

MITIGATION MONITORING AND REPORTING PROGRAM FOR THE BAYHILL SPECIFIC PLAN INCLUDING THE PHASE I DEVELOPMENT

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Mitigation Monitoring and Reporting Program

This Draft Mitigation Monitoring and Reporting Program (MMRP) is formulated based upon the findings of the Final Environmental Impact Report (EIR) prepared for the Bayhill Specific Plan Project (Project), comprised of the proposed Bayhill Specific Plan (Specific Plan), including Phase I of YouTube’s 15-year expansion plan (Phase I Development). The MMRP, found in Table 1 below, lists mitigation measures recommended in the EIR prepared for the Project and identifies mitigation monitoring and implementation requirements.

This MMRP has been prepared to comply with the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code Section 21081.6), which requires Lead Agencies making CEQA findings related to approval of a project for which an EIR was prepared/certified to adopt an MMRP when mitigation measures are required to avoid significant impacts. The MMRP is intended to ensure compliance with the mitigation measures identified in the EIR during implementation of the Project.

The MMRP is organized in a matrix format. The first two columns of Table 1 identify the environmental topics requiring mitigation measures and the corresponding mitigation measures. The third column, entitled “Timeframe for Implementation,” refers to when monitoring will occur to ensure that the mitigating action is completed. The fourth column, entitled “Responsibility for Implementation,” refers to the party responsible for implementing the mitigation measure. The fifth column, entitled, “Oversight of Implementation,” refers to the party responsible for oversight or ensuring that the mitigation measure is implemented. The sixth column, entitled “Applicable to Phase I Development? (Y/N),” refers to whether or not the mitigation measure must be implemented as part of the Phase I Development.

Table 1: Mitigation Monitoring and Reporting Program

Environmental Impact Analysis Topic	Mitigation Measures	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation	Applicable to Phase I Development? (Y/N)
3.2 AIR QUALITY					
	<p>Mitigation Measure AQ-1: Require At Least Tier 4 Final Engines on Construction Equipment.</p> <p>All applicants proposing development of projects within the Project Site shall require their contractors, as a condition of contract, to further reduce construction-related exhaust emissions by ensuring that all off-road equipment greater than 50 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities shall operate on at least an EPA-approved Tier 4 Final or newer engine. The Community & Economic Development Director may consider requests for exemptions for specialized equipment where a contractor documents that Tier 4 engines are not commercially available within 200 miles of the Project Site. The construction contract must identify these pieces of equipment, document their unavailability, and ensure that they operate on no less than an EPA-approved Tier 3 engine.</p>	During all construction activities	Construction contractor	City of San Bruno Community and Economic Development Department	Y
	<p>Mitigation Measure AQ-2: Require Use of Diesel Trucks with 2010-Compliant Model Year Engines.</p> <p>All applicants proposing development of projects within the Project Site other than the Phase I Development shall require their contractors, as a condition of contract, to use diesel trucks that have 2010 model year or newer engines, but no less than the average fleet mix for the current calendar year as set forth in the CARB's EMFAC database. In the event that 2010 model year or newer diesel trucks cannot be obtained, the contractor must provide documentation to the City showing that a good faith effort to locate such engines was conducted.</p>	During all construction activities	Construction contractor	City of San Bruno Community and Economic Development Department	N
	<p>Mitigation Measure AQ-3: Require Construction Fleet to Use Renewable Diesel.</p> <p>All applicants proposing development of projects within the Project Site other than the Phase I Development shall require their contractors, as a condition of contract, to reduce construction-related exhaust emissions by ensuring that all off-road equipment greater than 50 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities shall operate on renewable diesel (such as high performance renewable diesel).</p>	During all construction activities	Construction contractor	City of San Bruno Community and Economic Development Department	N
	<p>Mitigation Measure AQ-4: Require Low-VOC Coatings during Construction.</p> <p>All applicants proposing development of projects within the Project Site other than the Phase I Development shall require their contractors, as a condition of contract, to reduce construction-related fugitive ROG emissions by ensuring that low-VOC coatings that have a VOC content of 10 grams/liter (g/L) or less are used during construction. The project applicant will submit evidence of the use of low-VOC coatings to BAAQMD prior to the start of construction.</p>	During all construction activities	Construction contractor	City of San Bruno Community and Economic Development Department	N
	<p>Mitigation Measure AQ-5: Require Fugitive Dust Best Management Practices.</p> <p>All applicants proposing development of projects within the Project Site shall require their contractors, as a condition of contract, to reduce construction-related fugitive dust by implementing BAAQMD's basic control measures in effect at that time of construction at all construction and staging areas. The following measures are based on BAAQMD's current CEQA guidelines.</p> <ul style="list-style-type: none"> All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) will be watered two times per day. All haul trucks transporting soil, sand, or other loose material offsite will be covered. All visible mud or dirt track-out onto adjacent public roads will 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, driveways, or driving surfaces shall be limited to 15 mph. All roadways, driveways, and sidewalks to be paved will be completed as soon as possible. Building pads will be laid as soon as possible after grading unless seeding or soil binders are used. Post a publicly visible sign with the telephone number and the name of the person to contact at the lead agency regarding dust complaints. This person will respond and take corrective action within 48 hours. The phone number of the BAAQMD will also be visible to ensure compliance. 	During all construction activities	Construction contractor	City of San Bruno Community and Economic Development Department	Y

Environmental Impact Analysis Topic	Mitigation Measures	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation	Applicable to Phase I Development? (Y/N)
	<p>Mitigation Measure AQ-6: Purchase of Mitigation Credits for Construction Emissions Exceeding BAAQMD’s Daily Pollutant Thresholds.</p> <p>Applicants proposing development of projects within the Project Site other than the Phase I Development shall compare their project size with the BAAQMD screening sizes appropriate to their project for construction criteria pollutants found in Table 3-1 in BAAQMD’s current CEQA guidelines (2017). The screening limit for general office buildings, office park, or government office building is 277,000 square feet. There are different screening limits for residential, retail, hotels, and other developments. If the project is less than the screening limit for its project type, then Applicants shall confirm to the City whether construction-related activities would include any of the following:</p> <ul style="list-style-type: none"> • Demolition; • Simultaneous occurrence of more than two construction phases (e.g., paving and building construction would occur simultaneously) or construction would occur simultaneous with other Specific Plan development; • Simultaneous construction of more than one land use type (e.g., project would develop residential and commercial uses on the same site) (not applicable to high density infill development); • Extensive site preparation (i.e., greater than default assumptions used by the CalEEMod model for grading, cut/fill, or earth movement); or • Extensive material transport (e.g., greater than 10,000 cubic yards of soil import/export) requiring a considerable amount of haul truck activity. <p>If the project is less than the screening limit for the project type and construction would involve none of the 5 conditions above, then the project is not required to pay for construction emissions offsets.</p> <p>Project applicants not excluded by the conditions above shall estimate annual average emissions for each year of construction and compare the annual average emissions for each year of construction to the BAAQMD thresholds used in the EIR for criteria pollutants. The emissions estimate shall be provided as part of the project’s initial application to the City for the project. The City will review the estimate and confirm whether offsets are required for construction. Should the City-confirmed estimate indicate that the proposed development estimate would not result in construction emissions exceeding BAAQMD’s daily pollutant thresholds, no further action will be required.</p> <p>For proposed developments that are estimated to result in exceedances of thresholds, the applicants shall coordinate with a third-party or governmental entity to pay for criteria pollutant offsets for every year in which construction emissions are estimated to exceed the BAAQMD thresholds. If the estimate shows exceedances of multiple criteria pollutants above the BAAQMD thresholds, then offsets must be obtained to address each pollutant above the thresholds. Emission reduction projects and fees will be determined in consultation between the applicant and the third-party or governmental entity and will include offset provider administrative costs. Applicants shall identify credits within the San Francisco Bay Area Air Basin, and shall prioritize programs that benefit the Bayhill community, the City, or the Bay Area region, in that order. The agreement that specifies fees and timing of payment shall be provided to the City for review and signed by the applicant and the third-party or governmental entity. The emission reductions shall be secured prior to any year in which construction activity is estimated to result in an exceedance. The payment for the emissions can either be on an annual basis or done once upfront prior to construction.</p>	<p>Estimate provided as part of initial project application to city; the payment for the emissions can be on an annual basis or prior to construction</p>	<p>All applicants proposing development projects within Project Site</p>	<p>City of San Bruno Community and Economic Development Department</p>	<p>N</p>
	<p>Mitigation Measure AQ-7: Purchase of Mitigation Credits for Operational Emissions Exceeding BAAQMD’s Daily Pollutant Thresholds.</p> <p>Applicants proposing development of projects within the Project Site other than the Phase 1 Development shall compare their project size with the BAAQMD screening sizes appropriate to their project for operational criteria pollutants found in Table 3-1 in BAAQMD’s current CEQA guidelines (2017). The screening limit for general office buildings, office park, or government office building is 346,000 square feet, 323,000 square feet, and 61,000 square feet, respectively. There are different screening limits for residential, retail, hotels, and other developments.</p> <p>If the project is less than the screening limit for the project type, then the project is not required to pay for operational emissions offsets.</p> <p>Project applicants not excluded by the condition above shall estimate annual average operational emissions for each operational year over the life of the project (30 years) and compare the annual average emissions for each year of construction to the BAAQMD thresholds used in the EIR for criteria pollutants. The emissions estimate shall be provided as part of the project’s initial application to the City for the project. The City will review the estimate and confirm whether offsets are required for operation. Should the City-</p>	<p>Estimate provided as part initial project application to City; the payment for the emissions can either be on an annual basis or done once upfront prior to construction</p>	<p>All applicants proposing development projects within Project Site</p>	<p>City of San Bruno Community and Economic Development Department</p>	<p>N</p>

Environmental Impact Analysis Topic	Mitigation Measures	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation	Applicable to Phase I Development? (Y/N)
	<p>confirmed estimate indicate that the proposed development estimate would not result in operational emissions exceeding BAAQMD's daily pollutant thresholds, no further action would be required.</p> <p>For proposed developments that are estimated to result in exceedances of thresholds during any year of the project's life, the applicants shall coordinate with a third-party or governmental entity to pay for criteria pollutant offsets for every year in which operational emissions are estimated to exceed the BAAQMD thresholds. If the estimate shows exceedances of multiple criteria pollutants above the BAAQMD thresholds, then offsets must be obtained to address each pollutant above the thresholds.</p> <p>Emission reduction projects and fees will be determined in consultation between the applicant and the third-party or governmental entity and will include offset provider administrative costs. Applicants shall identify credits within the San Francisco Bay Area Air Basin, and shall prioritize programs that benefit the Bayhill community, the City, or the Bay Area region, in that order. The agreement that specifies fees and timing of payment shall be provided to the City for review and signed by the applicant and the third-party or governmental entity. The emission reductions shall be secured prior to any year in which operational activity is estimated to result in an exceedance. The payment for the emissions can either be on an annual basis or done once upfront prior to operation.</p>				
	<p>Mitigation Measure AQ-8: Require Future Projects Located within 1,000 Feet of Sensitive Receptors to Perform a Health Risk Assessment.</p> <p>All applicants proposing development of projects within 1,000 feet of existing sensitive receptors as defined by the BAAQMD (e.g., residential, daycares), other than the Phase I Development, shall prepare a site-specific construction and operational health risk assessment (HRA). If the HRA demonstrates, to the satisfaction of the City, that the health risk exposures for adjacent receptors will be less than BAAQMD project-level thresholds, then additional mitigation would be unnecessary. However, if the HRA demonstrates that health risks would exceed BAAQMD project-level thresholds, additional feasible on- and off-site mitigation shall be analyzed by the applicant to help reduce risks to the greatest extent practicable.</p>	HRA provided as part initial project application to City	All applicants proposing development projects within 1,000 of sensitive receptors	City of San Bruno Community and Economic Development Department	N
3.4 GREENHOUSE GASES					
	<p>Mitigation Measure GHG-1: Require Implementation of BAAQMD-recommended Construction Best Management Practices.</p> <p>All applicants within the Planning Area shall require their contractors, as a condition of contracts, to reduce construction-related GHG emissions by implementing BAAQMD's recommended best management practices in effect at the time of construction, including the following measures (based on BAAQMD's (2017) CEQA Guidelines):</p> <ul style="list-style-type: none"> • Ensure alternative fueled (e.g. biodiesel, electric) construction vehicles/equipment make up at least 15 percent of the fleet; • Use local building materials of at least 10 percent (sourced from within 100 miles of the Planning Area); and • Recycle and reuse at least 50 percent of construction waste or demolition materials. 	During all construction activities	Construction contractor	City of San Bruno Community and Economic Development Department	Y
	<p>Mitigation Measure GHG-2: Implement Operational GHG Reduction Measures or their Equivalent.</p> <p>Applicants of future projects other than the Phase I Development, which has incorporated sustainability design features consistent with the 2017 Scoping Plan to meet the state's long term GHG reduction target, shall implement the following operational GHG emissions reduction strategies where feasible, or demonstrate why a measure is not feasible and implement equivalent GHG reductions to the foregone measure, or pay a mitigation fee per Mitigation Measure GHG-3 to compensate for any foregone GHG reductions not implemented. Applicants of future projects other than the Phase I Development that do not propose to implement all of the strategies described below shall prepare a feasibility study outlining why the declined strategies were not implemented (e.g., feasibility, not applicable, etc.), estimating the foregone GHG reductions, and identifying any equivalent GHG reduction measures proposed (or proposal to pay a mitigation fee instead) for the City's review and concurrence prior to the issuance of building permits.</p> <ul style="list-style-type: none"> • LEED Certification. The United States Green Building Council (USGBC) is a private 501(c)3, non-profit organization which promotes sustainability in building design, construction, and operation. The USGBC developed the LEED program which provides a rating system that awards points for new construction based on energy use, materials, water efficiency, and other sustainability criteria. LEED has certification systems for both commercial and residential use. <ul style="list-style-type: none"> ○ While LEED allows some flexibility in choice of measures to meet LEED criteria, new construction shall be required to include specific committed measures in use of recycled and sustainable materials in construction, water efficiency, and efficiency of energy use. New development in the Specific Plan Area shall be 	Provided as part initial project application to City	All applicants proposing development projects within Project Site	City of San Bruno Community and Economic Development Department	N

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	<p>required to achieve LEED Silver certification or equivalent, or a higher certification, or provide equivalent GHG reductions through proposed new measures or payment of a fee per Mitigation Measure GHG-3.</p> <ul style="list-style-type: none"> • Electric Space and Water Heating for Buildings. Electric space and water heating avoids the use of natural gas for heating. This facilitates the usage of renewable energy because electric utilities are required by law to continually increase their portfolios of renewable energy sources until they reach 100 percent renewable in 2045. <ul style="list-style-type: none"> ○ New construction in the Specific Plan Area shall be required to either employ electric space and water heating or provide equivalent GHG reductions through proposed new measures or payment of a fee per Mitigation Measure GHG-3. The inclusion of electric heating may be part of meeting LEED Silver or equivalent requirements. • Solar Roofs. Mounted rooftop electricity-generating solar panels convert solar energy to electricity for use in commercial and residential buildings. <ul style="list-style-type: none"> ○ New construction in the Specific Plan Area shall be required to either employ solar roofs on at least 30 percent of roof square footage or provide equivalent GHG reductions through proposed new measures or pay a mitigation fee per Mitigation Measure GHG-3. The inclusion of solar roofs may be part of meeting LEED Silver or equivalent requirements. • Waste Minimization Programs. For waste that is generated by non-residential uses, recycling, composting of food waste and other organics, and the use of reusable products instead of disposal products diverts solid waste from the landfill stream. <ul style="list-style-type: none"> ○ New non-residential uses in the Specific Plan Area shall be required to implement recycling (including organics recycling) and reusable product use programs or provide equivalent GHG reductions through proposed new measures or pay a mitigation fee per Mitigation Measure GHG-3. The inclusion of these measures may be part of meeting LEED Silver or equivalent requirements. 				
	<p>Mitigation Measure GHG-3: Purchase of GHG Mitigation Credits.</p> <p>This mitigation measure applies to applicants of future projects other than the Phase I Development, which has incorporated sustainability design features consistent with the 2017 Scoping Plan to meet the state’s long term GHG reduction target. Where a future project does not propose to implement all of the GHG reduction measures in Mitigation Measure GHG-2 and/or does not meet the VMT threshold of 21.7 VMT/Service Population and does not propose equivalent reduction measures to compensate for the measures not</p>	<p>Emissions estimate provided as part final design submission to City; Credits may be purchased up front or in advance; Documentation of sufficient credit purchases required prior to January 1 of each calendar year for 30 years.</p>	<p>All applicants proposing development projects within Project Site</p>	<p>City of San Bruno Community and Economic Development Department</p>	<p>N</p>

Environmental Impact Analysis Topic	Mitigation Measures	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation	Applicable to Phase I Development? (Y/N)
	<p>implemented or the VMT threshold not met, the project applicant shall be required to pay on a pro rata basis for net operational GHG emissions to compensate for emissions foregone from not implementing all measure in Mitigation Measure GHG-2 or meeting the VMT threshold or providing equivalent reductions.</p> <p>Applicants may purchase GHG credits from a voluntary GHG credit provider that has an established protocol that requires projects generating GHG credits to demonstrate that the reduction of GHG emissions are real, permanent, quantifiable, verifiable, enforceable, and additional (per the definition in California Health and Safety Code Sections 38562(d)(1) and (2)). Definitions for these terms are as follows.</p> <ul style="list-style-type: none"> • Real: Estimated GHG reductions should not be an artifact of incomplete or inaccurate emissions accounting. Methods for quantifying emission reductions should be conservative to avoid overstating a project’s effects. The effects of a project on GHG emissions must be comprehensively accounted for, including unintended effects (often referred to as “leakage”). To ensure that GHG reductions are real, the reduction must be a direct reduction within a confined project boundary. • Additional: GHG reductions must be additional to any that would have occurred in the absence of the Climate Action Reserve, or of a market for GHG reductions generally. “Business as usual” reductions (i.e., those that would occur in the absence of a GHG reduction market) should not be eligible for registration. • Permanent: To function as offsets to GHG emissions, GHG reductions must effectively be “permanent.” This means, in general, that any net reversal in GHG reductions used to offset emissions must be fully accounted for and compensated through the achievement of additional reductions. • Quantifiable: The ability to accurately measure and calculate GHG reductions or GHG removal enhancements relative to a project baseline in a reliable and replicable manner for all GHG emission sources, GHG sinks, or GHG reservoirs included within the offset project boundary, while accounting for uncertainty and activity-shifting leakage and market-shifting leakage. • Verified: GHG reductions must result from activities that have been verified. Verification requires third-party review of monitoring data for a project to ensure the data are complete and accurate. • Enforceable: The emission reductions from offset must be backed by a legal instrument or contract that defines exclusive ownership and the legal instrument can be enforced within the legal system in the country in which the offset project occurs or through other compulsory means. Please note that per this mitigation measure, only credits originating within the United States are allowed. <p>GHG credits must also meet the following requirements:</p> <ul style="list-style-type: none"> • GHG credits may be in the form of GHG offsets for prior reductions of GHG emissions verified through protocols or forecasted mitigation units for future committed GHG emissions meeting protocols. • All credits shall be documented per protocols functionally equivalent in terms of stringency to CARB’s protocol for offsets in the cap and trade program. The applicant must provide the protocols from the credit provider and must document why the protocols are functionally equivalent. • Applicants shall identify GHG credits in geographies closest to San Mateo County first and only go to larger geographies (i.e., California, United States, global) if adequate credits cannot be found in closer geographies, or the procurement of such credits would create an undue financial burden. Applicants shall provide the following justification for not using credits in closer geographies in terms of either availability or cost prohibition: <ul style="list-style-type: none"> ○ Lack of enough credits available in closer geographies ○ Prohibitively costly credits in closer geographies defined as credits costing more than 300 percent the amount of the current costs of credits in the regulated CARB offset market. ○ Documentation submitted supporting GHG credit proposals shall be prepared by individuals qualified in GHG credit development and verification and such individuals shall certify the following: (1) Proposed credits meet the definitions for the criteria provided in this measure; and (2) the protocols used for the credits meet or exceed the standards for stringency used in CARB protocols for offsets under the California cap-and-trade system. <p>This mitigation includes the following specific requirements for applicants of future projects (other than the Phase I Development):</p> <ul style="list-style-type: none"> • Applicants shall provide the City with a 30-year operational GHG emissions estimate for the final design that includes two scenarios: 1) project operations including all Mitigation Measure GHG-2 reduction measures and the emissions associated with meeting the VMT threshold of 21.7 VMT/Service population; and 2) project operations only including those Mitigation Measure GHG-2 reduction measures the applicant proposes to implement and any alternative GHG reduction measures proposed by the applicant and the emissions associated with the likely achievable VMT/Service Population estimated for the project with implementation of Mitigation Measure TRA-1. The emissions estimate can be focused exclusively on the sectors where Mitigation Measure GHG-2 measures will not be fully implemented and/or a shortfall in meeting the VMT threshold is expected. The difference between the Scenario 1 and Scenario 2 operational emissions will define the amount of needed annual GHG reductions to be addressed through purchase of GHG mitigation credits. The City shall review the emission estimates to ensure they are representative and determine the total amount of annual GHG emissions required to be addressed through purchase of mitigation credits. • Applicants shall purchase GHG mitigation credits meeting the above requirements and provide documentation to the City of how the credits meet the above requirements. Applicants shall provide the City with documentation of the retirement of sufficient GHG credits to meet the annual GHG reduction amount prior to January 1 of each calendar year for the following year. This requirement shall apply to operations for up to 30 years. Applicants may purchase credits up front or in advance as they choose. 				

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3.5 HYDROLOGY AND WATER QUALITY					
	<p>Mitigation Measure HWQ-1: Require Groundwater Monitoring Well Installation and Sampling Prior to Dewatering Activity</p> <p>For any development proposing excavation and dewatering, the installation of monitoring wells shall be required to measure water levels and water quality, prior to and during dewatering activities, with a focus on potential constituents of concern based on permitting requirements and known or suspected water quality impacts within or near the development site. Project proponents shall install groundwater monitoring wells in the public right-of-way or easement and collect and test samples prior to dewatering activity. Wells are to be drilled as deep as the garage depth being proposed. Other requirements include the following:</p> <ul style="list-style-type: none"> • The project proponent shall apply for a groundwater well permit with San Mateo County and an encroachment permit with the City of San Bruno. • The project proponent or City (reimbursed by the project proponent) shall develop a monitoring, testing, and treatment plan for the City's review. • The City may require the project proponent to decommission well following construction activity. <p>If contamination is detected, remedial measures to limit and/or contain the spread of contaminated water shall be implemented. Several options can be employed such as conducting on-site treatment/remediation, disposal in sewer system (with any appropriate pre-treatment) or at hazardous facility depending on type and levels of contamination, tanking, or stopping or phasing underground construction.</p>	Prior to and during dewatering activities	All applicants proposing development projects within Project Site	San Mateo County; City of San Bruno	N
	<p>Mitigation Measure HWQ-2: Prepare Drainage Report and Implement Stormwater Control Measures to Avoid Increases in Peak Flows.</p> <p>Applicants proposing new development shall prepare Drainage Report(s) for City review and approval prior to issuance of a grading, building, site development or any construction permits. All development, including interim conditions during construction and interim conditions with temporary improvements, within the Project Site is required to address stormwater management and implement stormwater control measures, including but not limited to on-site detention facilities, capture and re-use measures, green roofs, and/or other measures approved by the City, designed to maintain or reduce current, pre-development, surface runoff and stormwater discharge to the public storm drain system. These Drainage Report(s) shall contain the following:</p> <ul style="list-style-type: none"> • Verification of existing pipe network including pipe size, elevation, material, capacity and condition, including the existing stormwater collection system in Bayhill Drive and Cherry Avenue. • Hydrologic analysis of construction period conditions and implementation of all temporary facilities necessary during construction to avoid increases in peak flows. • Hydrologic analysis of existing and proposed operational peak flows that accounts for all areas that will be disturbed by new development. • Hydraulic analysis for evaluating pipe capacity and sizing of new pipes. The capacity of existing pipes that are proposed for re-use and new pipes shall be sized in accordance with the City's methodology, as noted in the San Bruno Municipal Code or otherwise approved by the City Engineer. New pipes in the public right of way, if required, shall be reinforced concrete pipes and have a minimum size of 15 inches. 	Prior to issuance of a grading, building, site development, or any construction permit	All applicants proposing development projects within Project Site	City of San Bruno Department of Public Works	Y
3.7 NOISE					
	<p>Mitigation Measure NOI-1: Construction Noise Control Plan for Nighttime Construction.</p> <p>Should construction be planned for the nighttime hours of 10:00 p.m. to 7:00 a.m. for any development under the Specific Plan within 500 feet of a residential land use (including the Phase I Development), the contractor(s) for each construction phase shall develop a construction noise control plan that demonstrates that noise from nighttime construction activities will comply with the City noise limit of 60 dBA at a distance of 100 feet, unless a permit is issued and approval is granted by the director of the City Public Works</p>	Prior to issuance of a grading, building, site development, or any construction permit	Construction contractor	City of San Bruno Department of Public Works; City of San Bruno Community and Economic Development Department	Y

Environmental Impact Analysis Topic	Mitigation Measures	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation	Applicable to Phase I Development? (Y/N)
	<p>Department or his/her designee. Measures to help reduce noise from construction activity during nighttime hours to this level (or to the extent feasible) shall be incorporated into this plan and may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> Require stationary noise sources associated with construction (e.g., generators and compressors) in proximity to noise-sensitive land uses to be muffled and/or enclosed within temporary enclosures and shielded by barriers, which can reduce construction noise by as much as 5 dB. Require all construction equipment powered by gasoline or diesel engines and used during nighttime hours to have sound control devices that are at least as effective as those originally provided by the manufacturer and operated and maintained to minimize noise generation. Prohibit idling of inactive construction equipment for prolonged periods during nighttime hours (i.e., more than 2 minutes). Locate construction equipment as far as feasible from adjacent or nearby noise-sensitive receptors. Use noise-reducing enclosures around noise-generating equipment during nighttime hours. Prohibit the use of impact tools (e.g., jack hammers) during nighttime hours. Use electric motors rather than gasoline- or diesel-powered engines to avoid noise associated with compressed air exhaust from pneumatically powered tools during nighttime hours. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust could be used; this muffler can lower noise levels from the exhaust by about 10 dB. External jackets on the tools themselves could be used, which could achieve a reduction of 5 dB. Ensure that equipment and trucks used for Project construction use the best available noise control techniques (e.g., improved mufflers, equipment redesign, intake silencers, ducts, engine enclosures, acoustically attenuating shields or shrouds). For construction work that occurs at night, an alternative to high pitched, single-tone back up alarms shall be used. This could include a visual observer to provide warnings to the driver in the event that workers are present behind the vehicle or the use of a white noise alarm sound source. Any alternative approach must comply with all applicable safety regulations. The City of San Bruno shall require a third-party inspector to be onsite during all nighttime construction work. The director of the City Public Works Department or his/her designee, based on the degree of construction, proximity to sensitive uses, or a noise complaint, may require the Project sponsor to monitor noise levels during nighttime construction activities. If this is required, a plan for noise monitoring and reporting must be provided to the Director of the City Public Works Department or his/her designee for review. Should a reduction in construction noise to below the allowable 60 dBA level be deemed infeasible, the contractor shall coordinate with the Community and Economic Development Department to obtain a permit that allows the generation of nighttime construction noise in excess of 60 dBA. The permit shall include stipulations and restrictions with which the contractor(s) would be required to comply. The contractor(s) shall comply with all stipulations of the permit. One of the conditions of the permit shall be that interior noise levels at the nearest noise-sensitive uses resulting from nighttime construction shall not exceed 45 dBA, a commonly accepted threshold for sleep disturbance. 				
	<p>Mitigation Measure NOI-2: Siting of Noise-Generating Uses.</p> <p>A noise analysis shall be required for new development under the Specific Plan (except for Phase I) that includes onsite noise-generating activities (besides amplified music, addressed in Mitigation Measure NOI-3) and equipment (e.g., HVAC equipment, emergency generators, loading docks, and mechanical equipment) with the potential to generate noise levels in excess of ambient noise levels or applicable standards. This analysis shall be conducted prior to the first Project-approval action other than the Phase I Development.</p> <p>The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and demonstrate with reasonable certainty that the operational noise sources associated with the proposed use would not adversely affect nearby noise-sensitive uses and would not result in a noise level that would be in excess of applicable standards. All recommendations from the acoustical analysis necessary for ensuring that noise sources would meet applicable requirements of the noise ordinance and would not result in 10 dB or more increases in ambient noise levels shall be incorporated into the building design and building operations. Should the analysis demonstrate that predicted noise levels may not meet applicable requirements, the City shall require completion of a detailed noise control plan (by a person qualified in acoustical analysis and/or engineering) that includes the incorporation of noise reduction measures (e.g., using quieter equipment, installing construction barriers or enclosures) prior to the first Project-approval action.</p>	<p>Prior to the first Project-approval action</p>	<p>All applicants proposing development projects within Project Site</p>	<p>City of San Bruno Community and Economic Development Department</p>	<p>N</p>

Environmental Impact Analysis Topic	Mitigation Measures	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation	Applicable to Phase I Development? (Y/N)
	<p>Mitigation Measure NOI-3: Operation of Sound Amplifying Equipment.</p> <p>For special events involving the use of amplified music, per the City Municipal Code, the sound level emanating from sound-amplifying equipment shall be limited such that it is not more than 15 dB above the ambient base noise level, as measured at a distance of 100 feet from the sound source. In the absence of measured ambient sound levels, the zone ambient noise level for residential land uses, as defined by the City Municipal Code, Section 6.16.030, ambient noise level limits may be used. The zone ambient noise level for residential uses is 60 dB during daytime hours (7:00 a.m. to 10:00 p.m.) and 45 dB during nighttime hours (10:00 p.m. to 7:00 a.m.). Therefore, when using the zone ambient noise level, the daytime sound level limit is 75 dBA and the nighttime limit is 60 dBA.</p> <p>Per the City Municipal Code, the user of sound-amplifying equipment shall file a registration statement with the City Manager 10 or more days prior to the date on which the equipment is intended to be used. Registration must include information such as “the maximum sound-producing power of the sound-amplifying equipment, including the wattage to be used; the volume in decibels of the sound that will be produced; and the approximate distance from which sound will be audible.”</p> <p>Should the City have reason to believe that noise from amplified music or speech at a given event may exceed 15 dB over the ambient noise level at a distance of 100 feet from the source, the City shall either require a noise analysis demonstrating expected compliance with the applicable noise restrictions or require noise monitoring during the event to measure actual sound levels and enable real-time reductions in amplified noise, if necessary. Should an analysis be conducted, the analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and demonstrate with reasonable certainty that the proposed use would not adversely affect nearby noise-sensitive uses. As a result of this analysis, modifications to the location, design, and/or proposed equipment associated with the event may be required so that noise would not result in exceedances of the allowable level. Should monitoring be conducted, persons qualified in acoustical analysis and/or engineering shall conduct both ambient and event noise measurements, and real-time reductions in noise as a result of monitoring results must be possible (e.g., turning the volume down).</p>	10 or more days prior to the date on which sound-amplifying equipment would be used	Event organizer	City of San Bruno Community and Economic Development Department	Y
	<p>Mitigation Measure NOI-4: Coordination of Phase I Development Haul Truck Routes with 901 Cherry Avenue (only required for Phase I Development).</p> <p>Prior to the issuance of a grading permit, the City shall determine whether hauling activities associated with the Phase I Development could occur simultaneously with hauling activities associated with the 901 Cherry Avenue development. If it is determined that hauling activities for both projects could occur simultaneously, the applicant shall consult with the City to coordinate the appropriate haul route(s) so that both projects are not conducting hauling activities at the same time and along the same route. The final haul route shall be subject to City approval.</p>	Prior to the issuance of a grading permit	Phase I Development Project Applicant	City of San Bruno	Y
3.10 TRANSPORTATION					
	<p>Mitigation Measure TRA-1 (Project not including Phase I Development): Prepare and Implement TDM Program.</p> <p>Property owners of new development within the Specific Plan, not including the Phase I Development, will prepare and implement a TDM program, as denoted in Specific Plan Policies TDM 4-9 through TDM 4-11. The TDM program will require a TDM coordinator who will facilitate programming and monitoring activities.</p> <p>New land use applicants must submit a TDM program in conjunction with the development application that will, over time, achieve the Plan’s VMT per Capita threshold. The VMT threshold equates to no more than 43 percent of trips occurring by single-occupancy vehicles and SOV mode share can be used as an alternative monitoring metric. TDM Program approvals will strive for the VMT per Capita threshold but acknowledge reasonable limitations on TDM program success due to surrounding transportation and land use context in the near-term.</p> <p>A Bayhill VMT Monitoring and Mitigation Plan will be prepared and periodically updated to explain the details of the monitoring and mitigation requirements. If thresholds are not met, the City will collect mitigation payments, which will be used to fund City-initiated projects and programs that reduce the SOV mode share trip rate such as bike and pedestrian network improvements, first-/last-mile shuttle services to regional transit stations, and marketing campaigns.</p>	Submitted with the development application	Property owners of new development within the Specific Plan	City of San Bruno Community and Economic Development Director	N
	<p>Mitigation Measure TRA-2 (Phase I Development only): Monitor and Evaluate Existing TDM Program.</p> <p>The Phase I Development applicant will be required to complete and submit to the City of San Bruno an annual monitoring study that demonstrates a 21.7 vehicle miles traveled (VMT) per Capita threshold or a single occupancy vehicle (SOV) mode share of no more than 43 percent for the new Phase I Development buildings. A Bayhill VMT Monitoring and Mitigation Plan will be prepared and periodically updated to explain the details of the monitoring and mitigation requirements. If thresholds are not met, the City will collect mitigation payments, which will be used to fund City-initiated projects and programs that reduce the SOV mode share trip rate such as bike and pedestrian network improvements, first-/last-mile shuttle services to regional transit stations, and marketing campaigns.</p>	To be submitted annually starting 3 years after Phase I Development commences operation	Phase I Development Project Applicant	City of San Bruno Community and Economic Development Director	Y

Environmental Impact Analysis Topic	Mitigation Measures	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation	Applicable to Phase I Development? (Y/N)
3.11 UTILITIES AND SERVICE SYSTEMS					
	<p>Mitigation Measure UT-1: Require Project-Specific Sewer Studies for Projects Served by the 6-Inch Sanitary Sewer Pipe in San Bruno Avenue east of Traeger Avenue.</p> <p>Future projects within the area served by the 6-inch sanitary sewer pipe located within San Bruno Avenue east of Traeger Avenue that flows to the 10-inch sanitary sewer pipe in Kains Avenue at El Camino Real (Subcatchment 168C) proposing to discharge into the aforementioned system shall conduct a project-specific Sewer Impact Study prior to the issuance of a building permit. The Sewer Impact Study shall be subject to review and approval by the City of San Bruno Public Works Department. The Sewer Impact Report shall evaluate current sewer capacity and conditions, as well as a maximum anticipated sewer output for the new proposed development, taking land use and space occupancy into consideration. Projects that are found to cause likely strain on existing sewer capacity shall confer with the City of San Bruno Public Works Department to identify strategies that would minimize such impacts, which may include conveyance capacity increases such as sewer pipe replacements. Future improvements not included in this EIR may be subject to subsequent CEQA review.</p>	Prior to issuance of building permit	Project Applicants within area served by sanitary sewer pipe within San Bruno Avenue east of Traeger Avenue	City of San Bruno Department of Public Works	N