

**Mitigation Monitoring and Reporting Program
for the
General Plan Update, Zoning Code Amendments, and Climate
Action Plan
City of South San Francisco, San Mateo County, California**

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PREFACE

Section 21081.6 of the California Environmental Quality Act (CEQA) and CEQA Guidelines Section 15097 require a Lead Agency to adopt a Mitigation Monitoring and Reporting Program (MMRP) whenever it adopts an Environmental Impact Report (EIR) in conjunction with a project approval. The purpose of the MMRP is to ensure compliance with the mitigation measures occurs during project implementation.

The Draft Program EIR prepared for the General Plan Update, Zoning Code Amendments, and Climate Action Plan concluded that project implementation could result in potentially significant effects on the environment and mitigation measures were incorporated into the proposed project or are required as a condition of project approval that reduce these potential impacts to a less than significant level. This MMRP documents how and when the mitigation measures adopted by the lead agency will be implemented and confirms that potential environmental impacts are reduced to less than significant levels as identified in the Draft Program EIR.

This document does not discuss those subjects that the environmental analysis demonstrates would result in less than significant impacts and for which no mitigation was proposed or necessary.

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Table 1: General Plan Update, Zoning Code Amendments, and Climate Action Plan Project Mitigation Monitoring and Reporting Program

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
3.2 Air Quality					
<p>MM AIR-1a: Individual development projects facilitated by the proposed project shall incorporate the following Basic Construction Mitigation Measures recommended by the Bay Area Air Quality Management District (BAAQMD):</p> <ul style="list-style-type: none"> • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • All visible mud or dirt trackout 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. • All vehicle speeds on unpaved roads shall be limited to 15 mph. • 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. • 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 [ATCM] Title 13, Section 2485 of the California Code of Regulations). Clear signage shall be provided for construction workers at all access points. • All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be checked by a certified 	<p>Incorporation into project construction documents; the City of South San Francisco Planning Division shall inspect the worksite regularly to ensure the mitigation measures are implemented</p>	<p>Prior to issuance of building permits for individual projects and ongoing throughout construction</p>	<p>City of South San Francisco Planning Division,</p>		

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<p>mechanic and determined to be running in proper condition prior to operation.</p> <ul style="list-style-type: none"> Prior to the commencement of construction activities, individual project proponents shall 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 corrective action within 48 hours. The BAAQMD phone number shall also be visible to ensure compliance with applicable regulations. 					
<p>MM AIR-1b: Projects that may result in additional toxic air contaminants (TACs) that are located within 1,000 feet of a sensitive receptors(s) or would place sensitive receptors within 1,000 feet of uses generating TACs, such as roadways with volumes of 10,000 average annual daily trips or greater, shall implement Bay Area Air Quality Management District (BAAQMD) Guidelines and California Office of Environmental Health Hazard Assessment (OEHHA) policies and procedures requiring a Health Risk Assessments (HRA) for residential development and other sensitive receptors. Screening area distances may be increased on a case-by-case basis if an unusually large source or sources of hazardous emissions are proposed or currently exist. Based on the results of the HRA, identify and implement measures (such as air filtration systems) to reduce potential exposure to particulate matter, carbon monoxide, diesel fumes, and other potential health hazards. Measures identified in HRAs shall be included into the site development plan as a component of a proposed project.</p>	<p>Qualified air quality specialist conducts an HRA and identifies mitigation measures; incorporation of mitigation measures into the site development plan; on-site inspection</p>	<p>Prior to plan check review; during construction</p>	<p>City of South San Francisco Planning Division</p>		
<p>MM TRANS-1: Transportation Demand Management To reduce Vehicle Miles Traveled (VMT), the City shall implement its Transportation Demand Management (TDM) Ordinance as part of the Zoning Code Amendments and parking requirements. The City shall also update its TDM</p>	<p>Implementation of TDM Ordinances; review and update of TDM Ordinances and parking requirements;</p>	<p>Review and update of TDM Ordinances and parking requirements: every 5 to 10 years</p>	<p>City of South San Francisco</p>		

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<p>Ordinance and parking requirements every five to ten years and establish an East of 101 Area Trip Cap, to achieve the maximum feasible reductions in vehicle travel. The City shall achieve the performance standards outlined in the TDM Ordinance.</p> <p>The City shall update its TDM Ordinance every 5 to 10 years to limit Total VMT and Work-Based VMT by incentivizing use of transit and active transportation and disincentivizing auto use. The TDM Ordinance shall cover all development projects generating greater than 100 daily trips, with the most stringent requirements for office/Research and Development (R&D) land uses that disproportionately account for the highest rates of VMT in the City. Development projects shall implement a combination of TDM programs, services, and infrastructure improvements, including but not limited to: establishing trip reduction programs; subsidizing transit and active transportation use; coordinating carpooling and vanpooling; encouraging telecommuting and flexible work schedules; designing site plans to prioritize pedestrian, bicycle, and transit travel; funding first/last mile shuttle services; establishing site-specific trip caps; managing parking supply; and constructing transit and active transportation capital improvements. Developments shall be subject to annual monitoring. The City shall establish an administrative fine structure for developments found to be out of compliance and apply any revenues from fines to infrastructure and services aimed at reducing VMT.</p> <p>The City shall establish an East of 101 Area Trip Cap to support the monitoring of vehicle trip activity and focus efforts to reduce VMT. The area-wide trip cap shall apply to the high density employment uses in the East of 101 Area. The City shall conduct annual traffic counts along the cordon area perimeter. Should the trip cap be reached, the City shall</p>	<p>establishment of an East of 101 Area Trip Cap; achievement of performance standards outlined in the TDM Ordinance</p>				

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<p>consider corrective actions such as: revising mode share targets for projects subject to the TDM Ordinance, identifying new funding measures for TDM services, implementing new vehicle user charges, creating new street connections, or slowing the pace of development approvals within the cordon zone.</p> <p>The City shall update its parking requirements every 5 to 10 years to align with its TDM Ordinance and East of 101 Area Trip Cap. The City shall establish parking maximums for office/R&D uses to ensure that VMT reduction goals are incorporated into the design of development projects.</p>					
<p>3.3 Biological Resources</p>					
<p>MM BIO-1: Special-status Species, Migratory Birds, and Nesting Birds Special-status species are those listed as Endangered, Threatened or Rare, or as Candidates for listing by the United States Fish and Wildlife Service (USFWS) and/or California Department of Fish and Wildlife (CDFW), or as Rare Plant Rank 1B or 2B species by the California Native Plant Society (CNPS). This designation also includes CDFW Species of Special Concern and Fully Protected Species. Applicants or sponsors of projects on sites where potential special-status species, migratory birds, or nesting birds are present shall retain a qualified Biologist to conduct a focused survey per applicable regulatory agency protocols to determine whether such species occur on a given project site. The project applicant or sponsor shall ensure that, if development of occupied habitat must occur, species impacts shall be avoided or minimized, and if required by a regulatory agency or the CEQA process, loss of wildlife habitat or individual plants shall be fully compensated on the site. If off-site mitigation is necessary, it shall occur within the South San Francisco Planning Area whenever possible, with a priority given to</p>	<p>Pre-construction survey by a qualified Biologist; mitigation and monitoring program (if required) by a qualified Biologist; submittal and review of survey and monitoring documents</p>	<p>Prior to commencement of grading and construction activities for individual projects; ongoing during construction</p>	<p>City of South San Francisco Planning Division;</p>		

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existing habitat mitigation banks. Habitat mitigation shall be accompanied by a long-term management plan and monitoring program prepared by a qualified Biologist, and include provisions for protection of mitigation lands in perpetuity through the establishment of easements and adequate funding for maintenance and monitoring.					
<p>MM BIO-3: Assess Potential Wetland Impacts Applicants or sponsors of projects on sites where potential jurisdictional wetlands or waterways are present shall retain a qualified Biologist/wetland regulatory specialist to conduct a site investigation and assess whether wetland or waterway features are jurisdictional with regard to the United States Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), and/or California Department of Fish and Wildlife (CDFW). This investigation shall include assessing potential impacts to wetlands and other waters of the United States and/or State. If a feature is found to be jurisdictional or potentially jurisdictional, the project applicant or sponsor shall comply with the appropriate permitting process with each agency claiming jurisdiction prior to disturbance of the feature, and a qualified Biologist/wetland regulatory specialist shall conduct a detailed wetland delineation if necessary.</p>	Site investigation and assessment by a qualified Biologist; submittal of investigation and assessment documents	Prior to issuance of grading permit and construction activities for individual projects	City of South San Francisco Planning Division		
<p>3.6 Geology, Soils, and Seismicity</p>					
<p>MM GEO-6: Applicants, owners, and/or sponsors of all future development or construction projects shall be required to perform or provide paleontological monitoring for all proposed excavations in the Colma Formation and Merced Formation, including those buried in the shallow subsurface below Quaternary deposits, due to the high paleontological sensitivity for significant resources in these areas. Should significant paleontological resources (e.g., bones, teeth, well-preserved plant elements) be unearthed by the future project</p>	Retention of a professional paleontologist; ongoing monitoring	Prior to issuance of grading permit for individual projects. Ongoing during construction activities	City of South San Francisco Planning Division		

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<p>construction crew, the project activities shall be diverted at least 15 feet from the discovered paleontological resources until a professional vertebrate Paleontologist has assessed such discovered resources and, if deemed significant, such resources shall be salvaged in a timely manner. The applicant/owner/sponsor of said project shall be responsible for diverting project work and providing the assessment including retaining a professional vertebrate Paleontologist for such purpose. Collected fossils shall be deposited by the applicant/owner/sponsor in an appropriate repository (e.g., University of California Museum of Paleontology (UCMP), California Academy of Sciences) where the collection shall be properly curated and made available for future research.</p>					
<p>3.11 Noise and Vibration</p>					
<p>MM NOI-1: Operational Noise Reduction Plan Prior to issuance of building permits, the project applicant or sponsor shall implement the following measures to limit on-site operational stationary noise source impacts:</p> <ul style="list-style-type: none"> Any proposed development projects that include parking areas, terminals, or loading docks of commercial or industrial land uses within 300-feet of a residential receptor shall demonstrate compliance with Policies NOI-1.1 and NOI-1.2 of the City’s Noise Element by submitting a final acoustical report prepared to the satisfaction of the Planning Division that identifies design measures to adequately minimize the potential noise impacts of vehicles on the site to adjacent land uses. The report must be approved by the Planning Division prior to issuance of building permits. For any future development project that would include exterior mechanical systems (such as mechanical ventilation systems) within 50 feet of a residential receptor, the project applicant or sponsor shall submit a final 	<p>Implementation of measures and submittal and approval of final acoustical report, when applicable</p>	<p>Prior to issuance of building permits for individual projects</p>	<p>City of San Francisco Planning Division</p>		

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<p>acoustical report prepared to the satisfaction of the Planning Division that demonstrates compliance of the project with Policies NOI-1.1 and NOI-1.2 of the City’s Noise Element. Noise reduction design features may include, but are not limited to, locating stationary noise sources on the site to be shielded by structures (buildings, enclosures, or sound walls) or by using equipment that has a quieter rating. The report must be approved by the Planning Division prior to issuance of building permits.</p>					
<p>MM NOI-3: Airport Noise Impact Reduction Plan Prior to issuance of building permits, the project applicant or sponsor of proposed development projects shall implement the following measures to limit airport activity noise source impacts:</p> <ul style="list-style-type: none"> Any proposed residential development project or any hotel, motel, or transient lodging land use development project, that would be located within the San Francisco International Airport (SFO) 65 A-weighted decibel (dBA) Community Noise Equivalent Level (CNEL) noise contours, shall demonstrate compliance with Policies NOI-1.1 and NOI-1.2 of the City’s Noise Element by submitting a final acoustical report prepared to the satisfaction of the Planning Division that identifies design measures to adequately minimize airport activity noise levels to meet the interior noise level standards shown in Table 11 of the Noise Element. Outdoor active use space must also comply with the exterior noise standards of Table 11 of the Noise Element or must be excluded from such projects. The report must be approved by the Planning Division prior to issuance of building permits. Any proposed commercial development project that would be located within the SFO 70 dBA CNEL noise contours shall demonstrate compliance with Policies NOI-1.1 and NOI-1.2 of the City’s Noise Element by submitting a final acoustical 	<p>Implementation of measures and submittal and approval of a final acoustical report, when applicable</p>	<p>Prior to the issuance of building permits for individual projects</p>	<p>City of South San Francisco Planning Division</p>		

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<p>report prepared to the satisfaction of the Planning Division that identifies design measures to adequately minimize airport activity noise levels to meet the interior noise level standards shown in Table 11 of the Noise Element. The report must be approved by the Planning Division prior to issuance of building permits.</p> <ul style="list-style-type: none"> Any proposed institutional or public facility development project that would be located within the SFO 65 dBA CNEL noise contours shall demonstrate compliance with Policies NOI-1.1 and NOI-1.2 of the City’s Noise Element by submitting a final acoustical report prepared to the satisfaction of the Planning Division that identifies design measures to adequately minimize airport activity noise levels to meet the interior noise level standards shown in Table 11 of the Noise Element. Outdoor active use space must also comply with the exterior noise standards of Table 11 of the Noise Element or must be excluded from such projects. The report must be approved by the Planning Division prior to issuance of building permits. 					
3.14 Transportation					
<p>MM TRANS-1: Transportation Demand Management To reduce VMT, the City shall implement its Transportation Demand Management (TDM) Ordinance as part of the Zoning Code Amendments and parking requirements. The City shall also update its TDM Ordinance and parking requirements every five to ten years and establish an East of 101 Area Trip Cap, to achieve the maximum feasible reductions in vehicle travel. The City shall achieve the performance standards outlined in the TDM Ordinance pursuant to Section 20.400.004 of the Zoning Ordinance.</p> <p>The City shall review and update its TDM Ordinance every five to ten years to limit Total VMT and Work-Based VMT by incentivizing use of transit and active transportation and</p>	Implementation of TDM Ordinances; review and update of TDM Ordinances and parking requirements; establishment of an East of 101 Area Trip Cap; achievement of performance standards outlined in the TDM Ordinance	Review and update of TDM Ordinances and parking requirements: every 5 to 10 years	City of South San Francisco		

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<p>disincentivizing auto use. The TDM Ordinance shall cover all development projects generating greater than 100 daily trips, with the most stringent requirements for office/R&D land uses that disproportionately account for the highest rates of VMT in the City. Development projects shall implement a combination of TDM programs (pursuant to Sections 20.400.003 and 20.400.004 of the Zoning Ordinance), services, and infrastructure improvements, including but not limited to: establishing trip reduction programs; subsidizing transit and active transportation use; coordinating carpooling and vanpooling; encouraging telecommuting and flexible work schedules; designing site plans to prioritize pedestrian, bicycle, and transit travel; funding first/last mile shuttle services; establishing site-specific trip caps; managing parking supply; and constructing transit and active transportation capital improvements. Developments shall be subject to annual reporting and monitoring. The City shall establish a fine structure for developments found to be out of compliance and apply any revenues from fines to infrastructure and services aimed at reducing VMT.</p> <p>The City shall establish an East of 101 Area Trip Cap to support the monitoring of vehicle trip activity and focus efforts to reduce VMT. The area-wide trip cap shall apply to the high intensity employment uses in the East of 101 Area. The City shall conduct annual traffic counts along the cordon area perimeter. Should the trip cap be reached, the City shall consider corrective actions such as: revising mode share targets for projects subject to the TDM Ordinance, identifying new funding measures for TDM services, implementing new vehicle user charges, creating new street connections, or slowing the pace of development approvals within the cordon zone.</p>					

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The City shall review and update its parking requirements every five to ten years to align with its TDM Ordinance and East of 101 Area Trip Cap. The City shall establish parking maximums for office/R&D uses to ensure that VMT reduction goals are incorporated into the design of development projects.					
<p>MM TRANS-4: Freeway Offramp Queue Improvements To minimize queueing hazards, the City shall work with Caltrans to develop improvement measures for freeway off-ramps and adjacent intersections that help manage offramp queues. These measures may include geometric changes, changes to signal timing and phasing, and new connections as identified in Table 3.14-5. Such improvement measures shall not adversely affect pedestrian, bicycle, and transit conditions or otherwise undermine the City’s VMT mitigation efforts described in MM TRANS-1. MM TRANS-1 is also applicable here and should be implemented to minimize freeway offramp queues.</p>	Development of improvement measures. Documentation in the General Plan progress report.	Ongoing. Consultation with Caltrans to initiate within a year of adoption of General Plan Update.	City of South San Francisco Planning Division, Caltrans		