

CHAPTER 11 **Mitigation Monitoring and Reporting Program**

11.1 INTRODUCTION

The Final Environmental Impact Report for the South San Francisco Downtown Station Area Specific Plan Project (State Clearinghouse No. 2013102001 identified mitigation measures to reduce the adverse effects of the proposed project in the areas of air quality, biological resources, cultural resources, greenhouse gas emissions, hazards and hazardous materials, noise, public services, recreation, and transportation/traffic.

The California Environmental Quality Act (CEQA) requires that agencies adopting environmental impact reports ascertain that feasible mitigation measures are implemented, subsequent to project approval. Specifically, the lead or responsible agency must adopt a reporting or monitoring program for mitigation measures incorporated into a project or imposed as conditions of approval. The program must be designed to ensure compliance during applicable project timing, e.g. design, construction, or operation (Public Resources Code Section 21081.6).

The Mitigation Monitoring and Reporting Program (MMRP) will be used by City of South San Francisco staff responsible for ensuring compliance with mitigation measures associated with the proposed Plan. Monitoring will consist of review of appropriate documentation, such as plans or reports prepared by the party responsible for implementation or by field observation of the mitigation measure during implementation.

11.2 MITIGATION MONITORING AND REPORTING PROGRAM MATRIX

Table 11-1 (Mitigation Monitoring and Reporting Program Matrix) identifies the mitigation measures by resource area. The table also provides the specific mitigation monitoring requirements, including implementation documentation, monitoring activity, timing and responsible monitoring party. Verification of compliance with each measure is to be indicated by signature of the mitigation monitor, together with date of verification.

Table 11-1 Mitigation Monitoring and Reporting Program Matrix

<i>Mitigation Measure</i>	<i>Action Required</i>	<i>Mitigation Timing</i>	<i>Responsible Party</i>	<i>Monitoring Agency or Party</i>
AIR QUALITY				
<p>MM4.2-1 Construction emissions for all future development under the Specific Plan shall be quantified prior to the start of construction. For projects where construction emissions are anticipated to exceed the most recent City-adopted thresholds, in addition to the BAAQMD Basic Construction Mitigation Measures, construction activities shall implement the BAAQMD Additional Construction Mitigation Measures to reduce construction emissions of criteria air pollutants to below significance criteria. Mitigation reductions shall be quantified prior to the start of construction to demonstrate that adequate measures have been identified to reduce project emissions. The Additional Construction Mitigation Measures include the following:</p> <ol style="list-style-type: none"> 1. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe. 2. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph. 3. 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. 4. 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. 5. 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. 6. All trucks and equipment, including their tires, shall be washed off prior to leaving the site. 7. 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. 8. Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than 1 percent. 9. Minimizing the idling time of diesel powered construction equipment to two minutes. 10. The project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NO_x reduction and 45 percent PM reduction compared to the most recent California ARB fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment 	Verification of construction plan	Prior to issuance of grading permit	Developer	Department of Economic and Community Development

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<p>products, add-on devices such as particulate filters, and/or other options as such become available.</p> <p>11. Use low-ROG coatings beyond the local requirements (i.e., Regulation 8, Rule 3: Architectural Coatings).</p> <p>12. All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of NO_x and PM.</p> <p>13. All contractors shall use equipment that meets California ARB's most recent certification standard for off-road heavy-duty diesel engines.</p>				
<p>MM4.2-2 Prior to issuance of a building permit for future development projects under the Specific Plan, the applicant shall demonstrate implementation of recommended BAAQMD operational mitigation measures as necessary to reduce operational emissions of criteria air pollutants to below significance criteria. Operational emissions and mitigation reductions will be quantified prior to issuance of the building permit to demonstrate that adequate measures have been identified to reduce project emissions. The recommended measures include, but are not limited to, any of the following:</p> <ol style="list-style-type: none"> 1. Increase on-street parking fees. 2. Daily parking charge for employees. 3. Provide a parking "cash-out" incentive for employees who use alternative transportation to commute. 4. Provide subsidized or free transit passes to employees. 5. Encourage alternative compressed work schedules and telecommuting. 6. Provide a ridesharing program. 	Verification of construction plan	Prior to issuance of grading permit	Developer	Department of Economic and Community Development
<p>MM4.2-3 <i>Siting Sensitive Receptors near Potential TAC Source.</i> A Health Risk Assessment (HRA) shall be prepared by a qualified air quality professional for development of a project that would introduce new sensitive receptors in the study area within the siting distance for any use listed in ARB Air Quality and Land Use Handbook Table 1-1 (reproduced here as Table 4.2-11 [Recommendations on Siting New Sensitive Land Uses]). Sensitive receptors include day care centers, schools, retirement homes, hospitals, medical patients in residential homes, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. Such a project shall not be considered for approval until an HRA has been completed and approved by the City. The methodology for the HRA shall follow the Office of Environmental Health Hazard Assessment and BAAQMD guidelines for the preparation of HRAs. If a potentially significant health risk is identified, the HRA shall identify appropriate measures to reduce the potential health risk to below a significant level or the sensitive receptor shall be sited in another location.</p>	Preparation and approval of Health Risk Assessment	Prior to issuance of grading permit	Developer	Department of Economic and Community Development

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Table 4.2-11 Recommendations on Siting New Sensitive Land Uses				
<i>Source Category</i>	<i>Advisory Recommendations</i>			
Freeways and High-Traffic Roads	Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.			
Distribution Centers	Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week) Take into account the configuration of existing distribution centers and avoid locating residences and other new sensitive land uses near entry and exit points.			
Rail Yards	Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard. Within 1 mile of a rail yard, consider possible siting limitations and mitigation approaches.			
Ports	Avoid siting new sensitive land uses immediately downwind of ports in the most heavily impacted zones. Consult local air districts or the ARB on the status of pending analyses of health risks.			
Refineries	Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult local air districts or the ARB on the status of pending analyses of health risks.			
Chrome Platers	Avoid siting new sensitive land uses within 1,000 feet of a chrome plater.			
Dry Cleaners Using Perchloroethylene	Avoid siting new sensitive land uses within 300 feet of any dry cleaning operation. For operations with two or more machines provide 500 feet. For operations with three or more machines consult with the local air district. Do not site new sensitive land uses in the same building with perchloroethylene dry cleaning operations.			

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Gasoline Dispensing Facilities	Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gas dispensing facilities.				
<p>SOURCE: California Air Resources Board, <i>Air Quality and Land Use Handbook: A Community Health Perspective</i> (April 2005).</p> <p>These recommendations are advisory. Land use agencies have to balance other considerations, including housing and transportation needs, economic development priorities, and other quality of life issues.</p> <p>Recommendations are based primarily on data showing that the air pollution exposures addressed here (i.e., localized) can be reduced as much as 80% with the recommended separation.</p> <p>The relative risk for these categories varies greatly. To determine the actual risk near a particular facility, a site-specific analysis would be required. Risk from diesel PM will decrease over time as cleaner technology phases in.</p> <p>These recommendations are designed to fill a gap where information about existing facilities may not be readily available and are not designed to substitute for more specific information if it exists. The recommended distances take into account other factors in addition to the available health risk data.</p> <p>Site-specific project design improvements may help reduce air pollution exposures and should also be considered when siting new sensitive land uses.</p> <p>This table does not imply that mixed residential and commercial development in general is incompatible. Rather it focuses on known problems like dry cleaners using perchloroethylene that can be addressed with reasonable preventative actions.</p>					

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<p>MM4.2-4 <i>Siting of New Toxic Air Contaminant Sources Near Sensitive Receptors.</i> Prior to approval of any project that includes potential sources of significant TAC emissions that is not subject to a BAAQMD permit, that is proposed in a close proximity to a sensitive receptor, a Health Risk Assessment (HRA) shall be prepared by a qualified air quality professional. The land uses listed in ARB Air Quality and Land Use Handbook Table 1-1 (reproduced above as Table 4.2-11 [Recommendations on Siting New Sensitive Land Uses]), shall be considered potentially significant sources of TAC emissions. Such a proposed project will be considered in close proximity to a sensitive receptor if it would be located within the siting distance outline for the use in Table 1-1 of the ARB Air Quality and Land Use Handbook. Sensitive receptors include day care centers, schools, retirement homes, hospitals, medical patients in residential homes, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. Such a project shall not be considered for approval until an HRA has been completed and approved by the City. The methodology for the HRA shall follow the Office of Environmental Health Hazard Assessment and BAAQMD guidelines for the preparation of HRAs. If a potentially significant health risk is identified, the HRA shall identify appropriate measures to reduce the potential health risk to below a significant level, or the proposed facility shall be sited in another location.</p>	Preparation and approval of Health Risk Assessment	Prior to issuance of first building permit	Developer	Department of Economic and Community Development
<p>MM4.2-5 Prior to issuance of a certificate of occupancy for new industrial land uses identified in the BAAQMD CEQA Guidelines or ARB Air Quality and Land Use Handbook as a typical source of odors, the applicant shall demonstrate implementation of best management practices to minimize odors. Best management practices vary by industrial type. In all cases, exhaust vents should be located as far from sensitive receptors as possible. Best management practices recommended by the BAAQMD in the CEQA Guidelines shall be implemented as applicable, and may include the following:</p> <ul style="list-style-type: none"> ■ Vapor Recovery Systems ■ Injection of masking odorants into process streams ■ Thermal oxidation ■ Carbon absorption ■ Scrubbers ■ Catalytic oxidation 	Verification of implementation of best management practices to control odors	Prior to issuance of certificate of occupancy	Developer	Department of Economic and Community Development

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CULTURAL RESOURCES				
MM4.3-1 Prior to development activities that would demolish or otherwise physically affect buildings or structures 45 years old or older, the project applicant shall retain a cultural resource professional who meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History to determine if the project would cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5. The investigation shall include, as determined appropriate by the cultural resource professional and the City of South San Francisco, the appropriate archival research, including, if necessary, an updated records search of the Northwest Information Center (NWIC) of the California Historical Resources Information System and a pedestrian survey of the proposed development area to determine if any significant historic-period resources would be adversely affected by the proposed development. The results of the investigation shall be documented in a technical report or memorandum that identifies and evaluates any historical resources within the development area and includes recommendations and methods for eliminating or reducing impacts on historical resources. The technical report or memorandum shall be submitted to the City of South San Francisco for approval. As determined necessary by the City, environmental documentation (e.g., CEQA documentation) prepared for future development within the project site shall reference or incorporate the findings and recommendations of the technical report or memorandum. The project applicant shall be responsible for implementing methods for eliminating or reducing impacts on historical resources identified in the technical report or memorandum.	Historic resource evaluation and report	Plan check	Developer	Department of Economic and Community Development

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MM4.3-2 Prior to any earth-disturbing activities (e.g., excavation, trenching, grading) that could encounter previously undisturbed soils, the project applicant shall retain a City approved archaeologist to determine if the project could result in a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. The results of the cultural resources investigation shall be documented in a technical report or memorandum that identifies and evaluates any archaeological resources within the development area and includes recommendations and methods for avoiding impacts on archaeological resources or reducing impacts to a less-than-significant level. The technical report or memorandum shall be submitted to the City of South San Francisco for approval. The project applicant shall be responsible for implementing methods for avoiding or reducing impacts on archaeological resources identified in the technical report or memorandum. Projects under the Specific Plan that would not encounter previously undisturbed soils and would therefore not be required to retain an archaeologist shall demonstrate non-disturbance to the City through the appropriate construction plans or geotechnical studies prior to any earth-disturbing activities. Projects that would include any earth disturbance (disturbed or undisturbed soils) shall comply with mitigation measure MM4.3-3.	Archaeological resource evaluation and report	Prior to issuance of first building permit	Developer	Department of Economic and Community Development
MM4.3-3 If evidence of an archaeological site or other suspected historical resource as defined by CEQA Guidelines Section 15064.5, are discovered during any project-related earth-disturbing activities (including projects that would not encounter undisturbed soils), all earth-disturbing activity within 100 feet of the find shall be halted and the City of South San Francisco shall be notified. The project applicant shall retain a City-approved archaeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through methods determined adequate by the archaeologist as approved by the City.	Cessation of construction activities and archaeological investigation	Ongoing during construction	Developer/contractor	Department of Economic and Community Development
MM4.3-4 Prior to start of construction, all construction personnel involved in ground-disturbing activities and the supervision of such activities will undergo worker environmental awareness training. The archaeological resources training components will be presented by a City-approved cultural resources consultant. The training will describe the types of archaeological resources that may be found in the proposed study area and how to recognize such resources; the protocols to be followed if archaeological resources are found, including communication protocols; and the laws relevant to the protection of archaeological resources and the associated penalties for breaking these laws. Additionally, prior to construction, City-approved archaeological resources consultants will meet with the applicant's grading and excavation contractors to provide comments and suggestions concerning monitoring plans and to discuss excavation and grading plans.	Verification of worker environmental awareness training	Prior to commencement of construction activities	Developer/contractor	Department of Economic and Community Development

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<p>MM4.3-5 Prior to any earth-disturbing activities (e.g., excavation, trenching, grading) that could encounter undisturbed soils, the project applicant shall retain a professional paleontologist to determine if the project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. The results of the investigation shall be documented in a technical report or memorandum that identifies the paleontological sensitivity of the development area and includes recommendations and methods for avoiding or reducing impacts to a less-than-significant level for paleontological resources or unique geologic features. The technical report or memorandum shall be submitted to the City for approval. The project applicant shall be responsible for implementing methods for avoiding or reducing impacts on paleontological resources or unique geologic features identified in the technical report or memorandum. Projects that would not encounter undisturbed soils and would therefore not be required to retain a paleontologist shall demonstrate non-disturbance to the City through the appropriate construction plans or geotechnical studies prior to any earth-disturbing activities. Projects that would include any earth disturbance (disturbed or undisturbed soils) shall comply with mitigation measure MM4.3-6.</p>	Paleontological investigation and report	Prior to issuance of first building permit	Developer	Department of Economic and Community Development
<p>MM4.3-6 Should paleontological resources (i.e., fossil remains) or unique geologic features be identified at a particular site during project construction, construction shall cease within 100 feet of the find and the City of South San Francisco shall be notified. The project applicant shall retain a City approved paleontologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through methods determined adequate by the paleontologist, and as approved by the City.</p> <p>In considering any suggested mitigation proposed by the consulting paleontologist, the City of South San Francisco staff shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, applicable regulations, policies and land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., monitoring and/or data recovery) shall be instituted.</p>	Cessation of construction and paleontological investigation	Ongoing during construction	Developer/contractor	Department of Economic and Community Development

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GREENHOUSE GAS EMISSIONS				
MM4.4-1 All construction projects shall incorporate, to the greatest extent feasible, the most recent Best Management Practices for Greenhouse Gas Emissions as indicated by the BAAQMD. ¹ Best Management Practices to reduce GHG emissions during construction may include, but are not limited to: <ul style="list-style-type: none"> ■ Use of alternative-fueled (e.g., biodiesel, electric) construction vehicles/equipment of at least 15 percent of the fleet ■ Using local building materials of at least 10 percent ■ Recycle at least 50 percent of construction waste or demolition materials 	Verification of GHG best management practices	Prior to issuance of first building permit	Developer	Department of Economic and Community Development
MM4.4-2 <i>Support Expansion of Public and Private Transit Programs to Reduce Employee Commutes (1.2).</i> Employers within the study area shall subscribe to the South San Francisco TDM Ordinance such that a minimum of 25 percent of all employees are included. The South San Francisco TDM Ordinance requires that all nonresidential developments producing 100 average trips per day or more meet a 28 percent non-drive-alone peak hour requirement with fees assessed for noncompliance.	Verification of compliance with TDM ordinance	Prior to issuance of certificate of occupancy	Developer	Department of Economic and Community Development
MM4.4-3 <i>Reduce Dependence on Autos through Smart Parking Policies (1.3).</i> This measure would implement Smart Parking Policies, such as shared parking, to reduce available parking by 10 percent.	Implementation of Smart Parking Policies	Plan check	Developer	Department of Economic and Community Development
MM4.4-4 <i>Expand the Use of Alternative-Fuel Vehicles (2.1).</i> Nonresidential and residential land uses can encourage the use of alternative-fueled vehicles by providing charging stations. In support of this measure, development within the study area shall ensure that a minimum of 60 electric vehicle chargers are installed within nonresidential land uses and within the residential units electric charging capabilities are available for a minimum of 200 vehicles.	Verification of inclusion of charging stations	Plan check	Developer	Department of Economic and Community Development
MM4.4-5 <i>Reduce Emissions from Off-Road Vehicles and Equipment (2.2).</i> In support of this measure, development within the study area shall ensure that a minimum of 25 percent of all lawnmowers and leaf blowers acquired/used within the study area would be electric. This requires that there be sufficient electrical outlets outside of all residential and nonresidential units to encourage the use of non-gas-fueled lawn maintenance equipment.	Verification of electrical plans	Plan check	Developer	Department of Economic and Community Development

¹ Above BMPs are subject to change over time. Bay Area Air Quality Management District will post updates to this list at www.baaqmd.gov.

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MM4.4-6 <i>Maximize Energy Efficiency in the Built Environment through Standards and the Plan Review Process (3.1).</i> All new development within the study area shall, at a minimum, comply with the CALGreen Tier 1 standards and exceed 2013 Title 24 by a minimum of 10 percent.	Verification of compliance	Plan check	Developer	Department of Economic and Community Development
MM4.4-7 <i>Address Heat Island Issues and Expand the Urban Forest (3.4).</i> At a minimum, 322,000 square feet of all new nonresidential development and 75 new residential units shall address heat island effect issues by using high albedo surfaces and technologies identified in the voluntary CALGreen Standards. This is in addition to the requirements of all new development to plant trees in accordance with Zoning Code Chapter 13.30 with placement used to maximize building shading.	Verification of compliance	Plan check	Developer	Department of Economic and Community Development
MM4.4-8 <i>Promote Energy Information Sharing and Educate the Community about Energy-Efficient Behaviors and Construction (3.5).</i> Develop as part of the Specific Plan an educational information packet that will be distributed to residential and nonresidential land owners. These information packets shall detail potential behavioral changes that can be instituted to save energy, such as unplugging appliances, air-drying clothes, and daylighting strategies.	Verification of compliance	Prior to issuance of certificate of occupancy	Developer	Department of Economic and Community Development
MM4.4-9 <i>Energy Reduction (4.1).</i> In addition to complying with MM4.4-6, the development within the study area shall include the use of solar panels such that a minimum of 35,000 square feet of nonresidential land use roof space is converted to solar panels, 205 residential units are equipped with solar hot water heaters, and the electricity of an additional 75 dwelling units is offset by solar panel arrays associated with the new residential development.	Verification of compliance	Plan check	Developer	Department of Economic and Community Development
MM4.4-10 <i>Water Reduction (6.1).</i> Nonresidential and residential land uses shall reduce per capita water consumption by 40 gallons per day. Measures to be implemented to reduce water consumption may include, but are not limited to: <ul style="list-style-type: none"> ■ Limiting turf area in commercial and multi-family projects ■ Restricting hours of irrigation to between 3:00 AM and 2 hours after sunrise (suggestion to be included in the energy information saving package) ■ Installing irrigation controllers with rain sensors ■ Landscaping with native, water-efficient plants ■ Installing drip irrigation systems ■ Reducing impervious surfaces ■ Installing high-efficiency, water-saving appliances 	Verification of compliance	Plan check	Developer	Department of Economic and Community Development

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NOISE				
MM4.6-1 HVAC Mechanical Equipment Shielding. Prior to the approval of building permits for non-residential development, the applicant shall submit a design plan for the project demonstrating that the noise level from operation of mechanical equipment will not exceed the exterior noise level limits for a designated receiving land use category as specified in Noise Ordinance Section 8.32.030. Noise control measures may include, but are not limited to, the selection of quiet equipment, equipment setbacks, silencers, and/or acoustical louvers.	Verification of compliance	Plan check	Developer	Department of Economic and Community Development
MM4.6-2 Site-Specific Acoustic Analysis—Nonresidential Development. Prior to the approval of building permits for new non-residential land uses where exterior noise level exceeds 70 dBA CNEL, an acoustical analysis shall be performed to determine appropriate noise reduction measures such that exterior noise levels shall be reduced to be below 70 dBA CNEL, unless a higher noise compatibility threshold (up to 75 dBA CNEL) has been determined appropriate by the City of South San Francisco. The analysis shall detail the measures that will be implemented to ensure exterior noise levels are compatible with the proposed use. Measures that may be implemented to ensure appropriate noise levels include, but are not limited to, setbacks to separate the proposed nonresidential structure from the adjacent roadway, or construction of noise barriers on site.	Completion and approval of acoustical analysis	Plan check	Developer	Department of Economic and Community Development

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<p>MM4.6-3 Site-Specific Acoustic Analysis—Multifamily Residences. Prior to the approval of building permits for the following uses, an acoustical analysis shall be performed to ensure that interior noise levels due to exterior noise sources shall be below 45 dBA CNEL:</p> <ul style="list-style-type: none"> ■ Multifamily residences where exterior noise levels exceed 65 dBA CNEL or where noise contours identified in the General Plan Noise Element project a CNEL between 65 and 70 dBA ■ Multifamily residential units that are located within the same building as commercial development ■ Multifamily residential units located near a structure requiring an HVAC system ■ Building plans shall be available during design review and shall demonstrate the accurate calculation of noise attenuation for habitable rooms. For these areas, it may be necessary for the windows to be able to remain closed to ensure that interior noise levels meet the interior standard of 45 dBA CNEL. Consequently, based on the results of the interior acoustical analysis, the design for buildings in these areas may need to include a ventilation or air conditioning system to provide a habitable interior environment with the windows closed. Additionally, for new multifamily residences on properties where train horns and railroad crossing warning signals are audible, the acoustical analysis shall ensure that interior noise levels during crossing events do not exceed the Interior Noise Standards in Noise Ordinance Section 8.32.040. 	Completion and approval of acoustical analysis	Plan check	Developer	Department of Economic and Community Development
<p>MM4.6-4 Construction Vibration. For all construction activities within the study area, the construction contractor shall implement the following measures during construction:</p> <ol style="list-style-type: none"> a. The construction contractor shall provide, at least three weeks prior to the start of construction activities, written notification to all residential units and nonresidential tenants within 115 feet of the construction site informing them of the estimated start date and duration of vibration-generating construction activities. b. Stationary sources, such as temporary generators, shall be located as far from off-site receptors as possible. c. Trucks shall be prohibited from idling along streets serving the construction site. 	Verification of compliance	Prior to issuance of first building permit	Developer/contractor	Department of Economic and Community Development

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MM4.6-5 Rail Line Groundborne Vibration. Implement the current FTA and Federal Railroad Administration (FRA) guidelines, where appropriate, to limit the extent of exposure that sensitive uses may have to groundborne vibration from trains. Specifically, Category 1 uses (vibration-sensitive equipment) within 300 feet from the rail line, Category 2 uses (residences and buildings where people normally sleep) within 200 feet, and Category 3 uses (institutional land uses) within 155 feet of the rail line shall require a site-specific groundborne vibration analysis conducted by a qualified groundborne vibration specialist in accordance with the current FTA and FRA guidelines prior to obtaining a building permit. Vibration control measures deemed appropriate by the site-specific groundborne vibration analysis to meet 65 VdB, 72 VdB, and 75 VdB respectively for Category 1, Category 2, and Category 3 uses, shall be implemented by the project applicant and approved by the City prior to receiving a building permit.	Completion and approval of groundborne vibration analysis	Prior to issuance of first building permit	Developer	Department of Economic and Community Development
TRANSPORTATION/TRAFFIC				
MM4.10-1 A signal timing adjustment to redistribute green time to better serve future vehicle volumes would reduce delay at the intersection, and improve operations at #1 Miller Avenue/Linden Avenue. This would cause the intersection to operate at an acceptable LOS D in the PM peak hour.	Completion of timing adjustment	Prior to issuance of certificate of occupancy for project triggering unacceptable delay	Developer	Department of Public Works
MM4.10-2 Convert one westbound through lane to a second westbound left-turn lane, and retime and optimize the traffic signal at E. Grand Avenue/Gateway Boulevard.	Completion of street improvements	Prior to issuance of certificate of occupancy for project triggering unacceptable delay	Developer	Department of Public Works
MM4.10-3 Modify the eastbound approach to include one left-turn pocket and one through-right shared lane, and retime and optimize the traffic signal at Grand Avenue/Airport Boulevard to reallocate green time.	Completion of street improvements	Prior to issuance of certificate of occupancy for project triggering unacceptable delay	Developer	Department of Public Works
MM4.10-4 Add a southbound left-turn pocket by removing existing parking and retime and optimize the traffic signal at Baden Avenue/Linden Avenue to reallocate green time to better serve future volumes.	Completion of street improvements	Prior to issuance of certificate of occupancy for project triggering unacceptable delay	Developer	Department of Public Works

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MM4.10-5 Modify the westbound approach to add a left-turn pocket, modifying the approach to include three left-turn lanes, one through lane, and one right-turn lane, and optimize the traffic signal at San Mateo Avenue/Airport Boulevard to reallocate green time to better serve future volumes.	Completion of street improvements	Prior to issuance of certificate of occupancy for project triggering unacceptable delay	Developer	Department of Public Works
MM4.10-6 Include an additional westbound through lane, add a second southbound right-turn pocket, and retime and optimize the traffic signal at South Airport Boulevard/Gateway Boulevard to reallocate green time to better serve future traffic volumes.	Completion of street improvements	Prior to issuance of certificate of occupancy for project triggering unacceptable delay	Developer	Department of Public Works
MM4.10-7 A signal timing adjustment to redistribute green time to better serve future vehicle volumes would reduce queuing at the southbound right-turn movement. This would cause the intersection to operate at an acceptable LOS D and with acceptable queue lengths during the PM peak hour.	Completion of street improvements	Prior to issuance of certificate of occupancy for project triggering unacceptable delay	Developer	Department of Public Works
MM4.10-8 <u>intentionally omitted</u>				
² MM4.10-9 Repurpose the eastbound and westbound approaches to include one left-turn pocket and one through-right shared lane, and retime and optimize the traffic signals at Miller Avenue/Linden Avenue. This lane modification would not require any additional right-of-way.	Completion of street improvements	Prior to issuance of certificate of occupancy for project triggering unacceptable delay	Developer	Department of Public Works
MM4.10-10 A signal timing adjustment to optimize cycle length and redistribute green time to better serve future vehicle volumes would reduce delay at the intersection, and improve operations at this intersection.	Completion of street improvements	Prior to issuance of certificate of occupancy for project triggering unacceptable delay	Developer	Department of Public Works
MM4.10-11 A signal timing adjustment to redistribute green time to better serve future vehicle volumes would reduce delay at the intersection, and improve operations at this intersection. This would cause the intersection to operate at an acceptable LOS D during the PM peak hour.				

² Mitigation measures MM4.10-9 through MM4.10-19 were not renumbered in the Final EIR to account for the elimination of MM4.10-8 since publication of the DEIR.

Table 11-1 Mitigation Monitoring and Reporting Program Matrix				
<i>Mitigation Measure</i>	<i>Action Required</i>	<i>Mitigation Timing</i>	<i>Responsible Party</i>	<i>Monitoring Agency or Party</i>
MM4.10-12 Construct an additional northbound right-turn lane, southbound left-turn lane, southbound right-turn pocket, and retime and optimize the traffic signals at E. Grand Avenue/Gateway Boulevard.				
MM4.10-13 Convert the westbound approach to include one left-turn lane and one through-right shared lane.	Completion of street improvements	Prior to issuance of certificate of occupancy for project triggering unacceptable delay	Developer	Department of Public Works
MM4.10-14 Modify the eastbound and westbound approach to each have one left-turn pocket and one through-right shared lane, and retime and optimize the traffic signals at Grand Avenue/Linden Avenue.	Completion of street improvements	Prior to issuance of certificate of occupancy for project triggering unacceptable delay	Developer	Department of Public Works
MM4.10-15 Modify the eastbound approach to include one left-turn pocket, one through lane, and one right-turn pocket, and retime and optimize the traffic signals at Grand Avenue/Airport Boulevard. This lane modification and signal timing adjustment would reduce vehicle delay at the intersection, and improve operations at #10 Grand Avenue/Airport Boulevard.	Completion of street improvements	Prior to issuance of certificate of occupancy for project triggering unacceptable delay	Developer	Department of Public Works
MM4.10-16 Retime and optimize the traffic signals at Baden Avenue/Linden Avenue.	Completion of street improvements	Prior to issuance of certificate of occupancy for project triggering unacceptable delay	Developer	Department of Public Works
MM4.10-17 Construct an additional westbound left-turn lane, provide a northbound right-turn pocket, and retime and optimize the traffic signals at San Mateo Avenue/Airport Boulevard.	Completion of street improvements	Prior to issuance of certificate of occupancy for project triggering unacceptable delay	Developer	Department of Public Works
MM4.10-18 Construct an additional northbound left-turn lane, and retime and optimize the traffic signals at So. Airport Boulevard/Gateway Boulevard.	Completion of street improvements	Prior to issuance of certificate of occupancy for project triggering unacceptable delay	Developer	Department of Public Works

Table 11-1 Mitigation Monitoring and Reporting Program Matrix				
<i>Mitigation Measure</i>	<i>Action Required</i>	<i>Mitigation Timing</i>	<i>Responsible Party</i>	<i>Monitoring Agency or Party</i>
MM4.10-19 Modify the eastbound approach to include two left-turn lanes, one through-left shared lane, and one right-turn lane, and retime and optimize the traffic signal at US-101 NB/So. Airport Boulevard Off Ramp/So. Airport Boulevard to reallocate green time to better serve future volumes.	Completion of street improvements	Prior to issuance of certificate of occupancy for project triggering unacceptable delay	Developer	Department of Public Works

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