

CHAPTER 3

Mitigation Monitoring and Reporting Program (MMRP)

3.1 Introduction

Public Resources Code section 21081.6 and section 15097 of the California Environmental Quality Act (CEQA) Guidelines require public agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a mitigated negative declaration or specified environmental findings related to environmental impact reports.

The following is the Mitigation Monitoring and Reporting Program (MMRP) for the Gateway of the Pacific (GOP) 4 Density Transfer project. The intent of the MMRP is to track and successfully implement the mitigation measures identified within the GOP 4 Density Transfer Project Draft Supplemental Environmental Impact Report (SEIR) prepared for the GOP 4 Density Transfer project.

3.2 Mitigation Measures

The mitigation measures are taken from the GOP 4 Density Transfer Project Draft SEIR prepared for the GOP 4 Density Transfer project and are assigned the same number as in those documents. The following MMRP describes the actions that must take place to implement each mitigation measure for the expansion proposed by the GOP 4 Density Transfer Project, the timing of those actions, and the entities responsible for implementing and monitoring the actions. The GOP 4 Precise Plan, as amended by the GOP 4 Density Transfer Project, remains subject to the MMRP attached to Planning Commission Resolution No. 2858-2020 (which adopted an Addendum for the original GOP 4 Precise Plan).

3.3 MMRP Components

The components of the attached table, which contains applicable mitigation measures, are addressed briefly, below.

Impact: This column summarizes the impact stated in the GOP 4 Density Transfer Project Draft SEIR prepared for the GOP 4 Density Transfer project.

Mitigation Measure: All mitigation measures identified in the GOP 4 Density Transfer Project Draft SEIR are presented and numbered accordingly.

Time Frame/Monitoring Milestone: Implementation of the action must occur prior to or during some part of project approval, project design or construction or on an ongoing basis. The timing for each measure is identified.

Responsible Monitoring Party: This item identifies the entity that will undertake the required action.

**TABLE 3-1
MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)**

Impact	Mitigation Measure	Timing	Monitoring Party
Environmental Impact Report			
4.1 Transportation and Circulation			
Impact 3.1-2: The proposed project would conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision b) related to VMT.	Mitigation Measure 3.1-1: First- and Last-Mile Transit Connections and Active Transportation Improvements First- and last-mile transit connections and active transportation improvements are likely to yield the greatest VMT reductions. These measures would not only serve the density transfer project but also the entire GOP Master Plan area and all of the existing and planned development in the area. Thus, the new VMT generated by the project would be partially offset by reductions in VMT for other development. The following mitigation measures support and enable the first-and last-mile non-auto commute strategies in the GOP Master Plan TDM Plan. The mitigation measures described below are appropriate under both existing plus project conditions and cumulative plus project conditions. A) The project applicant has acquired the rail spur property adjacent to the GOP 4 site and shall use it to connect the GOP Master Plan area with the 475 Eccles site, which is currently referred to as GOP Phase 5, approved for two office/R&D buildings totaling 262,287 square feet and one parking structure. The applicant proposes to develop the rail spurs into a publicly accessible multi-use path connecting Oyster Point Boulevard with Forbes Boulevard, with pedestrian amenities, all to implement the City's draft "rails to trails" plan. A grand staircase allowing access from the lower elevation of the GOP Master Plan area to the higher elevation of the 475 Eccles site is also proposed. The applicant shall construct these improvements. This multi-use path shall connect to Class II bicycle lanes on Oyster Point Boulevard and to the multi-use trail on Forbes Boulevard. B) The applicant shall construct crossings at the northern and southern ends of the multi-use path required by paragraph (a) above, at Forbes Boulevard and Oyster Point Boulevard, in the configuration determined necessary by the City Engineer for bicycle access from those streets to the multi-use path. C) The applicant shall use good faith efforts to obtain all approvals and consent required to install the improvements required by paragraphs (a) and (b) above, including the use of any necessary land owned by the applicant or its affiliates. Each improvement shall be constructed by the later of (i) issuance of the first certificate of occupancy for any portion of the 120,221 square-foot expansion in GOP 4, or (ii) such time as public agencies have granted all necessary approvals for the mitigation improvement and the applicant has been given the right to construct on any land owned by others that is necessary for the mitigation improvement.	Prior to the issuance of first occupancy permit; or such time as public agencies have granted all necessary approvals for the mitigation improvement and the applicant has been given the right to construct on any land owned by others that is necessary for the mitigation improvement.	City of South San Francisco Public Works Department
Impact 3.1-5: Implementation of the proposed project, in combination with other development, could contribute to cumulative conditions where VMT per capita or VMT per employee could exceed 85 percent of the 2040 cumulative Bay Area-wide regional average daily VMT per employee.	Implement Mitigation Measure 3.1-1.	Prior to the issuance of first occupancy permit; or such time as public agencies have granted all necessary approvals for the mitigation improvement and the applicant has been given the right to construct on any land owned by others that is necessary for the mitigation improvement.	City of South San Francisco Public Works Department