenue north of the project site.</p> <p>6. <u>Engineering Study and Fair-share Contribution toward a New Trail Crossing of U.S. 101 South of the Project Site</u>: The project shall fund an engineering study for a new Class I shared-use path crossing of U.S. 101 to connect the Bay Trail with Shaw Road. The engineering study shall be led by the City. An engineering study of the planned U.S. 101 crossing has not yet occurred, and a preferred alternative alignment has not been determined. The engineering study will consider potential trail crossing alignments, incorporate the preferred alternative alignment into its site plan, and quantify a fair-share contribution toward construction of the crossing.</p> <p>The mitigation shall be completed by the applicant prior to the project receiving a certificate of occupancy. If the City implements these improvements in advance of the project's construction, the project shall reimburse the City for the cost of construction. If another development</p>						

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implements these improvements and/or engineering studies prior to the project's construction, the project shall be responsible for a fair-share reimbursement of construction costs to the developer leading these improvements. This funding will ensure that transportation facilities serving the project site are appropriately sized to handle multimodal travel demand associated with the project, as envisioned in each plan.						