

Mitigation Monitoring and Reporting Program for the 201 Haskins Way Project

| Measures Adopted as Conditions of Approval  | Implementation Responsibility                       | Mitigation Schedule  | Monitoring/ Reporting Responsibility  | Monitoring Schedule/ Action Indicating Compliance   | Monitoring Agency   |
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| <b>Mitigation Measures for the 201 Haskins Way Project</b>  |   |  |   |   |   |
| <b>Air Quality</b>  |   |  |   |   |   |
| <p><b>MM-AQ-1a: Off-road Equipment Standards and Construction Emissions Minimization Plan</b></p> <p>Off-road equipment greater than 25 horsepower used during construction shall meet the Tier 4 Final off-road emission standards. Should the utilization of equipment meeting this standard prove to be technically infeasible, the construction contractor will select the lowest-emitting off-road equipment available. The construction contractor shall develop a Construction Emissions Minimization Plan (CEMP) which establishes the process used to select the lowest-emitting off-road equipment, specify the steps that will be taken to reduce emissions of criteria air pollutants and precursors, and provide analysis showing that NOx emissions for the applicable construction phase would remain below 54 lb/day, where feasible. The CEMP will be submitted to the City's Planning Division and approved prior to utilizing off-road equipment greater than 25 horsepower that does not meet Tier 4 Final off-road emission standards.</p> | <p>Developer(s) and construction contractor(s).</p> | <p>Prior to issuance of a building permit for each construction phase, the Developer(s) must submit Construction Emissions Minimization Plan.</p> <p>Prior to the commencement of construction activities for each construction phase, the Developer(s) must (1) certify compliance with the Plan and (2) all applicable requirements of the Plan have been incorporated into contract specifications.</p> <p>The Plan shall be kept on site and available for review. A sign shall be posted at the perimeter of the construction site indicating the basic requirements of the</p> | <p>Quarterly reports shall be submitted to Building Division staff indicating the construction phase and off-road equipment information used during each phase.</p> | <p>Considered complete for each construction phase upon the Planning and Building Division review and approval of Construction Emissions Minimization Plan or alternative measures that achieve the same emissions reduction.</p> | <p>Economic and Community Development Department (Planning Division or Building Division)</p> |

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| <b>MM-AQ-1b: Implement BAAQMD Basic Construction Mitigation Measures</b>  | Developer(s) and construction contractor(s). | Plan and where copies of the Plan are available to the public for review. | Contract specifications shall be submitted to the Planning Division and Building Division staff indicating the BAAQMD Basic Construction mitigation measures used during each phase. | Considered complete for each construction phase upon Planning and Building divisions' review and approval of contract specifications. | Economic and Community Development Department (Planning Division or Building Division) |
| BAAQMD Basic Construction Mitigation Measures are as follows:   |  |   |  |   |  |
| <ul style="list-style-type: none"> <li>• All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.</li> <li>• All haul trucks transporting soil, sand, or other loose material off-site shall be covered.</li> <li>• All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.</li> <li>• All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.</li> <li>• 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.</li> <li>• Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.</li> <li>• All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.</li> <li>• Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take</li> </ul> |  |   |  |   |  |

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| corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.   |  |  |  |  |   |
| <b>Biological Resources</b>  |  |  |  |  |   |
| <b>MM-BI-1a: Pre-construction Nesting Bird Surveys and Buffer Areas</b>  | Developer(s), qualified biological consultant. | Prior to issuance of demolition or building permits for each construction phase for construction during the nesting season (February 15 – September 15). | If construction will occur during nesting season, qualified biological consultant to conduct nesting bird surveys within 14 days prior to the start of construction and present results to Planning Division staff.  | Considered complete for each construction phase upon issuance of demolition or building permits for construction.  | Economic and Community Development Department (Planning Division) |
| Nesting birds and their nests shall be protected during construction by implementation of the following measures for each construction phase:  |  |  |  |  |   |
| a. To the extent feasible, conduct initial activities including, but not limited to, vegetation removal, tree trimming or removal, ground disturbance, building demolition, site grading, and other construction activities which may compromise breeding birds or the success of their nests outside of the nesting season (February 15 – September 15).  |  |  |  |  |   |
| b. If construction during the bird nesting season cannot be fully avoided, a qualified wildlife biologist* shall conduct a pre-construction nesting survey within 14 days prior to the start of construction or demolition at areas that have not been previously disturbed by project activities or after any construction breaks of 14 days or more. The survey shall be performed in suitable habitat within 100 feet of the applicable construction phase area in order to locate any active nests of passerine species and within 300 feet of the applicable construction phase area to locate any active raptor (birds of prey) nests. |  |  | If active nests are located during the preconstruction nesting bird survey, the qualified biologist will regularly monitor the nest and determine whether construction may proceed, or whether a no-disturbance buffer shall be established in which work shall be halted. | Considered complete for each construction phase upon completion of monitoring by the qualified biologist, and completion of necessary actions as determined by the Planning Division in compliance with the California Fish & Game Code and other applicable laws. |   |
| c. If active nests are located during the preconstruction nesting bird survey, a qualified biologist shall evaluate if the schedule of construction activities could affect the active nests and if so, the following measures would apply:  |  |  |  |  |   |
| i. If the qualified biologist determines that construction is not likely to affect the active nest, construction may proceed without restriction; however, a qualified biologist shall regularly monitor the nest at a frequency determined appropriate for the surrounding construction activity to confirm there is no adverse effect. Spot-check  |  |  |  |  |   |

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| <p>monitoring frequency would be determined on a nest-by-nest basis considering the particular construction activity, duration, proximity to the nest, and physical barriers which may screen activity from the nest.</p>   |                               |                     |                                      |   |                   |
| <p>ii. If it is determined that construction may affect the active nest, the qualified biologist shall establish a no-disturbance buffer around the nest(s) and all project work shall halt within the buffer until a qualified biologist determines the nest is no longer in use. Typically, these buffer distances are 100 feet for passerines and 300 feet for raptors; however, the buffers may be adjusted if an obstruction, such as a building, is within line-of-sight between the nest and construction.</p> |                               |                     |                                      |   |                   |
| <p>iii. Modifying nest buffer distances, allowing certain construction activities within the buffer, and/or modifying construction methods in proximity to active nests shall be done at the discretion of the qualified biologist and in coordination with the Planning Division. Necessary actions to remove or relocate an active nest(s) shall be coordinated with the Planning Division in compliance with the California Fish and Game Code and other applicable laws.</p>                                      |                               |                     |                                      |   |                   |
| <p>iv. Any work that must occur within established no-disturbance buffers around active nests shall be monitored by a qualified biologist. If adverse effects in response to project work within the buffer are observed and could compromise the nest, work within the no-disturbance buffer(s) shall halt until the nest occupants have fledged.</p>  |                               |                     |                                      |   |                   |
| <p>v. Any birds that begin nesting within the project area and survey buffers amid construction activities are assumed to be habituated to construction-related or similar noise and disturbance levels, so exclusion zones around nests may be reduced or eliminated in these cases as determined by the qualified biologist in coordination with the Planning Division. Work may proceed around these active nests as</p>   |                               |                     |                                      |   |                   |

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| <p>long as the nests and their occupants are not directly impacted.</p> <p>d. In the event inactive nests are observed within or adjacent to the project site during construction at any time throughout the year, any removal or relocation of the inactive nests shall be at the discretion of the qualified biologist in coordination with the Planning Division and in compliance with the California Fish and Game Code and other applicable laws, as appropriate. Work may proceed around these inactive nests.</p> <p>* Typical experience requirements for a “qualified biologist” include a minimum of 4 years of academic training and professional experience in biological sciences and related resource management activities, and a minimum of 2 years of experience conducting surveys for each species that may be present within the project area.</p>   |  |   |   |  |  |
| <p><b>MM-BI-1b: Lighting Measures to Reduce Impacts on Birds</b></p> <p>During design, a qualified biologist experienced with bird strikes and building/lighting design issues shall identify lighting-related measures to minimize the effects of the building’s lighting on birds. Such measures, which may include the following and/or other measures, shall be incorporated into the building’s design and operation.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Install shields onto light sources not necessary for air traffic to direct light towards the ground.</li> <li>• Extinguish all exterior lighting (i.e., rooftop floods, perimeter spots) not required for public safety.</li> <li>• When interior or exterior lights must be left on at night, the operator of the buildings shall examine and adopt alternatives to bright, all-night, floor-wide lighting, which may include installing motion-sensitive lighting, using desk lamps and task lighting, reprogramming timers, or using lower-intensity lighting.</li> </ul> | <p>Developer(s) for each construction phase to retain qualified professional consultant.</p> | <p>Prior to building permit issuance for each construction phase, bird-safe lighting design measures shall be incorporated.</p> | <p>Developer(s) for each construction phase shall submit bird-safe lighting specification to the Planning Division and Building Division for review and approval.</p> | <p>Considered complete for each construction phase upon approval or issuance of building permit.</p> | <p>Economic and Community Development Department (Planning Division and Building Division)</p> |

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| <ul style="list-style-type: none"> <li>Windows or window treatments that reduce transmission of light out of the building shall be implemented to the extent feasible.</li> </ul>  |  |   |   |  |  |
| <p><b>MM-BI-1c: Building Design Measures to Minimize Bird Strike Risk</b></p> <p>During design, a qualified biologist experienced with bird strikes and building/lighting design issues shall identify measures related to the external appearance of the building to minimize the risk of bird strikes. Such measures, which may include the following and/or other measures, shall be incorporated into the building’s design.</p> <ul style="list-style-type: none"> <li>Minimize the extent of glazing.</li> <li>Use low-reflective glass and/or patterned or fritted glass.</li> <li>Use window films, mullions, blinds, or other internal or external features to “break up” reflective surfaces rather than having large, uninterrupted areas of surfaces that reflect, and thus to a bird may not appear noticeably different from, vegetation or the sky.</li> </ul>  | <p>Developer(s) for each construction phase to retain qualified professional consultant.</p>       | <p>Prior to building permit issuance for each construction phase, lighting design measures shall be incorporated.</p>   | <p>Developer(s) for each construction phase shall submit bird-safe lighting specification to the Planning Division and Building Division for review and approval.</p> | <p>Considered complete for each construction phase upon approval or issuance of building permit.</p>   | <p>Economic and Community Development Department (Planning Division and Building Division)</p> |
| <p><b>Mitigation Measure MM-BI-1d: Pre-construction Bat Survey for Roosting Bats and Roosting Habitat Abatement (Phase 2)</b></p> <p>Prior to Phase 2 building demolition or tree removal activities, no more than 2 weeks prior to the start of any such demolition or removal activities, a qualified bat biologist shall conduct a pre-construction survey to identify if bats are roosting within vacant buildings and trees located on the Phase 2 project site. If no roosting sites or bats are observed during the survey, no further mitigation is necessary.</p> <p>If roosting bats or indications of bat roosts are observed within Phase 2 buildings or structures to be demolished, the qualified bat biologist shall be consulted to determine if bat roost replacement is required. If required, roost replacement shall be implemented before bat exclusion devices are installed on structures. Roost replacement, if required, will be implemented using suggested strategies such as those described in the Caltrans’ report California Bat Mitigation Techniques,</p> | <p>Developer(s) for each Phase 2 construction phase to retain qualified biological consultant.</p> | <p>Pre-construction survey to be completed prior to issuance of demolition or building permits for each Phase 2 construction phase.</p>   | <p>If no roosting sites or bats are observed on the Phase 2 site during the pre-construction survey, no further action necessary.</p>                                 | <p>Considered complete for each Phase 2 construction phase upon issuance of demolition or building permits for construction.</p>   | <p>Economic and Community Development Department (Planning Division)</p>                       |
|  |  | <p>If roosting bats or indications of bat roosts are observed within Phase 2 buildings or structures to be demolished, the qualified bat biologist shall be consulted to determine if bat</p> | <p>If required, qualified bat biologist shall present results of roosting habitat abatement and/or bat exclusion to Planning Division staff.</p>                      | <p>Considered complete for each Phase 2 construction phase upon completion of pre-construction surveys and, if required, roosting habitat abatement and bat exclusion as determined by the</p> |  |

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| <p>Solutions, and Effectiveness and will be based on species-specific roosting requirements.</p> <p>If bat exclusion is required, a wildlife removal specialist under the guidance of the qualified bat biologist shall conduct humane bat exclusion using methods such as one-way doors and installing physical barriers to entry. To reduce potential effects on roosting bats, exclusion shall be conducted between September 1 and March 31, but will not occur during long periods of inclement or cold weather (as determined by the qualified bat biologist) when prey are not available or bats are in torpor. For Phase 2 building demolition, eviction shall be initiated by either opening the roosting area to allow air flow through the roost cavity or installing a one-way exclusion device (e.g., one-way door) to evict the bats. Following bat exclusion device installation, the qualified bat biologist shall conduct biweekly inspections of each excluded structure until the structure(s) is demolished to ensure that physical exclusion devices are maintained.</p> <p>If roosting bats or indications of bat roosts are observed within Phase 2 project trees to be removed, tree removal shall be conducted between September 1 and March 31, but will not occur during long periods of inclement or cold weather (as determined by the qualified bat biologist) when prey are not available or bats are in torpor, to avoid impacts on maternal bat roosts. During Phase 2 tree removal and where potential bat roosts were identified, the qualified bat biologist shall be present and tree removal shall begin with portions of the tree that do not provide suitable roost habitat (e.g., low limbs lacking forage). Trees shall be removed at a speed in coordination with the on-site qualified bat biologist that allows any roosting bats to vacate the tree.</p> |  | <p>roost replacement is required.</p> <p>If bat exclusion is required, a wildlife removal specialist under the guidance of the qualified bat biologist shall conduct humane bat exclusion, which shall be conducted between September 1 and March 31, but will not occur during long periods of inclement or cold weather (as determined by the qualified bat biologist).</p> <p>If roosting bats or indications of bat roost are observed within trees on the Phase 2 site, tree removal shall be conducted between September 1 and March 31 in the presence of a qualified bat biologist.</p> |   | <p>Planning Division in compliance with the California Fish &amp; Game Code and other applicable laws.</p> |  |
| <b>Cultural Resources</b>  |  |   |   |  |  |
| <p><b>MM-CR-2a: Cultural Resources Worker Environmental Awareness Program (WEAP)</b></p> <p>A qualified archaeologist should conduct a WEAP training for all construction personnel on the project site prior to construction and ground-disturbing activities. The training should include basic information about the types of artifacts</p>   | <p>Developer(s) for each construction phase to retain qualified archaeologist.</p> | <p>Prior to the start of construction activities and ground-disturbing activities for each construction phase.</p>  | <p>Archaeological consultant's work shall be conducted in accordance with this measure at the</p> | <p>Considered complete when Developer(s) for each construction phase retain(s) a qualified</p>             | <p>Economic and Community Development Department</p> |

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| <p>that might be encountered during construction activities, and procedures to follow in the event of a discovery. This training should be provided for any additional personnel added to the project even after the initiation of construction and ground disturbing activities.</p>  |  |   | <p>direction of the Planning Division.</p>  | <p>professional archaeological consultant and archeological consultant has approved scope by the Planning Division.</p>   | <p>(Planning Division)</p>   |
| <p><b>MM-CR-2b: Cultural Resources Monitoring During Ground Disturbing Activities</b><br/>                     A qualified archaeologist shall monitor all ground-disturbing activities within native sediments within the project. This monitoring will continue for the duration of the project or until culturally sterile sediments are reached (e.g., bedrock). A qualified archaeologist may determine to decrease or increase monitoring efforts based on sediments observed, findings, or number of large ground disturbing machines in operation.</p>   | <p>Developer(s) for each construction phase to retain qualified archaeologist.</p>   | <p>Prior to the start of construction activities for each construction phase; implementation for the duration of soil-disturbing excavation activities.</p> | <p>Archaeological consultant's work shall be conducted in accordance with this measure at the direction of the Planning Division.</p> | <p>Considered complete for each construction phase when Developer(s) retain(s) a qualified professional archaeological consultant and archeological consultant has approved scope by the Planning Division.</p> | <p>Economic and Community Development Department (Planning Division)</p> |
| <p><b>MM-CR-2c: Halt Construction Activity, Evaluate Find and Implement Mitigation</b><br/>                     In the event that previously unidentified paleontological, archaeological, historical, or tribal resources are uncovered during site preparation, excavation, or other construction activity, all such activity within 25 feet of the discovery shall cease until the resources have been evaluated by a qualified professional, and specific measures can be implemented to protect these resources in accordance with sections 21083.2 and 21084.1 of the California Public Resources Code. If the find is significant, the archaeologist will excavate the find in compliance with state law, keeping project delays to a minimum. If the qualified archaeologist determines the find is not significant then proper recordation and identification will ensue and the project will continue without delay.</p> | <p>Developer(s) for each construction phase to retain qualified professional archaeologist.</p> <p>Archaeological consultant shall contact the Planning Division upon discovery of an archaeological site.</p> <p>The archaeological consultant shall coordinate with the Planning Division regarding appropriate archaeological treatment of the site, of recovered data from the</p> | <p>Implementation for the duration of soil-disturbing excavation activities for each construction phase.</p>  | <p>Archaeological consultant's work shall be conducted in accordance with this measure at the direction of the Planning Division.</p> | <p>Considered complete for each construction phase when Developer(s) retain(s) a qualified professional archaeological consultant and archeological consultant has approved scope by the Planning Division.</p> | <p>Economic and Community Development Department (Planning Division)</p> |

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|   | site, and, if applicable, any interpretative treatment of the associated archaeological site.  |   |  |  |   |
| <p><b>MM-CR-3: Halt Construction Activity, Evaluate Remains and Take Appropriate Action in Coordination with Native American Heritage Commission (NAHC)</b></p> <p>In the event that human remains are uncovered during site preparation, excavation, or other construction activity, all such activity within 25 feet of the discovery shall cease until the remains have been evaluated by the County Coroner, and appropriate action taken in coordination with the NAHC, in accordance with section 7050.5 of the CHSC or, if the remains are Native American, section 5097.98 of the California Public Resources Code.</p> | <p>Developer(s) for each construction phase to retain qualified professional archaeologist.</p> <p>Archaeological consultant shall contact the Planning Division and descendant group representative upon discovery of an archaeological site associated with descendant Native Americans.</p> <p>The representative of the descendant group shall be given the opportunity to monitor archaeological field investigations on the site and consult with the Planning Division regarding appropriate archaeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archaeological site.</p> <p>The representative of the descendant group</p> | Implementation for the duration of soil-disturbing excavation activities for each construction phase. | Archaeological consultant's work shall be conducted in accordance with this measure at the direction of the Planning Division. | Considered complete for each construction phase when Developer(s) for each construction phase completes ground disturbing activities for that construction phase as determined by the Planning Division. | Economic and Community Development Department (Planning Division) |

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|   | <p>shall be given the opportunity to monitor archaeological field investigations on the site and consult with the Planning Division and Developer(s) regarding all reasonable options for archaeological treatment of the remains, which may include: (1) the nondestructive removal and analysis of human remains and items associated with Native American human remains; (2) preservation of Native American human remains and associated items in place; (3) relinquishment of Native American human remains and associated items to the descendants for treatment; and (4) other culturally appropriate treatment. If no descendants are identified, then the remains shall reburied in a cemetery.</p> |  |  |  |  |
| <b>Noise and Vibration</b>  |  |  |  |  |  |
| <p><b>MM-NO-2: Groundborne Vibration Minimization and Avoidance.</b><br/>Prior to issuance of a building permit for each construction phase, the project sponsor shall identify areas of potential building damage from construction vibration and determine the distance at which construction equipment would be used</p> | <p>Developer(s) and construction contractor(s) for each construction phase.</p>  | <p>Prior to the issuance of each building permit for each construction phase of the project.</p> | <p>Developer(s) for each construction phase to submit a mitigation plan to the Planning Division and</p> | <p>Considered complete upon submittal of the mitigation plan and compliance monitoring program</p> | <p>Economic and Community Development Department (Planning</p> |

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| <p>during implementation of the proposed project. For any equipment use that would be located near enough to a building to exceed the Caltrans/FTA building damage threshold of 0.5 in/sec, the project sponsor shall prepare a mitigation plan that provides a procedure for limiting vibration on potentially affected structures based on an assessment of each structure's ability to withstand the loads and displacements due to construction vibrations. The project sponsor shall also prepare and implement a compliance monitoring program to ensure construction vibrations near buildings do not exceed the threshold of 0.5 in/sec, and identify site-specific control measures in consideration of equipment location and processes including, but not limited to, the following examples:</p> <ul style="list-style-type: none"> <li>• Operate earth-moving equipment on the work site as far away from existing buildings and human-occupied sites as possible.</li> <li>• Avoid simultaneous operation of vibration-causing construction equipment for demolition, earth-moving, or ground-impacting activities within approximately 50 feet existing buildings, where possible.</li> <li>• Avoid operation of vibratory rollers and packers within approximately 50 feet of existing buildings, where possible.</li> </ul> |  | Implementation ongoing during construction.   | Building Division. A single plan or multiple plans may be produced to address project phasing. | for each construction phase to the Planning Division and Building Division and documentation incorporating identified practices.      | Division and Building Division)   |
| <p><b>MM-NO-3: Mechanical Equipment Noise Requirements.</b><br/>                     Analysis of noise from the project's mechanical equipment shall be conducted to determine if the equipment will exceed the maximum permissible L50 sound levels 60 dB between 10 p.m. and 7 a.m. and 65 dB between 7 a.m. and 10 p.m. when measured at any receiving property as determined by Table 8.32.030 of the Municipal Code for C-1, P-C, Gateway, and Oyster Point Marina specific plan districts and what, if any, noise control measures must be included in the design to meet the City's requirements. Typical noise control measures include barriers, enclosures, silencers and acoustical louvers at vent openings. Prior to issuance of any building permits, the project applicant shall submit a report showing that noise levels calculated for project mechanical equipment will be no greater than maximum permissible sound levels provided in</p>   | Developer(s) and construction contractor(s) for each construction phase. | Prior to the issuance of each building permit for each construction phase of the project. | Planning Division and Building Division to review mechanical equipment plans.                  | Considered complete for each construction phase after submittal and approval of plans by the Planning Division and Building Division. | Economic and Community Development Department (Planning Division and Building Division) |

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| Municipal Code Chapter 8.32 and Table 8.32.030 on receiving properties.  |  |   |  |  |  |
| <b>Transportation</b>  |  |   |  |  |  |
| <p><b>MM-TR-1: Add a Northbound Right-Turn Lane at the Intersection of Littlefield Avenue and East Grand Avenue.</b></p> <p>The City of South San Francisco shall restripe the northbound approach on Littlefield Avenue to provide a separate right-turn lane in addition to the existing left-through-right lane. The additional turn lane may require removal of on-street parking and/or acquisition of right-of-way along Littlefield Avenue approaching East Grand Avenue. This improvement is included in the East of 101 Area Traffic Impact Fee. Therefore, the project's payment of East of 101 Traffic Impact Fees will represent the project's required contribution towards this mitigation.</p>  | Developer(s) for payment of East of 101 Traffic Impact Fees, and Public Works (Engineering Division) for construction of improvements. | Payment to East of 101 Traffic Impact Fees prior to issuance of building permits for each construction phase. | Project developer(s) for each construction phase to provide confirmation of payment to the Planning and Engineering divisions. | Considered complete for each construction phase when fee payment is confirmed. | Public Works (Engineering Division)                  |
| <p><b>MM-TR-3: Widen and Restripe the Southbound, Eastbound and Westbound Approaches at the Intersection of Gateway Boulevard/South Airport Boulevard/Mitchell Avenue.</b></p> <p>The City of South San Francisco shall widen the southbound approach on Gateway Boulevard to provide a second right-turn lane, widen the eastbound approach on South Airport Boulevard to provide a second left-turn lane and replace the existing shared through-right lane with one through lane and a second right-turn lane, and widen the westbound approach on Mitchell Avenue to replace the existing shared through-right lane with three through lanes and a right-turn lane. This improvement is included in the East of 101 Area Traffic Impact Fee. Therefore, the project's payment of East of 101 Traffic Impact Fees will represent the project's required contribution towards this mitigation.</p> | Developer(s) for payment of East of 101 Traffic Impact Fees, and Public Works (Engineering Division) for construction of improvements. | Payment to East of 101 Traffic Impact Fees prior to issuance of building permit for each construction phase.  | Project developer(s) for each construction phase to provide confirmation of payment to the Planning and Engineering divisions. | Considered complete for each construction phase when fee payment is confirmed. | Public Works (Engineering Division)                  |
| <p><b>MM-TR-5: Adjust Signal Timing at Gateway Boulevard and East Grand Avenue.</b></p> <p>The City of South San Francisco shall adjust signal timing at the intersection of Gateway Boulevard with East Grand Avenue to reduce the 95th percentile queue length in the westbound left-turn lane by the amount increased by the</p>  | Developer(s) for payment of East of 101 Traffic Impact Fees, and Public Works (Maintenance and Engineering divisions)                  | Payment to East of 101 Traffic Impact Fees prior to issuing building permit for each construction phase.      | Project developer(s) for each construction phase to provide confirmation of payment to the Planning and                        | Considered complete for each construction phase when fee payment is confirmed. | Public Works (Maintenance and Engineering divisions) |

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| <p>project. Improvements at this intersection are included in the East of 101 Area Traffic Impact Fee. Therefore, the project's payment of East of 101 Traffic Impact Fees will represent the project's required contribution towards this mitigation.</p>   | <p>for implementation of signal adjustments.</p>  |   | <p>Engineering Divisions.</p>   |   |  |
| <p><b>MM-TR-6: Adjust Signal Timing at the intersection of Airport Boulevard/San Mateo Avenue/Produce Avenue.</b><br/>                     The City of South San Francisco shall adjust signal timing at the intersection of Airport Boulevard and San Mateo Avenue/Produce Avenue to reduce the 95th percentile queue length in the westbound left-turn lane by the amount increased by the project. Improvements at this intersection are included in the East of 101 Area Traffic Impact Fee. Therefore, the project's payment of East of 101 Traffic Impact Fees will represent the project's required contribution towards this mitigation.</p> | <p>Developer(s) for payment of East of 101 Traffic Impact Fees, and Public Works (Maintenance and Engineering divisions).</p> | <p>Payment to East of 101 Traffic Impact Fees prior to issuing building permit for each construction phase.</p>                   | <p>Project developer(s) for each construction phase to provide confirmation of payment to the Planning and Engineering divisions.</p> | <p>Considered complete for each construction phase when fee payment is confirmed.</p>                               | <p>Public Works (Maintenance and Engineering divisions)</p>              |
| <p><b>MM-TR-7: Adjust Signal Timing at Airport Boulevard and Grand Avenue.</b><br/>                     The City of South San Francisco shall adjust signal timing at the intersection of Airport Boulevard with Grand Avenue to reduce the 95th percentile queue length in the southbound left-turn lane to be within the available 300 feet of storage length. Improvements at this intersection are included in the East of 101 Area Traffic Impact Fee. Therefore, the project's payment of East of 101 Traffic Impact Fees will represent the project's required contribution towards this mitigation.</p>                                      | <p>Developer(s) for payment of East of 101 Traffic Impact Fees, and Public Works (Maintenance and Engineering divisions).</p> | <p>Payment to East of 101 Traffic Impact Fees prior to issuing building permit for each construction phase.</p>                   | <p>Project developer(s) for each construction phase to provide confirmation of payment to the Planning and Engineering divisions.</p> | <p>Considered complete for each construction phase when fee payment is confirmed.</p>                               | <p>Public Works (Maintenance and Engineering divisions)</p>              |
| <p><b>MM-TR-9: Implement Transportation Demand Management measures listed in San Mateo County Congestion Management Program Appendix I.</b><br/>                     The project shall implement a TDM program consistent with the City's TDM ordinance and using trip credits in compliance with C/CAG's CMP sufficient to account for all net new peak hour trips.</p>   | <p>Developer(s) for payment of East of 101 Traffic Impact Fees, and Site Occupants for implementation of TDM.</p>             | <p>Developer(s) for each construction phase to prepare a final TDM plan prior to building permit for each construction phase.</p> | <p>Developer(s) for each construction phase to submit the TDM to Planning Division staff for review.</p>                              | <p>Considered complete for each construction phase when a final TDM plan has been approved by the Chief Planner</p> | <p>Economic and Community Development Department (Planning Division)</p> |
|  |   | <p>TDM Plan to be approved and physical features of the Plan in place by the developer(s) and building</p>                        | <p>Ongoing monitoring and reporting to occur at regular intervals as provided by the TDM ordinance.</p>                               | <p>Ongoing plan implementation for each construction phase considered satisfied when annual reporting</p>           |  |

| Measures Adopted as Conditions of Approval   | Implementation Responsibility            | Mitigation Schedule  | Monitoring/ Reporting Responsibility  | Monitoring Schedule/ Action Indicating Compliance   | Monitoring Agency   |
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| <p><b>MM-TR-13: Expand local shuttle services.</b><br/>                     The project sponsor shall participate in Commute.org's Employer/Property Manager Consortium and contribute a fair share of funding as required to ensure that shuttle buses serving the project site can accommodate peak hour transit passengers added by the proposed project. If the Commute.org shuttles do not adequately meet commuter needs or ridership exceeds capacity as a result of the proposed project, the project sponsor shall explore options to enhance the Commute.org shuttle program or augment shuttle services with other shuttle providers or mobility solutions.</p> | Project sponsor or Developer(s).         | Prior to issuance of temporary certificate of occupancy for each property.                   | Proof of fair share contribution to the Commute.org program to Planning Division Staff. If Commute.org shuttles do not adequately meet commuter needs or ridership exceeds capacity as a result of the proposed project, provide alternative shuttle service or other mobility solutions plan to Planning Division staff for review and approval. | <p>demonstrates Plan compliance and triennial reporting demonstrates Plan efficacy or provides adequate course correction through the revision of Plan measures pursuant to the TDM ordinance. (Ch. 20.400 of the South San Francisco Municipal Code)</p> <p>Considered complete for each construction phase when proof of fair share contribution is provided to the Planning division.</p> <p>Considered complete for each construction phase when alternative shuttle service or other mobility solutions plan is approved by the Planning Division and implemented by project sponsor or developer.</p> | Economic and Community Development Department (Planning Division) |
| <p><b>MM-TR-14: Provide shuttle stop amenities.</b><br/>                     For Phase 2 buildout, the project sponsor shall coordinate with shuttle providers to install amenities for transit passengers including seating, shelters and signage at shuttle bus stops, as well as transit information for employees in the new and</p>   | Phase 2 Project sponsor or Developer(s). | Prior to issuance of temporary certificate of occupancy for each Phase 2 construction phase. | Confirmation of shuttle stop amenity completion to be provided to the Planning and  | Considered complete for each construction phase when shuttle stop amenities are   | Economic and Community Development Department                     |

| Measures Adopted as Conditions of Approval  | Implementation Responsibility  | Mitigation Schedule   | Monitoring/ Reporting Responsibility  | Monitoring Schedule/ Action Indicating Compliance   | Monitoring Agency   |
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| <p>expanded structures. The project sponsor shall contribute its fair share to the cost of these amenities.</p>   |  |   | <p>Engineering divisions' staff.</p>  | <p>constructed and operational.</p>   | <p>(Planning Division and Engineering Division)</p>         |
| <p><b>Mitigation Measure C-TR-3: Add a Third Eastbound Lane on Grand Avenue at Airport Boulevard.</b></p>   | <p>Phase 2 Developer(s) for payment of East of 101 Traffic Impact Fees, Public Works Department (Engineering Division) for update to East of 101 Traffic Impacts Fee and construction of improvements.</p>               | <p>Payment of East of 101 Traffic Impacts Fees prior to issuance of building permits for each Phase 2 construction phase by Phase 2 Developer(s).</p> | <p>Phase 2 project developer(s) for each construction phase to provide confirmation of payment to Planning Division.</p>                      | <p>Considered complete for each Phase 2 construction phase when fee payment is confirmed.</p> | <p>Public Works (Maintenance and Engineering divisions)</p> |
| <p><i>NOTE: The City is in the process of updating its Capital Improvement Program (CIP) and East of 101 Area Traffic Impact Fee (TIF). The City may consider including the improvements identified in this Mitigation Measure in the updated CIP and TIF. Until TIF and CIP updates are complete, however, the City does not have a mechanism for funding the improvements identified in this Mitigation Measure. In connection with its update to the CIP and TIF, the City retains discretion to modify or omit, if infeasible, the improvements identified in this Mitigation Measure, including but not limited to restriping, reconfiguring, or widening lanes or adjusting signal timing. For these reasons, the City cannot guarantee that this Mitigation Measure will be implemented.</i></p> |  |   |   |   |   |
| <p><b>MM-C-TR-4: Adjust Signal Timing for Pedestrian Crossings at the intersection of Dubuque Avenue and Grand Avenue.</b></p>  | <p>Phase 2 Developer(s) for payment of East of 101 Traffic Impact Fees, Public Works Department (Engineering Division) for update to East of 101 Traffic Impacts Fee and implementation of signal timing adjustment.</p> | <p>Payment of East of 101 Traffic Impacts Fees prior to issuance of building permits for each Phase 2 construction phase by Phase 2 Developer(s).</p> | <p>Phase 2 project developer(s) for each construction phase to provide confirmation of payment to the Planning and Engineering divisions.</p> | <p>Considered complete for each Phase 2 construction phase when fee payment is confirmed.</p> | <p>Public Works (Maintenance and Engineering divisions)</p> |
| <p><i>NOTE: The City is in the process of updating its Capital Improvement Program (CIP) and East of 101 Area Traffic Impact Fee (TIF). The City may consider including the improvements identified in this Mitigation Measure in the updated CIP and TIF. Until TIF and CIP updates are complete, however, the City does not have a mechanism for funding the improvements identified in this Mitigation Measure. In connection with its update to the CIP and TIF, the City retains discretion to modify or omit, if infeasible, the improvements</i></p>   |  |   |   |   |   |

| Measures Adopted as Conditions of Approval  | Implementation Responsibility  | Mitigation Schedule   | Monitoring/ Reporting Responsibility   | Monitoring Schedule/ Action Indicating Compliance                                     | Monitoring Agency   |
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| <p><i>identified in this Mitigation Measure, including but not limited to restriping, reconfiguring, or widening lanes or adjusting signal timing. For these reasons, the City cannot guarantee that this Mitigation Measure will be implemented.</i></p>   |  |   |  |   |   |
| <p><b>MM-C-TR-5: Add a Second Northbound Left-Turn Lane to the northbound approach on East Grand Avenue at the Grand Avenue Overcrossing.</b></p> <p>The City of South San Francisco shall restripe the northbound approach on East Grand Avenue to provide a second left-turn lane, and implement curb and traffic signal modifications as required.</p> <p><i>NOTE: The City is in the process of updating its Capital Improvement Program (CIP) and East of 101 Area Traffic Impact Fee (TIF). The City may consider including the improvements identified in this Mitigation Measure in the updated CIP and TIF. Until TIF and CIP updates are complete, however, the City does not have a mechanism for funding the improvements identified in this Mitigation Measure. In connection with its update to the CIP and TIF, the City retains discretion to modify or omit, if infeasible, the improvements identified in this Mitigation Measure, including but not limited to restriping, reconfiguring, or widening lanes or adjusting signal timing. For these reasons, the City cannot guarantee that this Mitigation Measure will be implemented.</i></p> | <p>Developer(s) for payment of East of 101 Traffic Impact Fees, Public Works Department (Engineering Division) for update to East of 101 Traffic Impacts Fee and construction of improvements.</p> | <p>Payment of East of 101 Traffic Impacts Fees prior to issuance of building permits for each construction phase.</p> | <p>Project developer(s) to provide confirmation of payment to the Planning and Engineering divisions.</p>  | <p>Considered complete for each construction phase when fee payment is confirmed.</p> | <p>Public Works (Maintenance and Engineering divisions)</p> |
| <p><b>MM-C-TR-6: Add a Westbound Right-Turn Lane and a Northbound Left-Turn Lane at the intersection of Gateway Boulevard and East Grand Avenue.</b></p> <p>The City of South San Francisco shall restripe or widen the westbound approach on East Grand Avenue to provide a separate right-turn lane in addition to the existing three through lanes and planned two left-turn lanes. Widen the northbound approach on Gateway Boulevard to provide a second left-turn lane.</p> <p><i>NOTE: The City is in the process of updating its Capital Improvement Program (CIP) and East of 101 Area Traffic Impact Fee (TIF). The City may consider including the improvements identified in this Mitigation Measure in the updated CIP and TIF. Until TIF and CIP updates are complete, however, the City does not have a mechanism for funding the</i></p>  | <p>Developer(s) for payment of East of 101 Traffic Impact Fees, Public Works Department (Engineering Division) for update to East of 101 Traffic Impacts Fee and construction of improvements.</p> | <p>Payment of East of 101 Traffic Impacts Fees prior to issuance of building permits for each construction phase.</p> | <p>Project developer(s) for each construction phase to provide confirmation of payment to the Planning and Engineering divisions.</p> <p>Confirmation of completion of turn lane improvement to Planning Division.</p> | <p>Considered complete for each construction phase when fee payment is confirmed.</p> | <p>Public Works (Maintenance and Engineering divisions)</p> |

| Measures Adopted as Conditions of Approval  | Implementation Responsibility  | Mitigation Schedule   | Monitoring/ Reporting Responsibility  | Monitoring Schedule/ Action Indicating Compliance   | Monitoring Agency   |
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| <p><i>improvements identified in this Mitigation Measure. In connection with its update to the CIP and TIF, the City retains discretion to modify or omit, if infeasible, the improvements identified in this Mitigation Measure, including but not limited to restriping, reconfiguring, or widening lanes or adjusting signal timing. For these reasons, the City cannot guarantee that this Mitigation Measure will be implemented.</i></p>  |  |   |   |   |   |
| <p><b>MM-C-TR-7: Add a Fourth Westbound Through Lane on East Grand Avenue and Restripe Northbound and Southbound Approaches to the Intersection of Harbor Way/Forbes Boulevard/East Grand Avenue.</b></p> <p>The City of South San Francisco shall widen the westbound approach on East Grand Avenue at Harbor Way/Forbes Boulevard to provide a fourth through lane. Restripe southbound Forbes Boulevard from the planned improvements to provide one left-turn lane, two through lanes and one right-turn lane. Restripe northbound Harbor Boulevard from the planned improvements to provide two left-turn lanes, one through lane and one right-turn lane, with signal modifications as required.</p>  | <p>Developer(s) for payment of East of 101 Traffic Impact Fees, Public Works Department (Engineering Division) for update to East of 101 Traffic Impacts Fee and construction of improvements.</p> | <p>Payment of East of 101 Traffic Impacts Fees prior to issuance of building permits for each construction phase.</p> | <p>Project developer(s) for each construction phase to provide confirmation of payment to the Planning and Engineering divisions.</p> | <p>Considered complete for each construction phase when fee payment is confirmed.</p>         | <p>Public Works (Maintenance and Engineering divisions)</p> |
| <p><i>NOTE: The City is in the process of updating its Capital Improvement Program (CIP) and East of 101 Area Traffic Impact Fee (TIF). The City may consider including the improvements identified in this Mitigation Measure in the updated CIP and TIF. Until TIF and CIP updates are complete, however, the City does not have a mechanism for funding the improvements identified in this Mitigation Measure. In connection with its update to the CIP and TIF, the City retains discretion to modify or omit, if infeasible, the improvements identified in this Mitigation Measure, including but not limited to restriping, reconfiguring, or widening lanes or adjusting signal timing. For these reasons, the City cannot guarantee that this Mitigation Measure will be implemented.</i></p> |  |   |   |   |   |
| <p><b>MM-C-TR-10: Reconstruct the Southbound Approach on Airport Boulevard at San Mateo Avenue.</b></p> <p>The City of South San Francisco shall reconstruct south bound Airport Boulevard at San Mateo Avenue to convert the right-turn lane to a shared through-right lane, so that the southbound approach provides one left-turn lane, two through</p>  | <p>Phase 2 Developer(s) for payment of East of 101 Traffic Impact Fees, Public Works Department (Engineering Division)</p>   | <p>Payment of East of 101 Traffic Impacts Fees prior to issuance of building permits for each Phase 2</p>             | <p>Phase 2 project developer(s) for each construction phase to provide confirmation of payment to the</p>                             | <p>Considered complete for each Phase 2 construction phase when fee payment is confirmed.</p> | <p>Public Works (Maintenance and Engineering divisions)</p> |

| Measures Adopted as Conditions of Approval  | Implementation Responsibility  | Mitigation Schedule  | Monitoring/ Reporting Responsibility   | Monitoring Schedule/ Action Indicating Compliance                              | Monitoring Agency                                    |
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| lanes and a shared through-right lane, and implement curb and traffic signal modifications as required.   | for update to East of 101 Traffic Impacts Fee and construction of improvements.  | construction phase by Phase 2 Developer(s).  | Planning and Engineering divisions.  |  |  |
| <p><i>NOTE: The City is in the process of updating its Capital Improvement Program (CIP) and East of 101 Area Traffic Impact Fee (TIF). The City may consider including the improvements identified in this Mitigation Measure in the updated CIP and TIF. Until TIF and CIP updates are complete, however, the City does not have a mechanism for funding the improvements identified in this Mitigation Measure. In connection with its update to the CIP and TIF, the City retains discretion to modify or omit, if infeasible, the improvements identified in this Mitigation Measure, including but not limited to restriping, reconfiguring, or widening lanes or adjusting signal timing. For these reasons, the City cannot guarantee that this Mitigation Measure will be implemented.</i></p> |  |  |  |  |  |
| <p><b>MM-C-TR-13: Restripe the Northbound Approach on South Airport Boulevard at Utah Avenue.</b><br/>The City of South San Francisco shall restripe northbound South Airport Boulevard at Utah Avenue to convert the rightmost through lane to a shared through-right lane, so that the northbound approach provides one left-turn lane, one through lane, one shared through-right lane and one right-turn lane, and implement traffic signal modifications as required.</p>  | Developer(s) for payment of East of 101 Traffic Impact Fees, Public Works Department (Engineering Division) for update to East of 101 Traffic Impacts Fee, and Public Works (Maintenance Division) for implementation of signal timing adjustment. | Payment of East of 101 Traffic Impacts Fees prior to issuance of building permits for each construction phase. | Project developer(s) for each construction phase to provide confirmation of payment to the Planning and Engineering divisions. | Considered complete for each construction phase when fee payment is confirmed. | Public Works (Maintenance and Engineering divisions) |
| <p><i>NOTE: The City is in the process of updating its Capital Improvement Program (CIP) and East of 101 Area Traffic Impact Fee (TIF). The City may consider including the improvements identified in this Mitigation Measure in the updated CIP and TIF. Until TIF and CIP updates are complete, however, the City does not have a mechanism for funding the improvements identified in this Mitigation Measure. In connection with its update to the CIP and TIF, the City retains discretion to modify or omit, if infeasible, the improvements identified in this Mitigation Measure, including but not limited to restriping, reconfiguring, or widening lanes or adjusting signal timing. For these reasons, the City cannot guarantee that this Mitigation Measure will be implemented.</i></p> |  |  |  |  |  |
| <p><b>MM-C-TR-15: At the intersection of Airport Boulevard and Grand Avenue, widen Grand Avenue to provide a third</b></p>  | Developer(s) for payment of East of 101  | Payment of East of 101 Traffic Impacts   | Project developer(s) for each  | Considered complete for each   | Public Works (Maintenance                            |

| Measures Adopted as Conditions of Approval   | Implementation Responsibility   | Mitigation Schedule   | Monitoring/ Reporting Responsibility   | Monitoring Schedule/ Action Indicating Compliance                                     | Monitoring Agency   |
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| <p><b>eastbound approach lane at the intersection and adjust signal timing.</b></p> <p>The City of South San Francisco shall widen Grand Avenue to provide a third lane on the eastbound approach (Mitigation Measure MM-C-TR-3) and adjust signal timing at the intersection of Airport Boulevard and Grand Avenue to reduce the 95th percentile queue length in the southbound left-turn lane and westbound right-turn lane.</p> <p><i>NOTE: The City is in the process of updating its Capital Improvement Program (CIP) and East of 101 Area Traffic Impact Fee (TIF). The City may consider including the improvements identified in this Mitigation Measure in the updated CIP and TIF. Until TIF and CIP updates are complete, however, the City does not have a mechanism for funding the improvements identified in this Mitigation Measure. In connection with its update to the CIP and TIF, the City retains discretion to modify or omit, if infeasible, the improvements identified in this Mitigation Measure, including but not limited to restriping, reconfiguring, or widening lanes or adjusting signal timing. For these reasons, the City cannot guarantee that this Mitigation Measure will be implemented.</i></p> | <p>Traffic Impact Fees, Public Works Department (Engineering Division) for update to East of 101 Traffic Impacts Fee, and Public Works (Maintenance and Engineering divisions) for construction of improvements and implementation of signal timing adjustment.</p>   | <p>Fees prior to issuance of building permits for each construction phase.</p>  | <p>construction phase to provide confirmation of payment to Planning Division.</p>                               | <p>construction phase when fee payment is confirmed.</p>                              | <p>and Engineering divisions)</p>                           |
| <p><b>MM-C-TR-16: Add a Westbound Right-Turn Lane and a Northbound Left-Turn Lane and Adjust Signal Timing at the Intersection of Gateway Boulevard and East Grand Avenue.</b></p> <p>The City of South San Francisco shall add a westbound right-turn lane on East Grand Avenue and a northbound left-turn lane on Gateway Boulevard, and adjust signal timing at the intersection of Gateway Boulevard with East Grand Avenue to reduce the 95th percentile queue length in the eastbound through lane and westbound left-turn lane.</p> <p><i>NOTE: The City is in the process of updating its Capital Improvement Program (CIP) and East of 101 Area Traffic Impact Fee (TIF). The City may consider including the improvements identified in this Mitigation Measure in the updated CIP and TIF. Until TIF and CIP updates are complete, however, the City does not have a mechanism for funding the improvements identified in this Mitigation Measure. In connection with its update to the CIP and TIF, the City retains discretion to modify or omit, if infeasible, the improvements</i></p>   | <p>Developer(s) for payment of East of 101 Traffic Impact Fees, Public Works Department (Engineering Division) for update to East of 101 Traffic Impacts Fee, and Public Works (Maintenance and Engineering divisions) for construction of improvements and implementation of signal timing adjustment.</p> | <p>Payment of East of 101 Traffic Impacts Fees prior to issuance of building permits for each construction phase.</p> | <p>Project developer(s) for each construction phase to provide confirmation of payment to Planning Division.</p> | <p>Considered complete for each construction phase when fee payment is confirmed.</p> | <p>Public Works (Maintenance and Engineering divisions)</p> |

| Measures Adopted as Conditions of Approval   | Implementation Responsibility   | Mitigation Schedule   | Monitoring/ Reporting Responsibility  | Monitoring Schedule/ Action Indicating Compliance                                     | Monitoring Agency   |
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| <p><i>identified in this Mitigation Measure, including but not limited to restriping, reconfiguring, or widening lanes or adjusting signal timing. For these reasons, the City cannot guarantee that this Mitigation Measure will be implemented.</i></p>  |   |   |   |   |   |
| <p><b>MM-C-TR-17: Adjust Signal Timing at the Intersection of Airport Boulevard/Produce Avenue and San Mateo Avenue/Airport Boulevard.</b></p> <p>The City of South San Francisco shall reconstruct the southbound approach on Airport Boulevard at San Mateo Avenue to convert the right-turn lane to a shared through-right lane, so that the southbound approach provides one left-turn lane, two through lanes and a shared through-right lane, and implement curb and traffic signal modifications and adjust signal timing at the intersection of Airport Boulevard and San Mateo Avenue to reduce the 95th percentile queue length in the westbound left-turn lane.</p> <p><i>NOTE: The City is in the process of updating its Capital Improvement Program (CIP) and East of 101 Area Traffic Impact Fee (TIF). The City may consider including the improvements identified in this Mitigation Measure in the updated CIP and TIF. Until TIF and CIP updates are complete, however, the City does not have a mechanism for funding the improvements identified in this Mitigation Measure. In connection with its update to the CIP and TIF, the City retains discretion to modify or omit, if infeasible, the improvements identified in this Mitigation Measure, including but not limited to restriping, reconfiguring, or widening lanes or adjusting signal timing. For these reasons, the City cannot guarantee that this Mitigation Measure will be implemented.</i></p> | <p>Developer(s) for payment of East of 101 Traffic Impact Fees, Public Works Department (Engineering Division) for update to East of 101 Traffic Impacts Fee, and Public Works (Maintenance and Engineering divisions) for construction of improvements and implementation of signal timing adjustment.</p> | <p>Payment of East of 101 Traffic Impacts Fees prior to issuance of building permits for each construction phase.</p> | <p>Project developer(s) for each construction phase to provide confirmation of payment to the Planning and Engineering divisions.</p> | <p>Considered complete for each construction phase when fee payment is confirmed.</p> | <p>Public Works (Maintenance and Engineering divisions)</p> |
| <p><b>MM-C-TR-18: Adjust Signal Timing at the Intersection of South Airport Boulevard and U.S. 101 Hook Ramps at Wondercolor Lane.</b></p> <p>The City of South San Francisco shall coordinate with Caltrans to adjust signal timing at the intersection of South Airport Boulevard and the U.S. 101 hook ramps at Wondercolor Lane.</p>   | <p>Developer(s) for payment of East of 101 Traffic Impact Fees, Public Works Department (Engineering Division) for update to East of 101 Traffic Impacts Fee, and Public Works (Maintenance Division)</p>   | <p>Payment of East of 101 Traffic Impacts Fees prior to issuance of building permits for each construction phase.</p> | <p>Project developer(s) for each construction phase to provide confirmation of payment to the Planning and Engineering divisions.</p> | <p>Considered complete for each construction phase when fee payment is confirmed.</p> | <p>Public Works (Maintenance and Engineering divisions)</p> |

| Measures Adopted as Conditions of Approval   | Implementation Responsibility   | Mitigation Schedule   | Monitoring/ Reporting Responsibility   | Monitoring Schedule/ Action Indicating Compliance   | Monitoring Agency  |
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| <p><i>NOTE: The City is in the process of updating its Capital Improvement Program (CIP) and East of 101 Area Traffic Impact Fee (TIF). The City may consider including the improvements identified in this Mitigation Measure in the updated CIP and TIF. Until TIF and CIP updates are complete, however, the City does not have a mechanism for funding the improvements identified in this Mitigation Measure. In connection with its update to the CIP and TIF, the City retains discretion to modify or omit, if infeasible, the improvements identified in this Mitigation Measure, including but not limited to restriping, reconfiguring, or widening lanes or adjusting signal timing. For these reasons, the City cannot guarantee that this Mitigation Measure will be implemented.</i></p>  | <p>for implementation of signal timing adjustment.</p>                          |   |  |   |  |
| <p><b>Improvement Measures for the 201 Haskins Way Project</b></p>   |   |   |  |   |  |
| <p><b>Noise and Vibration</b></p>  |   |   |  |   |  |
| <p><b>IM-NO-1: Construction Noise Minimization and Notification.</b></p> <p>In order to minimize disruption and potential annoyance during project construction, the project sponsor shall implement the following construction minimization and notifications measures:</p> <ul style="list-style-type: none"> <li>• All construction equipment shall be equipped with mufflers and sound control devices (e.g., intake silencers and noise shrouds) that are in good condition and appropriate for the equipment.</li> <li>• Maintain all construction equipment to minimize noise emissions.</li> <li>• Stationary equipment shall be located on the site to maintain the greatest possible distance to the existing office buildings, where feasible.</li> <li>• Unnecessary idling of internal combustion engines should be strictly prohibited.</li> <li>• Provide advance notification to surrounding land uses disclosing the construction schedule, including the various types of activities that would be occurring throughout the duration of the construction period.</li> <li>• The construction contractor shall provide the name and telephone number an on-site construction liaison. If</li> </ul> | <p>Developer(s) and construction contractor(s) for each construction phase.</p> | <p>Prior to the issuance of each building permit for duration of the project. Implementation ongoing during construction.</p> | <p>Developer(s) to submit construction contracts for each construction phase to the Planning Division and Building Division.</p> | <p>Considered complete upon submittal of construction contract for each construction phase to the Planning Division and Building Division and documentation incorporating identified practices.</p> | <p>Economic and Community Development Department (Building Division)</p> |

| Measures Adopted as Conditions of Approval  | Implementation Responsibility | Mitigation Schedule | Monitoring/ Reporting Responsibility | Monitoring Schedule/ Action Indicating Compliance | Monitoring Agency |
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| <p>construction noise is found to be intrusive to the community (complaints are received), the construction liaison shall investigate the source of the noise and require that reasonable measures be implemented to correct the problem.</p> <ul style="list-style-type: none"><li>Schedule high noise-producing activities during times when they would be least likely to interfere with the noise sensitive activities of the neighboring land uses, when possible.</li></ul> |                               |                     |                                      |   |                   |