

REPORT

# Mitigation Monitoring and Reporting Program Underground Flow Equalization System Project

*Prepared for*

City of San Mateo

September 2019





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# Acronyms and Abbreviations

ABAG	Association of Bay Area Governments
BMP	best management practice
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of San Mateo
CRS	Cultural Resources Specialist
dbA	decibels, A-weighted
EIR	Environmental Impact Report
L <sub>dn</sub>	day-night sound level
LOS	level of service
MMRP	mitigation monitoring and reporting program
MUTCD	<i>California Manual of Uniform Traffic Control Devices</i>
PRC	Public Resources Code
TMP	Traffic Management Plan



# Mitigation Monitoring and Reporting Program

## 1.1 Introduction

The City of San Mateo (City) published an environmental impact report (EIR) (CH2M HILL, 2019) for the Underground Flow Equalization System Project (Project) in accordance with requirements of the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq. The EIR evaluates the potentially significant environmental impacts of implementing the proposed Project and concludes that it could result in significant adverse environmental effects (“impacts”). Some impacts may be significant and unavoidable. Wherever possible, the EIR identifies feasible mitigation designed to reduce significant impacts to less-than-significant levels.

Public Resources Code Section 21081.6 requires a Lead Agency to adopt a mitigation monitoring and reporting program (MMRP) when it approves a project for which measures to mitigate or avoid significant effects on the environment are required. The purpose of the MMRP is to ensure compliance with the mitigation measures during project implementation. The City has developed a series of mitigation measures to minimize potential environmental impacts during project construction. Those mitigation measures are incorporated into this MMRP and are summarized in Table 1.

This MMRP will be used by the City to help make sure that all mitigation measures adopted as a condition for project approval are implemented. This MMRP meets the requirements of §15074(d) of the CEQA Guidelines, which mandates the preparation of monitoring provisions for the implementation of mitigation assigned as part of project approval or adoption.

## 1.2 Mitigation Implementation and Monitoring

The City will be responsible for implementing and monitoring the mitigation measures. Implementing mitigation measures to mitigate impacts associated with the proposed project is ultimately the responsibility of the City; however, others have been assigned the responsibility of actually implementing certain measures.

The City will designate specific personnel who will be responsible for monitoring implementation of the mitigation measures. The designated personnel will submit required documentation and reports to the City in a timely manner to demonstrate compliance with mitigation requirements. The City will ensure that the designated personnel have authority to require implementation of mitigation measures and to terminate activities, such as project construction, that are inconsistent with mitigation objectives or project approval conditions.

The City will be responsible for demonstrating compliance with other agency permit conditions to the appropriate regulatory agency. The City will also be responsible for ensuring that construction personnel understand their responsibilities regarding the performance requirements of the mitigation plan and other contractual requirements related to implementation of the mitigation measures as part of project construction.

Table 1 provides the following information:

- **Mitigation Measure Number:** Lists mitigation measures by number, as designated in the EIR, by resource topic.
- **Mitigation Measure:** Provides the text of the mitigation measures adopted by the City and incorporated into the proposed Project.

- **Implemented By:** The City is responsible for making sure that the mitigation measures identified in the EIR are fully enforceable by adopting and incorporating them into the proposed Project. During project implementation, others will be assigned the responsibility of actually implementing the measure.
- **When Implemented:** All of the mitigation measures identified in the EIR have been adopted and incorporated into the proposed Project. The City will ensure the timing and duration of the mitigation measures occur in accordance with the appropriate activity or permit requirement, as necessary.
- **Monitoring or Reporting Action:** If a mitigation measure requires monitoring or reporting actions (often the result of a permit condition), the City will ensure those actions are performed in accordance with the mitigation or permit.

## 1.3 Works Cited

Caltrans. 2014b. California Manual of Uniform Traffic Control Devices. November.

CH2M HILL, Inc. 2019. *Final Environmental Impact Report, Underground Flow Equalization System Project*. Prepared for the City of San Mateo.

City of San Mateo. 2015b. San Mateo City Charter and Municipal Code. Title 13—Parks and Recreation. <http://qcode.us/codes/sanmateo/>.

Federal Highway Administration (FHWA). 2006. Roadway Construction Noise Model User's Guide. FHWA-HEP-05-054, DOT-VNTSC-FHWA-05-01. January.

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Mitigation Measure Number	Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action (if applicable)
<b>Chapter 3. Aesthetics</b>				
3-3a	<p><b>Design lighting to minimize impacts on adjacent areas.</b></p> <p><b>Construction Lighting.</b> Prior to site mobilization, the construction manager shall confirm that lighting for proposed Project facilities is used in a manner that minimizes potential night lighting impacts, as follows:</p> <ol style="list-style-type: none"> <li>a. All lighting shall be of minimum necessary brightness consistent with worker safety.</li> <li>b. All fixed position lighting shall be shielded, hooded, and directed downward to minimize backscatter to the night sky and prevent light trespass (direct lighting extending outside the boundaries of the construction area).</li> <li>c. Where feasible and safe, lighting shall be turned off when not in use, and motion detectors shall be used.</li> <li>d. A lighting complaint resolution form shall be maintained by construction management to record all lighting complaints received and to document the resolution of that complaint.</li> <li>e. All construction related lighting shall be completely shielded or screened so it is not visible to surrounding residents.</li> </ol> <p><b>Project Operation Lighting.</b> Prior to the start of operation of the facility, the construction contractor shall design and install new permanent lighting for the facility such that: light bulbs and reflectors are not visible from public viewing areas; lighting does not cause reflected glare; and illumination of the project, the vicinity, and the nighttime sky is minimized. To meet these requirements, the City or its design contractor shall confirm the following:</p> <ol style="list-style-type: none"> <li>a. Lighting shall be designed so exterior light fixtures are hooded, with lights directed downward or toward the area to be illuminated and so that backscatter to the nighttime sky is minimized. The design of the lighting shall be such that the luminescence or light source is shielded to prevent light trespass outside the facility boundary.</li> <li>b. All lighting shall be of minimum necessary brightness consistent with worker safety.</li> <li>c. Where feasible and safe, lighting shall be kept off when not in use.</li> <li>d. A lighting complaint resolution form shall be used by Project operations to record all lighting complaints received and document the resolution of those complaints. All records of lighting complaints shall be kept in the onsite compliance file.</li> </ol>	Contractor City Design Engineer	Before and during construction  During project design	Design Engineer and Construction Manager review for compliance

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Mitigation Measure Number	Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action (if applicable)
<b>Chapter 5. Biological Resources</b>				
5-2	<p><b>Protection for nesting raptors and other native birds.</b> Construction during the nesting season should be avoided, if feasible (CDFW generally recognizes the period between February 1 and August 31 as nesting season). If construction during the nesting season is unavoidable, a preconstruction nesting bird survey shall be performed by a qualified biologist at least 14 days prior to construction if work activities are conducted between February 1 and August 31. Should an active nest for a protected species be observed prior to construction activities, disturbance-free buffers of 300 feet for raptors and 100 feet for non-raptors shall be implemented. Buffers shall be maintained until young have fledged (left the nest on their own), as determined by a qualified biologist, or the nest is no longer active due to non-construction-related reasons. If it is not practicable to avoid work in a buffer zone around an active nest, work activities shall be modified to minimize disturbance of nesting birds but may proceed in these zones at the discretion of a qualified biologist. The biologist, after consulting with CDFW for approval, shall monitor all work activities in these zones periodically when construction is occurring and assess their effect on the nesting birds. If the biologist determines that particular activities pose a high risk of disturbing an active nest, the biologist shall recommend additional, feasible measures to minimize the risk of nest disturbance. If work cannot proceed without disturbing the nesting birds, or signs of disturbance are observed by a monitor, work may be halted or redirected to other areas until the nesting and fledging is completed or the nest has otherwise failed for non-construction-related reasons. The biologist will contact the USFWS and the CDFW as needed could be contacted regarding alternate avoidance measures if halting or redirecting work is not feasible.</p>	City Contractor	Before and during construction	Reporting in accordance with permit requirements and regulatory agency conditions.
5-3	<p><b>Obtain a street tree trimming/removal permit.</b> A street tree trimming/removal permit would be obtained from the City's Department of Parks and Recreation if necessary. New trees, as well as other groundcovers and shrubs would be planted, as required by the permit.</p>	City Contractor	Before and after construction	Reporting in accordance with permit requirements.
<b>Chapter 6. Cultural, Paleontological, and Tribal Resources</b>				
6-1b	<p><b>Halt construction if archaeological resources are discovered.</b> In the event of the discovery of archaeological resources, the applicant shall be responsible for halting construction activities, notifying the chief of planning, and retaining a qualified archaeologist. The archaeologist would be required to evaluate the uniqueness of the find and to contact local Native American and historical organization and recommend a course of action.</p>	Contractor	During construction	Contact local Native American and historical organizations.

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Mitigation Measure Number	Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action (if applicable)
6-1c	<p><b>Conduct worker environmental awareness training.</b> A qualified Cultural Resources Specialist (CRS) will prepare the cultural resources portion of the Worker Environmental Awareness Program; Worker environmental awareness training will be required for all personnel before working at proposed construction sites. The training will emphasize and educate workers regarding sensitivity for cultural resources on the site and procedures should cultural resources be encountered.</p>	City Contractor	Before and construction	Construction Manager review for compliance
6-1d	<p><b>Designate a qualified archaeologist to write a Monitoring Plan and to conduct full-time monitoring of all ground-disturbing activities during construction.</b> A qualified Cultural Resources Specialist (CRS) will complete a construction monitoring program to be implemented per recommendations. Monitoring and mitigation comprise a number of required activities that may prescribe measures to ensure avoidance of resources or compensate for the loss of significant cultural resources due to unavoidable impacts resulting from the exigencies of a project's construction. The objectives of monitoring are to protect extant historical resources and unique archaeological resources; to identify at the time of discovery any archaeological materials exposed during ground disturbance; and to protect such resources from damage until recommendations of eligibility for the CRHR can be made.</p> <p>During all ground-disturbing activities, the contractor shall retain a qualified archaeologist to monitoring soil conditions prior to disposal.</p> <p>If cultural resources are discovered during ground-disturbing activities, construction work in the vicinity of the discovery would cease, and the area would be protected by a 50-foot buffer until the find could be evaluated by a qualified archaeologist. Mitigation measures recommended by the archaeologist will be implemented; cultural resource mitigation measures will be consistent with guidance and standards in Section 15126.4 of the CEQA Guidelines.</p>	City Contractor	During construction	Construction Manager review for compliance
6-2	<p><b>Halt construction if paleontological resources are discovered.</b> Should any potentially unique paleontological resources (e.g., fossils) be encountered during construction activities, work shall be halted immediately within 50 feet of the discovery. A qualified paleontologist shall determine the significance of the discovery, evaluate the uniqueness of the find, and prepare a written report documenting the find and recommending further courses of action. Depending on the significance of the discovery, the actions may include avoidance, preservation in place, excavation, documentation, recovery, or other measures determined by the paleontologist.</p>	Contractor	During construction	Construction Manager review for compliance

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Mitigation Measure Number	Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action (if applicable)
6-3	<p><b>Protect human remains upon discovery.</b> If human remains are discovered, the discovery would be treated in accordance with the requirements of §750.5(b) of the California Health and Safety Code. Pursuant to §7050.5(c) of the California Health and Safety Code, if the coroner determines that the human remains are of Native American origin, San Mateo County would ensure that the discovery is treated in accordance with the provisions of §5097.98(a)–(d) of the California PRC.</p>	Contractor	During construction	Construction Manager review for compliance
<b>Chapter 7. Geology and Soils</b>				
7-2	<p><b>Comply with regulations and policies for erosion control.</b> The City of San Mateo and its construction contractors shall develop prior to start of construction and implement a project-specific SWPPP for construction projects with a land disturbance area equal to or greater than 1 acre. For projects with disturbance area less than 1 acre in size, a site-specific Erosion and Sediment Control Plan shall be prepared. For projects with any land disturbance, construction shall comply with the San Mateo Site Development Code and shall incorporate an effective combination of erosion and sediment control measures that are identified in ABAG and/or California Stormwater Quality Association guidance manuals. Construction erosion and sediment control BMPs typically include, but are not limited to, the following measures:</p> <ul style="list-style-type: none"> <li>• Scheduling site grading during the non-rainy season (April 15 to October 15), where possible</li> <li>• Segregation of topsoil during rough grading</li> <li>• Temporary soil stabilization during site grading and active construction</li> <li>• Permanent post-construction site soil stabilization</li> <li>• Erosion and sediment controls during construction dewatering activities</li> <li>• Control of site run-on and run-off to isolate the work area and prevent onsite or offsite erosion and sediment transport during construction</li> <li>• Dust suppression</li> <li>• Stockpile management; in accordance with City standard construction practices, materials shall be stockpiled at central location(s) instead of within work areas, where feasible</li> </ul>	Contractor	Before, during, and after construction	Construction Manager review for compliance

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Mitigation Measure Number	Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action (if applicable)
7-3a	<p><b>Measures to reduce dewatering-related settlements.</b> Measures to reduce impacts from dewatering-related settlements could include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>• Prior to construction, install piezometers outside the limits of excavation; take continuous readings to create a historical baseline of the hydrostatic groundwater level and to measure the seasonal fluctuations.</li> <li>• Specify groundwater drawdown thresholds within observation wells (piezometers) installed around the excavation and enforceable actions in the contract documents. Specify early-alert values that trigger corrective action requirements, as well as dewatering shut-down values. From preliminary review of the geotechnical data, these early alert values are anticipated to be on the order of 5 feet of drawdown below historical low groundwater level in observation wells located 50 feet from the edge of the excavation. In the event that groundwater drawdown reaches the threshold, the dewatering rate will be reduced or potentially discontinued until additional mitigation measures are implemented, or further analyses of the measured settlement data for the threshold drawdown show no detrimental effects are likely.</li> <li>• Require installation of a watertight temporary shoring system.</li> <li>• Require a groundwater cutoff extending a minimum of 15 feet below the base of the excavation, or as required to penetrate low-permeability soil layers that limit drawdown outside of the Project area.</li> <li>• Prohibit dewatering wells outside of the excavation limits.</li> <li>• Limit the dewatering inside the excavation so it draws the groundwater table down to allow for construction, but will be limited to minimize drawdown outside the excavation shoring.</li> <li>• Perform construction period monitoring (weekly, daily, or continuously) to measure movement – settlement and tilt in the vicinity of the construction site. Movement in permanent and critical structures, such as pipelines and buildings, located within an approximate 100-foot radius of the construction zone should be monitored.</li> <li>• Perform post-construction monitoring. Groundwater levels should be monitored approximately quarterly for 1 to 2 years following construction to document post-construction groundwater levels.</li> </ul>	Contractor	Before, during and after construction	Construction Manager review for compliance
7-3b	<p><b>Measures to reduce shoring-related settlements.</b> Measures to reduce impacts from shoring-related settlements could include, but are not limited to, the following:</p>	Contractor	Before, during, and after construction	Construction Manager review for compliance

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<b>Mitigation Measure Number</b>	<b>Mitigation Measure</b>	<b>Implemented By</b>	<b>When Implemented</b>	<b>Monitoring or Reporting Action (if applicable)</b>
	<ul style="list-style-type: none"> <li>• Implement pre- and post-construction surveys to document the condition of specific buildings and structures located within a potential zone of influence or a specific distance from the edge of the excavation. Critical or major utilities, sensitive or historic buildings, and nearby homes may also be included in the surveys. A pre-construction survey provides a record of the existing conditions of the structures prior to construction. A post-construction survey and report documents the postconstruction conditions and any changes in condition that occurred during the construction period. These surveys help to differentiate between construction related impacts and pre-existing conditions. (Building owners and tenants may be unaware of the condition of their buildings prior to construction. Construction activity can alert an owner or tenant to a previously unrecognized crack or tilt in the foundation even though it may have been pre-existing.) The surveys may be used to establish agreements with neighbors prior to construction. They also may form the basis for repairs if movement occurs beyond an agreed upon threshold.</li> <li>• Require the shoring system to be designed to be rigid. Include a maximum calculated deflection limit as part of the contract document requirements.</li> <li>• Require the shoring system to be designed using at-rest soil pressures instead of active pressures. Consider requiring the shoring system to be designed to resist additional pressures that could result from earthquake loading.</li> <li>• Specify maximum vibration limits and enforceable actions in the contract documents. Specify monitoring requirements along with early-alert and shutdown values that trigger corrective action requirements.</li> <li>• Perform continuous vibration monitoring during periods of shoring installation. Provide monitors within the construction site and at pre-determined locations in-between the construction site and the nearest permanent structures to measure vibration magnitudes.</li> <li>• Specify maximum lateral deflection limits for the shoring elements and enforceable actions in the contract documents. Specify monitoring requirements along with early-alert and values that trigger corrective action requirements.</li> <li>• Perform construction period monitoring (weekly, daily, or continuously) to measure shoring displacements and the potential effects to the nearby area. Require monitors for shoring deformation such as inclinometers and survey prisms.</li> <li>• Perform construction period monitoring (weekly, daily, or continuously) to measure existing building movement – settlement, tilt, and vibration.</li> </ul>			

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Mitigation Measure Number	Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action (if applicable)
	<ul style="list-style-type: none"> <li>Perform post-construction monitoring. Neighboring structures should be monitored approximately quarterly for 1 to 2 years following construction to ensure post-construction movement is minimal.</li> </ul>			
<b>Chapter 9. Hazards and Hazardous Materials</b>				
9-2	<p><b>Perform a Phase II ESA as needed prior to construction and remediate, control, or dispose of contaminated materials as appropriate.</b> Where unexpected contamination is encountered or suspected, sampling shall be performed under a Phase II ESA, as appropriate, and recommendations for reducing or eliminating the mechanisms of contamination shall be provided. Recommendations may include removing the contaminated soil and disposing of it at a licensed facility in accordance with all regulations.</p>	Contractor	Before and during construction	Construction Manager review for compliance
9-4	<p><b>Coordinate emergency services during construction.</b> For Project work areas located in or near roadways, or that may otherwise interfere with emergency access, the City shall follow its standard measures to coordinate in advance with the SMPD and establish signage and detours so that emergency access, including police and fire access, is maintained during temporary construction activities. Signage and notifications to the public regarding parking, driving, and pedestrian access disruptions shall be made. Emergency personnel and coordination centers shall be notified of construction locations and schedules prior to start of construction.</p>	City Contractor	Before and during construction	Notify emergency personnel and coordination centers.
<b>Chapter 10. Hydrology and Water Quality</b>				
10-2	<p><b>Install and apply erosion control and stormwater best management practices during construction.</b> Applicable erosion control and stormwater BMPs shall be installed and maintained during construction for all earth-disturbing activities. Construction activities shall be required to comply with all Regional Water Quality Control Board regulations and procedures for discharging wastewater, including dewatering discharges, as detailed in the SWPPP and STOPPP prepared for each project and as required under Chapter 7.39 of the Municipal Code (City of San Mateo, 2015b). Applicable BMPs to reduce erosion and siltation and protect water quality can include, but are not limited to: designate construction access routes; stabilize construction access points; stabilize cleared and excavated areas by providing vegetative buffer strips, plastic coverings, and applying ground base on areas to be paved; protect adjacent properties and waterways by installing sediment barriers, filters, or vegetative buffer strips; prevent surface runoff from discharging into storm drains; use sediment controls and filtration to remove sediment from water generated by dewatering; and avoid refueling and vehicle maintenance on construction sites as feasible.</p>	Contractor	Before, during, and after construction	Construction Manager review for compliance

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10-2a	<b>Obtain discharge permits to comply with discharge requirements.</b> The City or its contractors shall obtain and comply with discharge permits as appropriate for discharge of dewatering water.	City Contractor	Before construction	Obtain and comply with discharge permits
<b>Chapter 11. Land Use</b>				
11-2	<b>Obtain approval for a special use permit.</b> The City of San Mateo Department of Public Works shall apply for a special use permit prior to approval of any project on a parcel where wastewater collection, pumping, or treatment facilities are not a regularly permitted use. Permit applications shall be reviewed and approved by the Planning Commission and City Council if all conditions are met.	City	During project design	Approval by Planning Commission and City Council
<b>Chapter 12. Noise</b>				
12-1a	<p><b>Develop and implement construction noise minimization measures.</b> General noise minimization measures available to reduce sound levels from construction activities include but are not limited to the following:</p> <ul style="list-style-type: none"> <li>• Specify general construction noise mitigation measures that require the contractor to use equipment that is in good working order, adequately muffled, and maintained in accordance with the manufacturers’ recommendations.</li> <li>• Use semi-permanent stationary equipment (e.g., generators and lights) with “quiet” packages (as available) and stationing it as far from sensitive areas as possible.</li> <li>• During construction, erect temporary barriers using materials such as intermodal containers or frack tanks, plywood walls, mass-loaded vinyl (vinyl impregnated with metal), or hay bales. Barriers shall be erected as close as safely feasible to the noise source. Barriers shall be used when equipment is expected to exceed 90 dBA at the property plane, based on actual measured noise levels for the specific equipment, as cited in <i>Roadway Construction Noise Model User’s Guide</i> (Federal Highway Administration, 2006). The barrier shall be designed to provide sufficient attenuation to reduce noise to less than 90 dBA at the property plane, as feasible.</li> <li>• If a diligent investigation of available noise abatement techniques indicates that immediate compliance with the requirements would be impractical or unreasonable, the contractor shall obtain an exceptions permit per Section 7.30.070 of the Municipal Code. The permit shall be issued by the City Manager, or the manager’s designee, with appropriate conditions to minimize the public detriment caused by such exceptions. The</li> </ul>	Contractor	Before and during construction	Construction Manager review for compliance

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<b>Mitigation Measure Number</b>	<b>Mitigation Measure</b>	<b>Implemented By</b>	<b>When Implemented</b>	<b>Monitoring or Reporting Action (if applicable)</b>
	duration of the permit shall be as short as possible, but in no case for longer than 6 months.			
12-1b	<b>Operate a construction noise hot line.</b> The City shall establish a telephone number for use by the public to report any significant undesirable noise conditions associated with construction and demolition of proposed Project. If the telephone is not staffed 24 hours per day, the City shall include an automatic answering feature, with date and time stamp recording, to answer calls when the phone is unattended. This telephone number shall be posted at the Project site during construction and demolition so that it is visible to passersby. This telephone number shall be maintained during Project construction.	City Contractor	During construction	Construction Manager review for compliance
12-1c	<b>Resolve construction noise complaints.</b> Throughout construction of the proposed Project, all legitimate Project-related noise complaints shall be documented, investigated, evaluated, and resolved as feasible. The City or its authorized agent shall be responsible for the following: <ul style="list-style-type: none"> <li>• Use the Noise Complaint Resolution Form typically suggested by the California Energy Commission, or a functionally equivalent procedure, to document and respond to each noise complaint.</li> <li>• Attempt to contact the person(s) making the noise complaint within 24 hours.</li> <li>• Conduct an investigation to attempt to determine the source of noise related to the complaint.</li> <li>• If the noise complaint is legitimate, implement feasible measures to reduce the noise.</li> </ul>	City Contractor	During construction	Construction Manager review for compliance
12-3	<b>Incorporate vibration issues into proposed Project construction.</b> As part of the final design effort, the potential for construction activities to result in excess vibration shall be assessed and site-specific minimization measures for the proposed Project implemented as necessary.	City	Before construction	Construction Manager review for compliance
12-3a	<b>Incorporate vibration monitoring and minimization measures as part of Project construction.</b> Vibration monitoring will be conducted as described in Final EIR Section 2.6.7. Site-specific minimization measures will be implemented as necessary to reduce the potential effects of offsite vibration. Monitoring may be reduced or eliminated when it has been established that these measures, if required, are effective for the site-specific conditions.	Contractor	During construction	Construction Manager review for compliance

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<b>Chapter 16. Transportation and Traffic</b>				
16-1	<p><b>Prepare and implement a traffic management plan.</b> Construction of some of the proposed Project would require temporary lane closures, traffic detours, and the use of oversized equipment. Implementation of the proposed Project shall include a TMP that would minimize impacts on through traffic as a result of construction activities. The TMP would be prepared in accordance with the <i>California Manual of Uniform Traffic Control Devices</i> (MUTCD) Caltrans, 2014b) and all applicable requirements of the San Mateo Department of Public Works Conditions of Approval. The TMP shall be approved by the City of San Mateo Department of Public Works prior to construction and implemented at all times during construction of the project. If construction requires use of or detours on the rights-of-way of other communities, permits and approvals may be required from these local agencies. The City of San Mateo and its contractors shall cooperate with other communities to obtain the necessary approvals.</p> <p>The TMP shall be prepared by a qualified transportation engineer and include recommendations for appropriately managing traffic during the construction period by implementing measures such as construction schedule restrictions, signage, and flaggers. Such measures would promote traffic movement during construction to avoid substantial LOS degradation (i.e., LOS levels that are less than the City’s adopted LOS threshold).</p> <p>The TMP would include but not be limited to the following measures:</p> <ul style="list-style-type: none"> <li>• Temporarily close of travel lanes or disruptions to street segments and intersections during trenching activities within road rights-of-way or while utilities are being connected.</li> <li>• Prepare temporary traffic control plans for each site location. In accordance with the San Mateo Public Works Department Conditions of Approval, prior to issuance of a permit, the contractor shall submit applicable pedestrian or traffic detour plans, to the satisfaction of the city engineer, for all lane or sidewalk closures. The detour plan shall comply with Part 6, Temporary Traffic Control, of the MUTCD, and standard construction practices. The temporary traffic control plans will identify the need for flaggers for directing traffic, temporary signage, lighting, traffic flow, control devices, and other measures, if required.</li> <li>• Identify oversize and overweight load haul routes. Transporters will comply with state and county regulations for transportation of oversized and overweight loads on all state and county roads. Such regulations typically include provisions for time of day, pilot cars, law enforcement escorts, speed limits, flaggers, and warning lights. In accordance</li> </ul>	Contractor	Before and during construction	Public Works Department and Construction Manager review for compliance

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	<p>with the San Mateo Public Works Department Conditions of Approval, for material delivery vehicles equal to or larger than two-axle, six-tire, single-unit truck size (as defined by Federal Highway Administration Standards), the contractor will submit a truck hauling route that conforms to City of San Mateo Municipal Code Section 11.28.040 for the approval of the city engineer. Contractors will be prohibited from using trucks with “compression release engine brakes” on residential streets. The contractor will submit a letter to and obtain approval from, the Department of Public Works confirming the intention to use the hauling route prior to the issuance of any City permits. All material hauling activities shall comply with applicable City ordinances and conditions of approval.</p> <ul style="list-style-type: none"> <li>• Schedule deliveries of heavy equipment and construction materials during periods of minimum traffic flow. In accordance with the San Mateo Public Works Department Conditions of Approval, earth hauling and materials delivery to and from the site, including truck arrivals and departures to and from the site, will be prohibited (to the extent possible) between the weekday hours of 4:00 p.m. to 5:30 p.m. Signs outlining these restrictions will be posted at conspicuous locations on site.</li> <li>• Limit construction activities (to the extent feasible) to the weekday between 7:00 a.m. and 7:00 p.m. and between 7:00 a.m. and 5:00 p.m. for work within City rights-of-way, in accordance with the San Mateo Public Works Department Conditions of Approval. During night work at the WWTP Site, the contractor will coordinate with the Public Works Department to obtain an exemption to perform construction activities outside of these times.</li> <li>• Post the approved hours of construction activity at the construction site in a place and manner that can be easily viewed by any interested member of the public.</li> <li>• Determine the need for construction work hours and arrival and departure times outside peak traffic periods.</li> <li>• Determine the need for construction scheduling outside of legal holidays and special events to avoid affecting large fluxes in traffic volumes. In accordance with the San Mateo Public Works Department Conditions of Approval, within the vicinity of Hillsdale Mall and within the downtown area during the holiday season (November 20 to January 1), there shall be no construction activities within rights-of-way that would create lane closures, eliminate parking, create pedestrian detours, or other activities that may create a major disturbance, as determined by the city engineer. Prohibition on El Camino Real will be along its entire length within the City limits. For Hillsdale Shopping Center, construction prohibition streets shall include Hillsdale Boulevard between US-</li> </ul>			

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*Underground Flow Equalization System Project*

Mitigation Measure Number	Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action (if applicable)
	<p>101 and SR-92, 31st Avenue between El Camino Real and Hacienda Street, and Edison Street and Hacienda Street in the vicinity of the shopping center. The limits of the downtown area shall be defined as: between El Camino Real on the west and Delaware Street on the east, Tilton Avenue on the north, and Fifth Avenue on the south. The prohibition shall also include the 3rd and 4th Avenue corridors between Delaware Street and US-101.</p> <ul style="list-style-type: none"> <li>• Identify vehicle safety procedures for entering and exiting site access roads.</li> <li>• Notify and coordinate with emergency responders regarding potential road closures prior to construction.</li> <li>• Provide access for emergency vehicles to and around the project site.</li> <li>• Maintain access to adjacent properties. In accordance with the San Mateo Public Works Department Conditions of Approval the contractor will notify residential and commercial occupants of property adjacent to the construction site of the hours of construction activity which may impact the area. The notifications will be provided 3 days prior to the start of the extended construction activity.</li> <li>• Notify and coordinate with transit operators regarding potential road closures prior to construction.</li> <li>• Maintain access to transit, bicycle, and pedestrian facilities along project routes.</li> <li>• Notify and coordinate with mail service and waste haulers regarding potential road closures prior to construction.</li> <li>• Provide a construction-parking plan that minimizes the effect of construction worker parking in the neighborhood. Include an estimate of the number of workers that will be present on the site during the various phases of construction, indicate where sufficient off-street parking will be used, and identify all locations for offsite material deliveries. The plan will be approved by the city engineer prior to issuance of City permits and will be complied with at all times during construction.</li> <li>• Implement a Transportation Demand Management Program using programs in compliance with the City/County Association of Governments of San Mateo County Guidelines for Trip Reduction. These programs will be on-going throughout project construction. The plan may include those actions listed in the project trip reduction plan, including secure bicycle storage, shower changing facilities, guaranteed ride home program, information on transportation alternatives, carpool matching program, preferential parking for carpools/vanpools, employee transportation coordinator, TMA</li> </ul>			

**Table 1. Mitigation Monitoring or Reporting Plan***Underground Flow Equalization System Project*

<b>Mitigation Measure Number</b>	<b>Mitigation Measure</b>	<b>Implemented By</b>	<b>When Implemented</b>	<b>Monitoring or Reporting Action (if applicable)</b>
	<p>participation, parking reduction, carsharing, shuttle participation, flexible work hours/telecommuting, and an option to participate in the Caltrain GO Pass Program.</p> <p>Signs would be provided to control traffic and assist with safety along proposed Project access routes and at designated road crossings. These signs will adhere to the MUTCD and will include regulatory signs (e.g., stop, speed limits, and yield) and warning signs and construction signs (e.g., temporary lane closures and flaggers). All signs will be maintained throughout proposed Project construction.</p> <p>Public information will be distributed by using local news television and radio broadcasts, informational flyers and mailers, Web sites, and other outreach options. Signs would be installed and public notices would be distributed regarding construction work before disruptions occur; the notifications would identify detours to maintain access. In addition, flagmen or escort vehicles would control and direct traffic flow, and work would be scheduled during periods of minimum traffic flow.</p>			