

# 124 Airport Blvd/100 Produce Ave Residential Project Mitigation Monitoring and Reporting Program

August 2021

The California Environmental Quality Act (CEQA) and CEQA Guidelines require Lead Agencies to adopt a program for monitoring the mitigation measures required to avoid the significant environmental impacts of a project. The Mitigation Monitoring and Reporting Program (MMRP) ensures that mitigation measures imposed by the City are completed at the appropriate time in the development process.

The mitigation measures identified in the Sustainable Communities Environmental Assessment Initial Study for the 124 Airport Blvd/100 Produce Ave Residential Project include measures from the prior applicable environmental impact report (The Plan Bay Area Environmental Impact Report), as well as project-specific mitigation measures. In addition to listing all identified mitigation measures, the MMRP also provides the party responsible for monitoring implementation of the mitigation measure, the milestones for implementation and monitoring, and a sign-off that the mitigation measure has been implemented. Applicable mitigation measures from the Plan Bay Area Environmental Impact Report that have been incorporated into the 124 Airport Blvd/100 Produce Ave Residential Project Sustainable Communities Environmental Assessment Initial Study, consistent with Public Resources Code Section 21155.2, are distinguishable by the preceding letters "PBA".

**MITIGATION MONITORING AND REPORTING PROGRAM**  
**124 AIRPORT BLVD/100 PRODUCE AVE RESIDENTIAL PROJECT**

Mitigation Number	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
<b>I. AIR QUALITY</b>				
PBA 2.2-2.	<p><i>When screening levels are exceeded (see Table 2.2-8 [of the Plan Bay Area EIR] or those most currently updated by BAAQMD), implementing agencies and/or project sponsors shall implement measures, where applicable, feasible, and necessary based on project- and site-specific considerations, that include, but are not limited to the following:</i></p> <p><i>Construction Best Practices for Exhaust:</i></p> <ul style="list-style-type: none"> <li>• <i>The applicant/general contractor for the project shall submit a list of all off-road equipment greater than 25 horsepower (hp) that would be operated for more than 20 hours over the entire duration of project construction, including equipment from subcontractors, to BAAQMD for review and certification. The list shall include all information necessary to ensure the equipment meets the following requirement:</i> <ul style="list-style-type: none"> <li>○ <i>1) Be zero emissions OR 2) have engines that meet or exceed either EPA or ARB Tier 2 off-road emission standards; and 3) have engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS), if one is available for the equipment being used. Equipment with engines that meet Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement; therefore, a VDECS would not be required.</i></li> <li>○ <i>Idling time of diesel-powered construction equipment and trucks shall be limited to no more than two minutes. Clear signage of this idling restriction shall be provided for construction workers at all access points.</i></li> <li>○ <i>All construction equipment shall be maintained</i></li> </ul> </li> </ul>	<p>City of South San Francisco Planning Division</p> <p>Bay Area Air Quality Management District</p>	Prior to issuance of grading permits and during construction	

**MITIGATION MONITORING AND REPORTING PROGRAM**  
**124 AIRPORT BLVD/100 PRODUCE AVE RESIDENTIAL PROJECT**

Mitigation Number	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
	<p><i>and properly tuned in accordance with the manufacturers' specifications.</i></p> <ul style="list-style-type: none"> <li>○ <i>Portable diesel generators shall be prohibited. Grid power electricity should be used to provide power at construction sites; or propane and natural gas generators may be used when grid power electricity is not feasible.</i></li> </ul> <p><i>Construction Best Practices for Dust:</i></p> <ul style="list-style-type: none"> <li>• <i>All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. For projects over five acres in size, soil moisture should be maintained at a minimum of 12 percent. Moisture content can be verified by lab samples or a moisture probe.</i></li> <li>• <i>All haul trucks transporting soil, sand, or other loose material off-site shall be covered.</i></li> <li>• <i>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. Dry power sweeping should only be performed in conjunction with thorough watering of the subject roads.</i></li> <li>• <i>All vehicle speeds on unpaved roads and surfaces shall be limited to 15 mph.</i></li> <li>• <i>All roadway, driveway, and sidewalk paving shall be completed as soon as possible. Building pads shall be paved as soon as possible after grading.</i></li> <li>• <i>All construction sites shall provide a posted sign visible to the public with the telephone number and person to contact at the Lead Agency regarding dust complaints. The recommended response time for corrective action shall be within 48 hours. BAAQMD's Complaint Line (1-800-334-6367) shall also be included on posted signs to ensure compliance with applicable regulations.</i></li> </ul>			

**MITIGATION MONITORING AND REPORTING PROGRAM**  
**124 AIRPORT BLVD/100 PRODUCE AVE RESIDENTIAL PROJECT**

Mitigation Number	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
	<ul style="list-style-type: none"> <li>All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.</li> <li>Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity.</li> <li>Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.</li> <li>The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.</li> <li>All trucks and equipment, including their tires, shall be washed off before leaving the site.</li> <li>Site accesses to a distance of 100 feet from the paved road shall be treated with a 6- to 12-inch compacted layer of wood chips, mulch, or gravel.</li> <li>Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.</li> </ul> <p><i>These BMPs are consistent with recommendations in BAAQMD's CEQA Guidelines and Planning Healthy Places (BAAQMD 2010b, BAAQMD 2016). Applicable mitigation measures shall be required at the time grading permits are issued.</i></p>			
I-1.	<p>Prior to approval of project improvement plans, the project applicant shall demonstrate compliance with the following design features to the satisfaction of the City:</p> <ul style="list-style-type: none"> <li>Install, operate and maintain in good working order a central heating, ventilation and air conditioning (HVAC)</li> </ul>	City of South San Francisco Planning Division	Prior to approval of project improvement plans	

**MITIGATION MONITORING AND REPORTING PROGRAM**  
**124 AIRPORT BLVD/100 PRODUCE AVE RESIDENTIAL PROJECT**

Mitigation Number	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
	<p>system or other air intake system in the building, or in each individual unit, that meets or exceeds a minimum efficiency reporting value (MERV) of 13 or higher. The HVAC system shall include the following features: Installation of a high efficiency filter and/or carbon filter to filter particulates and other chemical matter from entering the building. Either high efficiency particulate air (HEPA) filters or American Society of Heating, Refrigeration, and Air-Conditioning Engineers (ASHRAE) certified 85 percent supply filters shall be used.</p> <ul style="list-style-type: none"> <li>• Maintain, repair and/or replace HVAC system on an ongoing and as needed basis, and prepare an operation and maintenance manual for the HVAC system and the filter. The manual shall include the operating instructions and the maintenance and replacement schedule. This manual shall be included in the Covenants, Conditions and Restrictions (CC&amp;Rs) for residential projects and/or distributed to the building maintenance staff. In addition, the applicant shall prepare a separate homeowners manual. The manual shall contain the operating instructions and the maintenance and replacement schedule for the HVAC system and the filters.</li> <li>• Individual and common exterior open space and outdoor activity areas proposed as part of individual projects shall be located as far away as possible within the project site boundary, face away major freeways, and shall be shielded from the source (i.e., the roadway) of air pollution by buildings or otherwise buffered to further reduce air pollution for project occupants.</li> <li>• Planting trees and/or vegetation between sensitive receptors and pollution source. Trees that are best suited to trapping PM shall be planted, including one or more of the following species: Pine (<i>Pinus nigra</i> var. <i>maritima</i>), Cypress (<i>X Cupressocyparis leylandii</i>), Hybrid poplar (<i>Populus deltoids X trichocarpa</i>), California pepper tree</li> </ul>			

**MITIGATION MONITORING AND REPORTING PROGRAM**  
**124 AIRPORT BLVD/100 PRODUCE AVE RESIDENTIAL PROJECT**

<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
	<p><i>(Schinus molle) and Redwoods (Sequoia sempervirens).</i></p> <ul style="list-style-type: none"> <li>• <i>Idling of heavy-duty diesel trucks at these locations shall be prohibited or limited to no more than 2 minutes.</i></li> <li>• <i>If within the project site, existing and new diesel generators shall meet CARB's Tier 4 emission standards.</i></li> </ul>			
I-2.	<p><i>Prior to the issuance of any construction permits, the project applicant shall contract with a qualified geologist to prepare an evaluation for the potential presence of Naturally-Occurring Asbestos (NOA). If NOA is not discovered during the survey, further mitigation related to NOA is not required. If NOA is discovered during the survey, the project applicant shall prepare an Asbestos Dust Mitigation Plan, pursuant to § 93105, Title 17, California Code of Regulations, and subject to approval by BAAQMD. The applicant shall submit the Asbestos Dust Mitigation Plan to the City's Planning Division for review and approval.</i></p>	City of South San Francisco Planning Division	Prior to the issuance of any construction permits	
<b>II. BIOLOGICAL RESOURCES</b>				
II-1.	<p><i>The project applicant shall ensure that a qualified biologist conduct a pre-construction survey for nesting birds within a 250-foot buffer around the project site boundaries, if feasible, not more than 14 days prior to site disturbance during the breeding season (February 1st to August 31st). If site disturbance commences outside the breeding season, a pre-construction survey for nesting birds is not required. The project applicant shall submit survey results to the City's Planning Division prior to initiation of any ground disturbance. If active nests of migratory birds are not detected within approximately 250 feet of the project site, further mitigation is not required.</i></p>	City of South San Francisco Planning Division	Within 14 days prior to site disturbance, if disturbance occurs during the breeding season (February 1 <sup>st</sup> to August 31 <sup>st</sup> )	
II-2.	<p><i>If nesting raptors or other migratory birds are detected on or adjacent to the site during the survey, the project applicant shall be responsible for establishing an appropriate construction-free buffer around all active nests. Actual size of buffer would be determined by the project biologist, and would depend on species, topography, and type of activity that would occur in the vicinity of the nest. Typical buffers are 25 feet for non-raptors and up to 250 feet for raptors. The project buffer would be monitored periodically</i></p>	City of South San Francisco Planning Division	Throughout the construction period, if nesting raptors or other migratory birds are detected on or adjacent to the site during the preconstruction survey	

**MITIGATION MONITORING AND REPORTING PROGRAM**  
**124 AIRPORT BLVD/100 PRODUCE AVE RESIDENTIAL PROJECT**

Mitigation Number	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
	<i>by the project biologist to ensure compliance. The project applicant shall ensure that these buffer distances and monitoring requirements are met. After the nesting is completed, as determined by the biologist, the buffer would no longer be required. The project applicant shall also ensure that these buffers remain in place for the duration of the breeding season or until a qualified biologist has confirmed that all chicks have fledged and are independent of their parents.</i>			
<b>III. CULTURAL RESOURCES</b>				
PBA 2.11-2.	<p><i>Implementing agencies and/or project sponsors shall implement the following measures where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</i></p> <ul style="list-style-type: none"> <li><i>Before construction activities, project sponsors shall retain a qualified archaeologist to conduct a record search at the appropriate Information Center to determine whether the project area has been previously surveyed and whether resources were identified. When recommended by the Information Center, project sponsors shall retain a qualified archaeologist to conduct archaeological surveys before construction activities. Project sponsors shall follow recommendations identified in the survey, which may include activities such as subsurface testing, designing and implementing a Worker Environmental Awareness Program, construction monitoring by a qualified archaeologist, avoidance of sites, or preservation in place.</i></li> <li><i>In the event that evidence of any prehistoric or historic-era subsurface archaeological features or deposits are discovered during construction-related earth-moving activities (e.g., ceramic shard, trash scatters, lithic scatters), all ground-disturbing activity in the area of the discovery shall be halted until a qualified archaeologist can assess the significance of the find. If the find is a</i></li> </ul>	City of South San Francisco Planning Division	Prior to the initiation of ground disturbance, and throughout the construction period if any prehistoric or historic-era subsurface archeological features or deposits are discovered	

**MITIGATION MONITORING AND REPORTING PROGRAM**  
**124 AIRPORT BLVD/100 PRODUCE AVE RESIDENTIAL PROJECT**

Mitigation Number	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
	<p><i>prehistoric archeological site, the appropriate Native American group shall be notified. If the archaeologist determines that the find does not meet the CRHR standards of significance for cultural resources, construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, a data recovery plan shall be prepared. If the find is determined to be significant by the qualified archaeologist (i.e., because the find is determined to constitute either an historical resource or a unique archaeological resource), the archaeologist shall work with the project applicant to avoid disturbance to the resources, and if complete avoidance is not feasible in light of project design, economics, logistics, and other factors, follow accepted professional standards in recording any find including submittal of the standard DPR Primary Record forms (Form DPR 523) and location information to the appropriate California Historical Resources Information System office for the project area.</i></p> <ul style="list-style-type: none"> <li><i>Project sponsors shall comply with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect archaeological resources.</i></li> </ul>			
<b>V. GEOLOGY AND SOILS</b>				
V-1.	<p><i>Prior to approval of construction permits, the applicant shall retain a qualified geologist to prepare a site-specific design-level geotechnical exploration as part of the design process. The exploration shall include laboratory soil testing to provide additional data for preparation of specific recommendations regarding the following items:</i></p> <ul style="list-style-type: none"> <li><i>Grading, existing fill removal, and fill compaction;</i></li> <li><i>Consolidation settlement;</i></li> <li><i>Liquefaction settlement;</i></li> <li><i>Ground lurching;</i></li> </ul>	City of South San Francisco Planning Division and/or City Engineer	Prior to approval of construction permits	



**MITIGATION MONITORING AND REPORTING PROGRAM**  
**124 AIRPORT BLVD/100 PRODUCE AVE RESIDENTIAL PROJECT**

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	<ul style="list-style-type: none"> <li>• Lateral spreading;</li> <li>• Site Specific Seismic Hazard Analysis (if required);</li> <li>• Foundation design;</li> <li>• Retaining walls;</li> <li>• Site drainage and landscaping irrigation; and</li> <li>• Pavement recommendations.</li> </ul> <p><i>The project applicant shall submit results of the design-level geotechnical exploration to the City's Planning Division and/or City Engineer for review and approval.</i></p>			
<b>X. NOISE</b>				
PBA 2.6-1(a).	<p><i>To reduce construction noise levels, implementing agencies and/or project sponsors shall:</i></p> <ul style="list-style-type: none"> <li>• <i>comply with local construction-related noise standards, including restricting construction activities to permitted hours as defined under local jurisdiction regulations (e.g.; Alameda County Code restricts construction noise to between 7:00 am and 7:00 pm on weekdays and between 8:00 am and 5:00 pm on weekend);</i></li> <li>• <i>properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g. mufflers, silencers, wraps);</i></li> <li>• <i>prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptors;</i></li> <li>• <i>locate stationary equipment such as generators, compressors, rock crushers, and cement mixers a minimum of 50 feet from sensitive receptors, but further if possible;</i></li> <li>• <i>erect temporary construction-noise barriers around the construction site when adjacent occupied sensitive land uses are present within 75 feet;</i></li> <li>• <i>use noise control blankets on building structures as buildings are erected to reduce noise emission from the</i></li> </ul>	City of South San Francisco Planning Division	Throughout the construction period	

**MITIGATION MONITORING AND REPORTING PROGRAM  
124 AIRPORT BLVD/100 PRODUCE AVE RESIDENTIAL PROJECT**

<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
	<i>site; and</i> <ul style="list-style-type: none"> <li><i>use cushion blocks to dampen impact noise from pile driving.</i></li> </ul>			
<i>PBA 2.6-1(b).</i>	<p><i>To reduce construction vibration levels, implementing agencies and/or project sponsors shall comply with the following:</i></p> <ul style="list-style-type: none"> <li><i>To minimize disturbance of receptors within 550 feet of pile-driving activities, implement “quiet” pile-driving technology (such as pre-drilling of piles and the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions; and</i></li> <li><i>to reduce structural damage, where pile driving is proposed within 50 feet of an older or historic building, engage a qualified geotechnical engineer and qualified historic preservation professional (for designated historic buildings only) and/or structural engineer to conduct a pre-construction assessment of existing subsurface conditions and the structural integrity of nearby (i.e., within 50 feet) historic structures that would be exposed to pile-driving activity. If recommended by the pre-construction assessment, for structures or facilities within 50 feet of pile-driving activities, the project sponsors shall require ground vibration monitoring of nearby historic structures. Such methods and technologies shall be based on the specific conditions at the construction site such as, but not limited to, the pre-construction surveying of potentially affected historic structures and underpinning of foundations of potentially affected structures, as necessary. The preconstruction assessment shall include a monitoring program to detect ground settlement or lateral movement of structures in the vicinity of pile-driving activities and identify corrective measures to be taken should monitored vibration levels indicate the potential for building damage. In the event of</i></li> </ul>	City of South San Francisco Planning Division	<p><i>Timing for first bullet:</i></p> <p>Throughout the construction period</p> <p><i>Timing for second bullet:</i></p> <p>Prior to construction, if pile driving is proposed within 50 feet of an older or historic building</p>	

**MITIGATION MONITORING AND REPORTING PROGRAM**  
**124 AIRPORT BLVD/100 PRODUCE AVE RESIDENTIAL PROJECT**

<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
	<i>unacceptable ground movement with the potential to cause structural damage, all impact work shall cease and corrective measures shall be implemented to minimize the risk to the subject, or adjacent, historic structure.</i>			
PBA 2.6-2.	<p><i>For all new development that could be located within the 70 dBA CNEL noise contour of a roadway (within 270 feet of the roadway's centerline based on freeways with the greatest volumes in the region), a site specific noise study shall be conducted by a qualified acoustical engineer or noise specialist, to evaluate noise exposure at new receptors and recommend appropriate measures to reduce noise exposure. To reduce exposure from traffic-noise, lead agencies and/or project sponsors shall consider mitigation measures including, but not limited to those identified below:</i></p> <ul style="list-style-type: none"> <li><i>• design adjustments to proposed roadway or transit alignments to reduce noise levels in noise sensitive areas (e.g., below-grade roadway alignments can effectively reduce noise levels in nearby areas);</i></li> <li><i>• use techniques such as landscaped berms, dense plantings, reduced-noise paving materials, and traffic calming measures in the design of their transportation improvements;</i></li> <li><i>• contribute to the insulation of buildings or construction of noise barriers around sensitive receptor properties adjacent to the transportation improvement;</i></li> <li><i>• use land use planning measures, such as zoning, restrictions on development, site design, and buffers to ensure that future development is noise compatible with adjacent transportation facilities and land uses;</i></li> <li><i>• construct roadways so that they are depressed below-grade of the existing sensitive land uses to create an effective barrier between new roadway lanes, roadways, rail lines, transit centers, park- n-ride lots, and other new noise generating facilities; and</i></li> <li><i>• maximize the distance between noise-sensitive land uses</i></li> </ul>	City of South San Francisco Planning Division	Prior to approval of project improvement plans	

**MITIGATION MONITORING AND REPORTING PROGRAM**  
**124 AIRPORT BLVD/100 PRODUCE AVE RESIDENTIAL PROJECT**

<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
	<i>and new noise-generating facilities and transportation systems.</i>			
<i>PBA 2.6-3(a).</i>	<i>When finalizing development project site plans, noise-sensitive outdoor use areas shall be sited as far away from adjacent noise sources as possible and site plans shall be designed to shield noise-sensitive spaces with buildings or noise barriers whenever possible.</i>	City of South San Francisco Planning Division	Prior to approval of project improvement plans	
<i>PBA 2.6-3(b).</i>	<i>When finalizing development project site plans or transportation project design, sufficient setback between occupied structures and the railroad tracks shall be provided to minimize noise exposure to the extent feasible.</i>	City of South San Francisco Planning Division	Prior to approval of project improvement plans	
<i>PBA 2.6-4(a).</i>	<i>When finalizing site plans for a development or transportation project, implementing agencies shall conduct a project-level noise and vibration assessments for new residential or other sensitive land uses to be located within 200 feet of an existing rail line. These studies shall be conducted by a qualified acoustical engineer or noise specialist to determine vibration levels at these projects and recommend feasible mitigation measures (e.g., insulated windows and walls, sound walls or barriers, distance setbacks, or other construction or design measures) that would reduce vibration-noise to an acceptable level.</i>	City of South San Francisco Planning Division	Prior to approval of project improvement plans	
<i>PBA 2.6-5</i>	<p><i>To reduce exposure to new and existing sensitive receptors from non-transportation noise associated with projected development, implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</i></p> <ul style="list-style-type: none"> <li><i>Local agencies approving land use projects shall require that routine testing and preventive maintenance of emergency electrical generators be conducted during the less sensitive daytime hours (per the applicable local municipal code). Electrical generators or other mechanical equipment shall be equipped with noise control (e.g., muffler) devices in accordance with manufacturers' specifications.</i></li> </ul>	City of South San Francisco Planning Division	Prior to approval of project improvement plans	

**MITIGATION MONITORING AND REPORTING PROGRAM**  
**124 AIRPORT BLVD/100 PRODUCE AVE RESIDENTIAL PROJECT**

<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
PBA 2.6-6.	<p><i>To reduce exposure from airport-related noise, implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</i></p> <p><i>Local lead agencies for all new development proposed to be located within an existing airport influence zone, as defined by the locally adopted airport land use compatibility plan or local general plan, shall require a site-specific noise compatibility. The study shall consider and evaluate existing aircraft noise, based on specific aircraft activity data for the airport in question, and shall include recommendations for site design and building construction to ensure compliance with interior noise levels of 45 dBA CNEL, such that the potential for sleep disturbance is minimized.</i></p>	City of South San Francisco Planning Division	Prior to approval of project improvement plans	
<b>XIII. TRANSPORTATION</b>				
PBA 2.1-7.	<p><i>Implementing agencies shall require implementation of best practice strategies regarding construction activities on the transportation system and apply recommended applicable mitigation measures as defined by state and federal agencies. Examples of mitigation measures include, but are not limited to, the following:</i></p> <ul style="list-style-type: none"> <li><i>• prepare a transportation construction plan for all phases of construction;</i></li> <li><i>• establish construction phasing/staging schedule and sequence that minimizes impacts of a work zone on traffic by using operationally-sensitive phasing and staging throughout the life of the project;</i></li> <li><i>• identify arrival/departure times for trucks and construction workers to avoid peak periods of adjacent street traffic and minimize traffic affects;</i></li> <li><i>• identify optimal delivery and haul routes to and from the site to minimize impacts to traffic, transit, pedestrians, and bicyclists;</i></li> <li><i>• identify appropriate detour routes for bicycles and</i></li> </ul>	City of South San Francisco Planning Division	<p>Prepare and submit a transportation construction plan prior to issuance of construction-related permits</p> <p>Implement best practice strategies throughout the construction period</p>	

**MITIGATION MONITORING AND REPORTING PROGRAM**  
**124 AIRPORT BLVD/100 PRODUCE AVE RESIDENTIAL PROJECT**

Mitigation Number	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
	<p><i>pedestrians in areas affected by construction;</i></p> <ul style="list-style-type: none"> <li><i>coordinate with local transit agencies and provide for relocation of bus stops and ensure adequate wayfinding and signage to notify transit users;</i></li> <li><i>preserve emergency vehicle access;</i></li> <li><i>implement public awareness strategies to educate and reach out to the public, businesses, and the community concerning the project and work zone (e.g., brochures and mailers, press releases/media alerts);</i></li> <li><i>provide a point of contact for residents, employees, property owners, and visitors to obtain construction information, and provide comments and questions;</i></li> <li><i>provide current and/or real-time information to road users regarding the project work zone (e.g., changeable message sign to notify road users of lane and road closures and work activities, temporary conventional signs to guide motorists through the work zone); and</i></li> <li><i>encourage construction workers to use transit, carpool, and other sustainable transportation modes when commuting to and from the site.</i></li> </ul>			
XIII-1.	<p><i>Prior to final certificate of occupancy, the applicant shall design and construct the following off-site improvement to the satisfaction of the City to reduce hazards to project-generated person trips:</i></p> <ul style="list-style-type: none"> <li><i>The project shall remove the northwestern and southwestern slip lanes at the intersection of Airport Boulevard/San Mateo Avenue/Produce Avenue, as identified in the design concepts by the City of South San Francisco shown in Figure 3-1 of the Transportation Impact Analysis. This mitigation would replace these slip lanes with tighter curb radii, add directional curb ramps, stripe high-visibility continental crosswalks, and stripe southbound and eastbound bicycle lane approaches at the intersection. Removing slip lanes would help slow right-turning vehicles, providing a safer experience for</i></li> </ul>	City of South San Francisco Planning Division	Prior to final certificate of occupancy	

**MITIGATION MONITORING AND REPORTING PROGRAM**  
**124 AIRPORT BLVD/100 PRODUCE AVE RESIDENTIAL PROJECT**

Mitigation Number	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
	<i>bicycles and pedestrians. Enhanced crosswalks will also provide shorter crossing distances for pedestrians, reducing their exposure to vehicle traffic. The project shall review existing intersection signal timing and adjust if necessary, to accommodate the new pedestrian crossing times.</i>			
<b>XIV. TRIBAL CULTURAL RESOURCES</b>				
PBA 2.11-5.	<p><i>If the implementing agency determines that a project may cause a substantial adverse change to a TCR, and measures are not otherwise identified in the consultation process required under PRC Section 21080.3.2, implementing agencies and/or project sponsors shall implement the following measures where feasible and necessary to address site-specific impacts to avoid or minimize the significant adverse impacts:</i></p> <ul style="list-style-type: none"> <li>• <i>Public agencies shall, when feasible, avoid damaging effects to any TCR (PRC Section 21084.3 (a)). If the lead agency determines that a project may cause a substantial adverse change to a tribal cultural resource, and measures are not otherwise identified in the consultation process, new provisions in the PRC describe mitigation measures that, if determined by the lead agency to be feasible, may avoid or minimize the significant adverse impacts (PRC Section 21084.3 (b)). Examples include:</i> <ul style="list-style-type: none"> <li>A. <i>Avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.</i></li> <li>B. <i>Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including,</i></li> </ul> </li> </ul>	City of South San Francisco Planning Division	If the implementing agency determines that a project may cause a substantial adverse change to a tribal cultural resource	



**MITIGATION MONITORING AND REPORTING PROGRAM**  
**124 AIRPORT BLVD/100 PRODUCE AVE RESIDENTIAL PROJECT**

Mitigation Number	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
	<p><i>but not limited to, the following:</i></p> <ul style="list-style-type: none"> <li>▪ <i>Protecting the cultural character and integrity of the resource;</i></li> <li>▪ <i>Protecting the traditional use of the resource; and</i></li> <li>▪ <i>Protecting the confidentiality of the resource.</i></li> </ul> <p><i>C. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.</i></p> <p><i>D. Protecting the resource.</i></p>			
<b>XV. UTILITIES AND SERVICE SYSTEMS</b>				
PBA 2.12-1(b).	<i>Implementing agencies and/or project sponsors shall require the construction phase of transportation projects to connect to reclaimed water distribution systems for non-potable water needs, when feasible based on project- and site-specific considerations.</i>	City of South San Francisco Planning Division	During construction of the off-site transportation improvements	
PBA 2.12-1(c).	<i>Implementing agencies and/or project sponsors shall require transportation projects with landscaping to use drought-resistant plantings or connect to reclaimed water distribution systems for irrigation and other non-potable water needs when available and feasible based on project- and site-specific considerations.</i>	City of South San Francisco Planning Division	Prior to approval of off-site roadway improvement plans	
PBA 2.12-5.	<p><i>Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</i></p> <ul style="list-style-type: none"> <li>• <i>providing an easily accessible area that is dedicated to the collection and storage of non-hazardous recycling materials</i></li> <li>• <i>maintaining or re-using existing building structures and materials during building renovations and redevelopment</i></li> <li>• <i>using salvaged, refurbished or reused materials, to help divert such items from landfills</i></li> </ul>	City of South San Francisco Planning Division	Prior to construction (i.e., construction waste management plan) and during the project lifetime	



**MITIGATION MONITORING AND REPORTING PROGRAM**  
**124 AIRPORT BLVD/100 PRODUCE AVE RESIDENTIAL PROJECT**

<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
	<ul style="list-style-type: none"> <li>• <i>for transportation projects, diverting construction waste from landfills, where feasible, through means such as:</i> <ul style="list-style-type: none"> <li>○ <i>the submission and implementation of a construction waste management plan that identifies materials to be diverted from disposal</i></li> <li>○ <i>establishing diversion targets, possibly with different targets for different types and scales of development</i></li> <li>○ <i>helping developments share information on available materials with one another, to aid in the transfer and use of salvaged materials; and</i></li> <li>○ <i>applying the specifications developed by the Construction Materials Recycling Association (CMRA) to assist contractors and developers in diverting materials from construction and demolition projects, where feasible (RMC 2006).</i></li> </ul> </li> </ul>			