

CITY OF SAN MATEO
RESOLUTION NO. _____ (2019)

RESOLUTION NO. ___ 2019 APPROVE THE CITY OF SAN MATEO UNDERGROUND FLOW EQUALIZATION SYSTEM (UFES), CERTIFY THE FINAL ENVIRONMENTAL IMPACT REPORT, AND ADOPT CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS, STATEMENT OF OVERRIDING CONSIDERATIONS, AND MITIGATION MONITORING AND REPORTING PROGRAM

WHEREAS, the City of San Mateo's Clean Water Program is a comprehensive program designed to increase the capacity of the wastewater conveyance and treatment system to improve the quality of the effluent discharge and eliminate sanitary sewer overflows; and

WHEREAS, the City Council certified a Programmatic Environmental Impact Report (PEIR) for the San Mateo Clean Water Program on June 6, 2016; and

WHEREAS, the Clean Water Program consists of multiple program components including the City of San Mateo Underground Flow Equalization System (UFES) located at 2495 S. Delaware Street; and

WHEREAS, the Clean Water Program prepared a Project EIR for the UFES; and

WHEREAS, on September 24, 2019, the Planning Commission conducted a duly noticed public hearing and made recommendations to the City Council on the Underground Flow Equalization System, Project Environmental Impact Report, EIR Findings, and Statement of Overriding Considerations, application for Site Plan and Architectural Review, and Special Use Permit; and

WHEREAS, the Planning Commission recommended approval of the project and certification of the Project EIR; and

WHEREAS, the City Council conducted a public hearing on October 21, 2019, duly noticed, on the planning application for Site Plan and Architectural Review, Special Use Permit, Fence Height Exception, and Tentative Parcel Map, Project Environmental Impact Report, EIR Findings, and Statement of Overriding Considerations at which all public comments were considered; and

WHEREAS all applicable Conditions of Approval have been attached as Exhibit A.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAN MATEO, CALIFORNIA, HEREBY FINDS AND RESOLVES that:

1. The City Council has reviewed the Project Environmental Impact Report for the UFES and, in accordance with CEQA Guidelines Section 15090, finds that:
 - a. The final EIR has been completed in compliance with the California Environmental Quality Act;
 - b. The final EIR was presented to the City Council and the City Council has reviewed and considered the information in the final EIR prior to approving the UFES project; and
 - c. The final EIR reflects the City Council's independent judgment and analysis.

2. In accordance with CEQA Guidelines Section 15091, the City Council adopts the findings for each of the significant effects identified in the project EIR and identifies the Statement of Overriding Considerations set forth in Exhibit B.
3. The City Council adopts the Mitigation Monitoring and Reporting Program set forth in Exhibit C
4. The custodian of the documents or other material which constitute the record of proceedings upon which this decision is based is the City Clerk, located at City Hall, 330 West 20th Avenue, San Mateo, California.
5. The City Council, based on the facts and analysis in the Administrative Report, written and oral testimony, and exhibits presented, makes the following findings with regard to the planning approvals sought.

a. Special Use Permit (Municipal Code §27.74.202):

Approve the Special Use Permit (SUP) to allow the use of the site for a public facility in the “A” Agricultural District, finding that:

1. The proposed use will not adversely affect the general health, safety and/or welfare of the community in that the Underground Flow Equalization System (UFES) is a key facility in protecting the general health, safety and welfare by allowing for temporary storage of wastewater from the surrounding area and subsequent treatment at the City’s Waste Water Treatment Plant and will avoid overflows in the general vicinity and will improve the quality of the treated municipal effluent discharged into San Francisco Bay.
2. The proposed use will not cause injury or disturbance to adjacent property in terms of traffic or by excessive noise, smoke, odor or noxious gas, dust, glare, heat or fumes, or industrial waste in that the Final Environmental Impact Report shows that all potential impacts can be mitigated to a less than significant standard, with the exception of noise impacts. There is no guarantee that noise levels at the property line will always be less than the City standard of 90 dBA. Although scenarios where equipment is operated close to the property line are expected to be infrequent, and the City may allow infrequent construction activities to begin prior to 7 a.m., such operations are necessary for project construction (e.g., to allow large concrete pours). This is documented in the in the Final Environmental Impact Report (FEIR) Statement of Overriding Considerations.

b. Site Plan and Architectural Review (San Mateo Municipal Code §27.08.030):

Approve the Site Plan and Architectural Review to allow for construction of a new electrical building, eight-foot perimeter walls along Saratoga Drive and Bay Meadows Park, and a ten-foot air exhaust finding that:

1. The structures, site plan, and landscaping are in scale and harmonious with the character of the neighborhood in that:
 - a. The visibility of site improvements is limited from adjacent properties due to the low one-story building height and underground design of the storage tank.

- b. The design of the project will be consistent with improvements at the San Mateo Event Center since the vast majority of the project is located underground and the remaining improvements are no more than one story in height.
 - c. The use of perimeter walls and landscaping will provide a consistent treatment along the project site perimeter, compatible with both the Bay Meadows Park and Saratoga Drive.
- 2. The development will not be detrimental to the harmonious and orderly growth of the City because:
 - a. The project is consistent with the General Plan (see General Plan findings below).
 - b. The project will not preclude future use of the San Mateo County Event Center consistent with its existing land uses.
- 3. The development will not impair the desirability of investment or occupation in the vicinity, and otherwise is in the best interests of the public health, safety, or welfare because:
 - a. The project is a necessary component of the Clean Water Program, which provides sewer services to the surrounding community.
 - b. Mitigation measures, to the extent feasible, have been developed to address construction impacts.
- 4. The development meets all applicable standards as adopted by the City Council, conforms to the General Plan, and will correct any violations of the Uniform Building Code, Zoning Code, or other municipal codes in that the project will be constructed in conformance with the City's Building Codes, Fire Codes and Building Security Code with the Exception of the City's Noise Regulations, as documented in the Final Environmental Impact Report (FEIR) Statement of Overriding Considerations.
- 5. The development will not adversely affect matters regarding police protection, crime prevention, and security in that the building security, site lighting will be required to conformed to the City's Building Security Code as specified in the Conditions of Approval.

c. General Plan Conformity

The project is consistent with the following policies of the General Plan:

Land Use Element

- GOAL 4a: Facilities. Seek to provide a safe and predictable supply of water, and provide storm drainage, sewer and flood control facilities adequate to serve existing needs, the projected population and employment growth and to reduce the associated life safety and health risks to acceptable levels.
- LU 4.7: Sewer System. Provide a sewer system which safely and efficiently conveys sewage to the wastewater treatment plant. Implement the Sewer System Management Plan (SSMP) to ensure proper maintenance, operations and management all parts of the wastewater collection system.

The City of San Mateo is implementing a series of capital projects, referred to collectively as the Clean Water Program (CWP), to replace aging wastewater infrastructure, build wet weather capacity, comply with regulatory requirements, and align with the City's sustainability goals. In adopting the 2016 Final Program EIR for the CWP, the City Council selected the "In-System Storage Program" alternative. The Underground Flow Equalization System (UFES) project, consistent with the Council's selected program alternative, will provide the wastewater system capacity to comply with regulations requiring prevention of sanitary system overflows.

Circulation Element

- C 1.2: Minimize Curb Cuts on Arterial Streets. Discourage creation of new curb cuts on arterial streets to access new development. Take advantage of opportunities to combine driveways and reduce the number of existing curb cuts on arterial streets.
- C 2.5: Traffic Studies. Require site-specific traffic studies for development projects where there may be a substantial impact on the local street system. Traffic impacts caused by a development project are considered to be unacceptable and warrant mitigation if the addition of project traffic results in a cumulative intersection level of service exceeding the acceptable level established in Policy C-2.1; where there may be safety hazards created; or where there may be other substantial impacts on the circulation system.

A study of traffic was included in the Environmental Impact Report, which found that following completion of construction, the project will not generate daily, or otherwise regular, traffic impacts to the local street system, with traffic limited to maintenance of the project. While construction impacts to traffic would be small relative to local highway and arterial volumes, construction traffic will be provided a temporary construction easement through the San Mateo County Event Center to permit direct access to the existing haul route to State Route 92 via S. Delaware Street. A secondary haul route, via Saratoga Drive, will be used only during times when the easement must be used for event parking by the Event Center, which times are expected to be limited. The use of the temporary easement will further minimize impacts

on the local circulation network such that they will remain insignificant.

Urban Design Element

- UD 2.7: Respect Existing Scale. Encourage new commercial development to respect the scale of surrounding buildings by providing breaks in the building face at spacings common to buildings in the area and by stepping back upper floors.

The proposed project complies with the policies of the Urban Design Element in that the facilities and the minimal size of its building will not detract from the visual presence of the Event Center. Furthermore, the project will provide physical improvements (new perimeter walls) to visually enhance the Saratoga Drive corridor with streetscape improvements, and encourage pedestrian activity, and respect the massing and scale of the surrounding and desired new development buildings.

Conservation and Open Space Element

- C/OS 6.6: New Development Street Trees. Require street tree planting as a condition of all new developments in accordance with the adopted Street Tree Master Plan.
- C/OS 6.7: Street Tree Planting. Encourage the planting of new street trees throughout the City and especially in gateway areas such as Third Avenue, Fourth Avenue, El Camino Real (SR 82), Hillsdale Boulevard, and 42nd Avenue; encourage neighborhood participation in tree planting programs; explore non-City funded tree planting programs.
- C/OS 6.8: Street Tree Preservation. Preserve existing street trees; ensure adequate siting, selection, and regular maintenance of City trees, including neighborhood participation, for the purpose of keeping the trees in a safe and aesthetic condition.

The project includes the planting of new street trees along the Saratoga Drive frontage, as well as within Bay Meadows Park. The proposed trees are required as conditions of approval for the project.

Noise Element

- N 2.1: Noise Ordinance. Continue implementation and enforcement of the City's existing noise control ordinance: a) which prohibits noise that is annoying or injurious to neighbors of normal sensitivity, making such activity a public nuisance, and b) restricts the hours of construction to minimize noise impact.
- N 2.3: Minimize Commercial Noise. Protect land uses other than those listed as "noise sensitive" in Table N-1 from adverse impacts caused by the on-site noise generated by new developments. Incorporate necessary mitigation measures into development design to minimize noise impacts. Prohibit new uses which generate noise levels of 65 dB (LDN) or above at the property line, excluding ambient noise levels.

Construction activities have the potential to result in short term noise impacts to nearby residences as indicated in the Final Environmental Impact Report (FEIR) and Statement of Overriding Considerations. Noise measures and monitoring during construction, which are standard conditions of approval for the planning application, will be mandatory, and the applicant will be required to abide by construction work hours. Final EIR Master Response 1, which is included in both the Final EIR Executive Summary and Appendix F, describes the commitment the City has made in response to noise issues: no pile driving will be used for construction of the underground storage facility.

Exhibits:

- A. Conditions of Approval
- B. Findings and Statements Required Under the California Environmental Quality Act
- C. Mitigation Monitoring and Reporting Program

CITY OF SAN MATEO PLANNING APPLICATION

CONDITIONS OF APPROVAL

PA-2018-010, UNDERGROUND FLOW EQUALIZATION SYSTEM

2495 S DELAWARE ST, SAN MATEO, CA 94403-1902

PARCEL # 040030220

AS APPROVED BY THE *information to be filled in after City Council meeting*

The following conditions of approval apply to the project referenced above. The conditions of approval are grouped under specific headings that relate to the timing of required compliance. Additional language within a condition may further define the timing of required compliance.

COMPLIANCE WITH MITIGATION MEASURES: At all times, the applicant shall comply with the Mitigation Measures adopted by the City Council through the CEQA environmental review process and documented in the Mitigation Monitoring and Reporting Program (MMRP) for the project. (PUBLIC WORKS)

The following conditions shall be addressed on the construction plans submitted for any BUILDING PERMIT and shall be satisfied prior to issuance of the permit, or if another deadline is specified in a condition, at that time.

Building Division (PA)

1. BUILDING PERMIT – A building permit for this project shall be submitted for review and approval by the Building Division. (BUILDING)
2. SHORING/SCAFFOLDING - Shoring/scaffolding plans, calculations, etc., shall be submitted for review and approval by Building Division. (BUILDING)
3. SOILS REPORT – The applicant shall provide a stamped, signed, and dated soil investigation report containing design recommendations to the Building Official. The classification shall be based on observation and any necessary tests of materials disclosed by boring or excavations made in appropriate locations. Additional studies may be necessary to evaluate soil strength, the effect of moisture variation on soil-bearing capacity, compressibility, liquefaction, seismically induced soil liquefaction, soil instability, and expansiveness. Additionally, the applicant shall submit a stamped, signed, and dated letter from the Geotechnical Engineer or Civil Engineer who prepared the soil investigation stating the following:
 - (A) The plans and specifications substantially conform to the recommendations in the soil investigation.
 - (B) The Geotechnical Engineer or Civil Engineer who prepared the soil investigation has been retained to provide soil site observation and provide periodic and final reports to the City of San Mateo.

Prior to final inspection for any building or structure, the Geotechnical Engineer or Civil Engineer who prepared the soil investigation shall issue a final report stating the

completed pad, foundation, finish grading and associated site work substantially conform to the approved plans, specifications and investigations. (BUILDING)

4. PRE-CONSTRUCTION CONFERENCE FOR LARGE PROJECTS- A pre-construction conference shall be held at a time and location agreed upon by the City and applicant for the purpose of reviewing Conditions of Approval and construction-site procedures. The applicant shall be represented by his design and construction staffs, which include any sub-contractors. Departments having conditions of approval for the project will represent the City. This meeting shall be held prior to start of construction. (BUILDING)
5. SITE SURVEY – The applicant shall provide a site survey of entire parcel stamped and signed by a Land Surveyor licensed by the State of California. The survey shall include, but not be limited to, the following: location and dimensions of property line, location of streets and easements, existing buildings, topographic contour lines, trees/landscape, miscellaneous structures, etc. The purpose of the site survey is to accurately verify compliance with items such as setback dimensions, heights of buildings from established contours, compliance with heritage tree ordinance, etc. (BUILDING)

Fire Department (PA)

4. FIRE DEPARTMENT ACCESS- The road shall remain accessible to public safety vehicles except when there is no alternative but to block the road due to construction activities. If that occurs, the project manager must notify public safety immediately of the necessity for closure and the duration of the closure. Notification shall be made to fire@smcfire.org or to 650-522-7940. (FIRE)

Parks and Recreation Department (PA)

5. FINAL PLANS AND DETAIL DRAWINGS- The applicant shall have prepared and shall submit final plans and drawings for the review and approval of the Department of Parks and Recreation as follows:
 - (A) A plan or plans that is (are) referenced from the underground improvement plans showing where existing irrigation lines including low voltage wire conduit(s) are located that cross under Saratoga Drive and Delaware Street where utility trenching along such streets will take place. Plans shall include notes that require the Contractor to:
 - 1) Use every reasonable attempt in determining the exact location of these irrigation improvements to avoid damage to them.
 - 2) Contact the Park and Recreation Department's Maintenance Division at 650-522-7423 to review the approximate locations of said irrigation

improvements and locations of shut off valves in case a line is broken prior to beginning any underground work.

- 3) Immediately repair/replace as required all existing irrigation improvements that are damaged to the same or better condition than prior to the damage in a professional manner using state licensed contractor professionals that specialize in irrigation work.
 - 4) Be responsible for any significant damage to existing plantings that suffer from lack of water due to delay in repairing any damaged irrigation improvements by promptly replacing them with quality plantings of the same size, and species in a professional manner using state licensed contractors and caring for them until irrigation lines are restored and are property functioning.
- (B) Planting Plans prepared by a state licensed Landscape Architect describing each plant species, quantity, location, size (spacing for groundcover) along with planting details and notes regarding soil preparation, fine grading, planting, mulching and plant establishment / maintenance for a minimum of 60 calendar days after approved installation.
- (C) Irrigation Plans prepared by a state licensed Landscape Architect including all components of the irrigation system, irrigation legend, detail drawings and notes for irrigating the proposed planting improvements within Bay Meadows Park, and along the Saratoga Drive frontage, and for cutting, capping and rerouting of irrigation lines and other required modifications to the existing irrigation systems to maintain irrigation to other existing plantings along Saratoga Drive and within Bay Meadows Park. The irrigation system design and implementation, including the preparation of As-built drawings, shall conform to the latest edition of the Department of Parks and Recreation Standard Irrigation Manual.
- (D) Demolition and Restoration Plan if it is obvious that existing Park or Saratoga Drive improvements will be damaged in order to provide the proposed work. The plans shall indicate the improvements to be demolished and improvements to be replaced. (PARK AND RECREATION)

Planning Division (PA)

8. EXCAVATED SOILS- Excavated site soils shall be tested prior to disposal to confirm that the concentration of constituents present in site soils do not exceed hazardous waste criteria of local, state and federal regulations. If the concentration of constituents in the project site soils do exceed hazardous waste criteria, they will be disposed of as hazardous waste in accordance with local, state and federal regulations. (PLANNING)

9. CONFORMANCE WITH APPROVED PLANNING APPLICATION - All building permit application plans and details, and subsequent construction shall substantially conform with the approved planning application, including: drawings, plans, materials samples, building colors, the written project description, and other items submitted as part of the approved planning application. No signage is approved as part of the planning application; signage is governed by the City's Sign Ordinance. Documentation of any changes to the approved Planning Application plan set shall be provided at the time of Building Permit application submittal. Any proposed modifications to the approved planning application must be reviewed by the Chief of Planning and/or Zoning Administrator. Modifications to Building Permit plans must be approved prior to construction of the modified improvements. The Chief of Planning and/or Zoning Administrator shall determine whether the proposed modifications substantially conform with the approved planning application, or whether a planning application for a modification of a previously approved planning application is required to be submitted to permit the proposed project modifications, as required by San Mateo Municipal Code Section 27.08.080 Modifications. (PLANNING)
10. HERITAGE TREE PROTECTION - The applicant shall protect all heritage trees designated to remain from damage during construction. Tree protection shall comply with all provisions of the Heritage Tree Ordinance, approved Tree Protection Plan contained in the approved project arborist's report, and any requirements imposed by the City. The following tree protection measures shall be shown on building permit drawings:
- (A) All recommendations for tree protection contained in the approved Tree Protection Plan contained in the approved project arborist's report, and/or additional requirements imposed by the City.
 - (B) Protective fencing shall be located at the drip line of existing major vegetation to remain. This protective fencing shall be constructed of solid wood, chain link, or other solid materials subject to approval of the Zoning Administrator.

In addition, the following requirements shall be complied with at all times during construction:

- (C) Oil, gas, chemicals, or construction materials shall not be stored within the drip line of trees that are designated to be preserved.
- (D) Signs, wires, or other types of obstructions shall not be attached to trees.
- (E) Trenching under the drip line of trees is to be avoided. If trenching is necessary, trenches are to be hand dug and major roots retained.

All tree protection measures shall be constructed prior to issuance of a grading permit, demolition permit, or building permit. The Project Arborist shall submit a letter and photos to the Project Planner verifying that all tree protection measures are properly implemented prior to the issuance of the first building permit. (PLANNING)

11. LOCATION AND FULL SCREENING OF ABOVE GROUND UTILITIES, EQUIPMENT, AND DEVICES INCLUDING TRANSFORMERS AND BACK FLOW PREVENTORS – All ground level utilities, equipment, and other project related operational/utility devices (“Items”) shall be shown on the building permit plans, consistent with the approved planning application plans. All Items shall be fully screened on all four sides from public view by a solid wall or solid wood fence that complies with San Mateo Municipal Code Chapter 27.84 Fences, Trees and Hedges. Landscaping in the form of densely planted tall shrubs may be utilized where placement of a fence is infeasible, subject to review and determination by the Zoning Administrator in the field. These Items shall be setback as far as feasible from street frontages and shall be fully screened with landscaping or other screening material. The building permit plans shall show the location and screening of these items and this condition shall be addressed on the construction plans submitted for any building permit and shall be satisfied prior to issuance of the permit; however, the final location and required screening of all Items shall be reviewed and approved by the Zoning Administrator prior to release of utilities or final inspection, whichever occurs first. (PLANNING)
12. PAYMENT OF OUTSTANDING PLANNING APPLICATION FEES – The applicant shall check with the Project Planner to determine whether any outstanding planning applications fees exist and those fees shall be paid prior to the issuance of the first building permit. (PLANNING)
13. CONDITIONS OF APPROVAL – Final plans shall include all the Conditions of Approval beginning on sheet 2 of the plans. (PLANNING)
14. RECORDATION OF CONDITIONS OF APPROVAL – The applicant shall record the final approved planning application conditions of approval document at the San Mateo County Recorder’s Office. The applicant shall submit proof of recordation in the form of a recorded document that includes a confirmation sticker with the recordation evidence. This document shall be recorded prior to the issuance of the building permit and shall be satisfied prior to issuance of the permit. (PLANNING)

Public Works Department (PA)

15. STORM DRAIN INLETS AND WATERWAYS - The building permit application plans shall show the marking of the words “No Dumping! Flows to Bay,” or equivalent, on all storm inlets surrounding and within the project site using methods approved by the City standards, consistent with the San Mateo Countywide Water Pollution Prevention Program’s C.3 requirements. (PUBLIC WORKS)

16. TRIANGULAR AREA OF VISIBILITY – The building permit application plans shall show that the installation of landscaping and permanent structures located within the 10' triangular area of visibility at the driveway, and 45' triangular area of visibility at any project corner meets the requirements of a minimum vertical clearance of 7', and/or are less than 3' in height. This includes all PG&E above ground structures and other utility facilities. (PUBLIC WORKS)

17. INTERIOR FLOOR DRAINS – The building permit application plans shall show all interior floor drains and shall be plumbed to connect to the sanitary sewer system and shall not be connected to stormwater collection system per the San Mateo Countywide Water Pollution Prevention Program's C.3 requirements. (PUBLIC WORKS)

18. RIGHT OF WAY IMPROVEMENTS - Prior to any work being done in the City's right of way, the applicant shall have street improvement plans prepared for all work in the public right of way by a licensed civil engineer, whose signed engineer's stamp shall appear on the plans and shall submit traffic control plans. The traffic control plan shall comply with the most recent version of the California Manual of Uniform Traffic Control Devices (CA MUTCD) and the City's Traffic Control Plan Requirements, and shall address and provide safe and continuous travel for all modes of transportation (inclusive of construction traffic and vehicular, pedestrian, and bicycle modes) to the maximum extent feasible. The City will review the draft of the traffic control plan with a small group of community residents (from San Mateo United Homeowners Association (SMUHA), Bay Meadows, and Fiesta Gardens). Final construction plans and specifications, including the final traffic control plan, shall be approved by the City Engineer. The City will present the approved traffic control plan to the public at a community meeting. Right of way improvements shall include, at a minimum, the following items:
 - (A) STREET TREES - The applicant shall plant street trees to match the City of San Mateo street tree plan in effect at the time of construction. The street tree plans shall be constructed per City Standard Drawings 3-1-847, Tree Planting Details, and will include tree grates. Street trees removed or damaged for installation of the temporary driveway on S. Delaware shall be replaced in kind.

 - (B) STREET MARKINGS - The applicant shall install necessary street markings of a material and design approved by the City Engineer, and replace any that are damaged during construction. These include but are not limited to all pavement markings, painted curbs and handicap markings. All permanent pavement markings shall be thermoplastic. Color and location of painted curbs shall be shown on the plans and subject to approval by the City Engineer. Any existing painted curb or pavement markings no longer required shall be removed by grinding if thermoplastic, sand blasting if in paint. Once installed, the applicant shall coordinate with City crews to mark any red curb within the proposed City right-of-way with a City seal.

- (C) SIDEWALK - The applicant shall replace to existing City standards all sidewalk used as a temporary driveway on S. Delaware Street. Sidewalk replacement shall be constructed per City Standard Drawing 3-1-141A (or 3-1-141B). At the time the planning application was filed, a minimum of three hundred (300) square feet of sidewalk will need to be replaced.
 - (D) CURB RAMPS - The applicant shall construct four (4) curb ramps in accordance with State Standard Drawing No. RNSP A88 at Saratoga Drive and S. Delaware Street. The actual ramp "Case" shall be identified on the plans and shall be approved by the City Engineer or designee.
 - (E) CURB AND GUTTER - The applicant shall replace to existing City standards all curb and gutter used as a temporary driveway on S. Delaware Street. New curb and gutter shall be constructed per City Standard Drawing 3-1-141A (or 3-1-141B). A minimum of fifty (50) linear feet of curb and gutter will need to be replaced.
 - (F) DRIVEWAY APPROACH - The applicant shall install one (1) City Standard Commercial driveway approach as shown on the approved plans. The new commercial driveway approach shall be constructed per City Standard Drawing 3-1-148.
 - (G) SEWER MAIN - The applicant shall install a new mainline sewer from the existing sanitary sewer manhole 1318 to the underground flow equalization system (UFES) in accordance with City Standard Drawing No. 3 1 101 and 3-1-153. New sewer line shall be PVC, SDR 26 or equal. Applicant is required to submit plans and drawings for approval prior to submitting the first building permit.
 - (H) STREET LIGHTS - Street lights removed or damaged for installation of the temporary driveway on S. Delaware shall be replaced in kind. (PUBLIC WORKS)
19. DRAINAGE - Drainage designed into landscaping with the purpose of reducing volume or improving quality of runoff from the site shall be implemented, to extent feasible, subject to the approval of the City Engineer. Where necessary, sidewalk drains per City Standard Drawing 3-1-120 shall be provided to direct the water under the sidewalk and through the curb. No increase to the peak discharge shall be permitted downstream. In addition, discharge must conform to any non-point source permit issued by the Regional Water Quality Control Board. Drainage improvements made on-site shall conform to standard engineering practices and shall not allow any site drainage to impact adjacent properties. All drainage capacity calculations shall be performed by a licensed Civil Engineer, whose signed engineer's stamp shall appear on the calculations sheets and shall be submitted to the City for review and approval with the project civil plans. The applicant shall install porous concrete paving on the entire site.

The project applicant shall file a Notice of Intent (NOI) with the State Water Resources Control Board to obtain coverage under the State General Construction Activity NPDES Permit. Proof of permit must be provided to the Public Works Department along with a Storm Water Pollution Prevention Plan (SWPPP) prepared by a qualified SWPPP designer prior to issuance of the STOPPP Construction permit. For projects that include permanent structural controls for stormwater treatment, the O&M (operation and maintenance) procedures for such control features shall be submitted for review and approval prior to occupancy and specify the owner's responsibility to ensure their ongoing effective operation and maintenance. Such O&M responsibility requirements shall be recorded on the property deed. The building permit application plans shall show drainage. (PUBLIC WORKS)

20. CHARGES FOR PUBLIC WORKS SERVICES - Prior to plan checking, the applicant shall be required to deposit with the City, funds to pay for, at the adopted rate, all engineering, inspection and survey services that may be required during plan check and construction of the project. The amount of the deposit shall be \$15,000. Public Works plan checking of the plans submitted with the building permit plans cannot proceed until the deposit is submitted. The applicant shall be required to increase the deposit or be billed monthly at the discretion of the City, for any costs in excess of the deposit. If billed monthly, invoices shall not become delinquent (must be paid within 30 days of receipt). Prior to final occupancy the bill shall be paid in full. The City will refund any portion of the deposit not utilized. (PUBLIC WORKS)
21. FENCES AND OTHER PERMANENT STRUCTURES WITHIN CITY RIGHT-OF-WAY – The applicant shall locate all project fencing and foundation of a permanent nature within the project's property and out of the City right-of-way. (PUBLICWORKS)
22. PERMITS REQUIRED BY OTHER AGENCIES - The applicant is hereby informed that permits may be required by one (1) or more of the following: Corps of Engineers, Bay Conservation and Development Commission, Fish and Game, and/or the State Lands Commission. If project is within jurisdiction of any of these agencies, verification of permit or waiver of permit must be given to the Public Works Department prior to issuance of any required City permits. If the City is required to be a party to the permit application and a fee is required, the applicant shall reimburse the City for its cost. (PUBLICWORKS)
23. UNDERGROUND UTILITIES - The building permit application plans shall show the installation of all new, and upgraded, utility service, including telephone, electric power, and other communications lines underground to the building in accordance with City of San Mateo Municipal Code 26.32.020. (PUBLICWORKS)

24. EASEMENT – The applicant shall acquire easements from the County of San Mateo, as delineated on the approved plans. The easements shall be recorded with the County Recorder’s Office and a recorded copy of the document returned to the City prior to the release of the first building permit. The easement may also be designated on any associated parcel or subdivision map. The building permit application plans shall show all easements. (PUBLIC WORKS)

The following conditions shall be met prior to RELEASE OF UTILITIES or FINAL INSPECTION, whichever occurs first, or if another deadline is specified in a condition, at that time.

Parks and Recreation Department (PA)

25. PROTECTION OF EXISTING IMPROVEMENTS - In performing the approved work within Bay Meadows Park and along Saratoga Drive, the applicant shall protect all existing improvements that are not designated or not approved to be removed. If damaged such existing improvements shall be replaced with new improvements to the same original design by using professionals specializing in the improvements to be replaced. If it is obvious that existing improvements will be damaged as a result of the proposed work, a demolition and restoration plan shall be submitted for approval prior to the commencement of construction. (PARKS AND RECREATION)

Planning Division (PA)

26. VERIFICATION OF LANDSCAPE INSTALLATION – The applicant shall submit a letter prepared by the project landscape architect stating that all landscape improvements (including trees, shrubs, and irrigation systems) have been installed in compliance with the approved landscape plans submitted to the City for construction. This condition shall be met prior to the release of utilities or final inspection, whichever occurs first. (PLANNING)
27. VERIFICATION OF COMPLIANCE WITH ACOUSTICAL ANALYSIS – The applicant shall submit an acoustical analysis verifying that the project complies with the noise requirements contained in the City’s General Plan. This condition shall be met prior to the release of utilities, final inspection, or issuance of a certificate of occupancy, whichever occurs first. (PLANNING)
28. PLANNING DIVISION INSPECTIONS – The applicant shall notify the project planner for inspections related to construction of all structures, landscaping, and other site improvements. The notification request shall be given at least 72 hours prior to the requested time for inspection. (PLANNING)

Public Works Department (PA)

29. RECORD DRAWINGS - The applicant shall submit one full set of original record drawings and construction specifications for all off-site improvements to the Department of Public Works. All underground facilities shall be shown on the record drawings as constructed in the field. The applicant shall also provide the City with an electronic copy of the as-builts in PDF and the AutoCAD Version being used by the City at the time of completion of the work. This condition shall be met prior to the release of utilities, final inspection, or issuance of a certificate of occupancy, whichever occurs first. (PUBLIC WORKS)
30. STORMWATER TREATMENT OPERATIONS AND MAINTENANCE PLAN – The applicant shall submit an Operation and Maintenance (O&M) Plan for the permanent storm water treatment facilities to the City Engineer, or designee, for review and approval. This condition shall be met prior to the release of utilities or final inspection, whichever occurs first. (PUBLIC WORKS)

The following conditions shall be complied with AT ALL TIMES DURING THE CONSTRUCTION PHASE OF THE PROJECT, or if another deadline is specified in a condition, at that time.

Building Division (PA)

31. BUILDING CONSTRUCTION ACTIVITIES - The following provision to control traffic congestion, noise, and dust shall be followed during site excavation, grading and construction:

Work hours regulated by the San Mateo Municipal Code shall only be permitted between the hours of 7:00 a.m. and 7:00 p.m. on Monday through Friday. These hours apply to all noise-generating construction-related activity but do not apply to construction work that takes place inside a completely enclosed building and does not exceed the exterior ambient noise level as measured 10 feet from the exterior property lines.

The allowed hours of Building construction activities may be waived or modified through an exemption from the hours of work designated in Section 23.06.060 of the San Mateo Municipal Code, for limited periods up to 2 months of consecutive working days at a time with the intent to minimize the number of exemptions to the extent feasible, if the Building Official finds that:

- (A) The following criteria are met:

- (i) Permitting extended hours of construction will decrease the total time needed to complete the project thus mitigating the total amount of noise associated with the project as a whole; or
 - (ii) An emergency situation exists where the construction is necessary to correct an unsafe or dangerous condition resulting in obvious and imminent peril to public health and safety. If such a condition exists, the City may waive any of the remaining requirements outlined below.
- (B) The exemption will not conflict with any other conditions of approval required by the City to mitigate significant impacts.
- (C) The contractor or owner of the property will notify residential and commercial occupants of property adjacent to the construction site of the hours of construction activity which may impact the area. This notification must be provided three days prior to the start of the construction activity.
- (D) The approved hours of construction activity will be posted at the construction site in a place and manner that can be easily viewed by an interested member of the public.

The Building Official may revoke the exemption at any time if the contractor or owner of the property fails to abide by the conditions of exemption or if it is determined that the peace, comfort and tranquility of the occupants of adjacent residential or commercial properties are impaired because of the location and nature of the construction. The waiver application must be submitted to the Building Official ten (10) working days prior to the requested date of waiver.
(BUILDING)

Public Works Department (PA)

32. GROUND WATER DISCHARGE- In accordance with the City's Municipal Code, Discharge of Ground Water (SMMC 7.38.150), the Director of Public Works may approve the discharge of ground waters to the sanitary sewer only when such source is deemed unacceptable by State and Federal authorities for discharge to surface waters of the United States, whether pretreated or untreated, and no reasonable alternative method of disposal is available. Following the verification of the applicable local, state and/or federal approvals, a Discharge Plan will be approved and monitored by the Public Works Department. (PUBLIC WORKS)
33. BEST MANAGEMENT PRACTICES (BMP) – The applicant shall perform all construction activities in accordance with the City's Storm Water Management and Discharge Control Rules and Regulations (SMMC 7.39), and the San Mateo Countywide Water

Pollution Prevention Plan (SMCWPPP) by reference. Detailed information can be located at: <http://www.flowstobay.org/documents/business/construction/SWPPP.pdf> (PUBLIC WORKS)

34. PUBLIC WORKS CONSTRUCTION ACTIVITIES - The following provision to control traffic congestion, noise, and dust shall be followed during site excavation, grading and construction:
- (A) Construction activities related to the issuance of any Public Works permit shall be restricted to the weekday between 7:00 a.m. and 7:00 p.m. Please note, however, that no work shall be allowed to take place within the City right-of-way after 5:00 p.m. In addition, no work being done under the issuance of a Public Works encroachment permit may be performed on the weekend unless prior approvals have been granted by Public Works. Earth haul and materials delivery to and from the site, including truck arrivals and departures to and from the site, will be prohibited between the weekday hours of 4:00 p.m. - 5:30 p.m. Signs outlining these restrictions shall be posted at conspicuous locations on site. The signs shall be per the City Standard Drawing for posting construction hours. The sign shall be kept free of graffiti at all times. Contact the Public Works Department to obtain sample City Standard sign outlining hours of operation. The allowed hours of Public Works construction activities may be waived or modified through an exemption, for limited periods up to 2 months of consecutive working days at a time, if the City Engineer finds that:
- (i) The following criteria are met:
- (a) Permitting extended hours of construction will decrease the total time needed to complete the project thus mitigating the total amount of noise associated with the project as a whole; or
- (b) Permitting extended hours of construction are required to accommodate design or engineering requirements, such as a large concrete pour. Such a need would be determined by the project's design engineer and require approval of the City Engineer.
- (c) An emergency situation exists where the construction work is necessary to correct an unsafe or dangerous condition resulting in obvious and eminent peril to public health and safety. If such a condition exists, the City may waive any of the remaining requirements outlined below.
- (ii) The exemption will not conflict with any other condition of approval required by the City to mitigate significant impacts.

- (iii) The contractor or owner of the property will notify residential and commercial occupants of property adjacent to the construction site of the hours of construction activity which may impact the area. This notification must be provided three days prior to the start of the extended construction activity.
- (iv) The approved hours of construction activity will be posted at the construction site in a place and manner that can be easily viewed by any interested member of the public.
- (v) Notifications for exemptions to construction hours and traffic (vehicles, bikes, peds) re-routing should be both 14-days and 3-days in advance and distributed through the communication channels described in COA 37 (E).

However, it is the City's intent to minimize the number of days of exemptions to the maximum extents feasible.

The City Engineer may revoke the exemption at any time if the contractor or owner of the property fails to abide by the conditions of exemption or if it is determined that the peace, comfort and tranquility of the occupants of adjacent residential or commercial properties are impaired because of the location and nature of the construction. The waiver application must be submitted to the Public Works Construction Inspector ten (10) working days prior to the requested date of waiver.

- (B) All construction vehicles should be properly maintained and equipped with exhaust mufflers that meet State standards.
- (C) Newly disturbed soil surfaces shall be watered down regularly by a water trucks or by other approved method maintained on site during all grading operations. Construction grading activity shall be discontinued in wind conditions that in the opinion of the Public Works Construction Inspector cause excessive neighborhood dust problems. Wash down of dirt and debris into storm drain systems will not be allowed.
- (D) Construction activities shall be scheduled so that paving and foundation placement begin immediately upon completion of grading operation.
- (E) All aggregate materials transported to and from the site shall be covered in accordance with Section 23114 of the California Vehicle Code during transit to and from the site.

- (F) Prior to issuance of any permit, the applicant shall submit any applicable pedestrian or traffic detour plans, to the satisfaction of the City Engineer, for any lane or sidewalk closures. The detour plan shall comply with Part 6, Temporary Traffic Control, of the State of California Manual of Uniform Traffic Control Devices (MUTCD), 2012, and standard construction practices.
 - (G) Install a noise barrier (e.g. plywood wall, mass loaded vinyl curtain, or haybales) approximately 600 feet along the Bay Meadows Park existing fence and the underground structure construction work area.
 - (H) Use semi-permanent stationary equipment (e.g., generators for dewatering pumps, above grade pumping equipment and portable generator-powered lights stations) with “quiet” packages and/or sound enclosures (as available) and stationing it as far from sensitive areas as possible. (PUBLIC WORKS)
35. MATERIAL HAULING AND CONSTRUCTION WORKER PARKING - For material delivery vehicles equal to, or larger than two-axle, six-tire single unit truck (SU) size or larger as defined by FHWA Standards, the applicant shall 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. The project sponsor shall require contractors to prohibit trucks from using “compression release engine brakes” on residential streets.

The haul route for this project shall be: 92 to S. Delaware Street to a site entrance at the southern corner of the Event Center parking lot; and a secondary route to be used during Event Center events along Saratoga Drive from Delaware Street to Hillsdale Blvd, accessing the project site from Saratoga Drive. Any queue of construction vehicles, including but not limited to haul and concrete trucks, will be on the Event Center site easements and not on City streets, to the maximum extent feasible.

A letter from the applicant confirming the intention to use this hauling route shall be submitted to the Department of Public Works, and approved, prior to the issuance of any City permits. All material hauling activities including but not limited to, adherence to the approved route, hours of operation, staging of materials, dust control and street maintenance shall be the responsibility of the applicant. All storage and office trailers will be kept off the public right-of-way. Tracking of dirt onto City streets and walks will not be allowed. The applicant must provide an approved method of cleaning tires and trimming loads on site. Any job related dirt and/or debris that impacts the public right of way shall be removed immediately. No wash down of dirt into storm drains will be allowed. All material hauling activities shall be done in accordance with applicable City ordinances and conditions of approval. Violation of such may be cause for suspension of work.

The applicant shall provide a construction-parking plan that minimizes the effect of

construction worker parking in the neighborhood and shall include an estimate of the number of workers that will be present on the site during the various phases of construction and indicate where sufficient off-street parking will be utilized and identify any locations for off-site material deliveries. Said plan shall be approved by the City Engineer prior to issuance of City permits and shall be complied with at all times during construction. Failure to enforce the parking plan may result in suspension of the City permits. (PUBLIC WORKS)

36. TEMPORARY CONSTRUCTION EASEMENT - Prior to the start of construction, and to be utilized throughout the construction phase, the applicant shall acquire a temporary construction easement from the County of San Mateo to manage truck routes. The temporary construction easement shall facilitate the management of haul routes as stipulated in COA#36 Material Hauling and Construction Worker Parking. (PUBLIC WORKS)

37. ADDITIONAL CONSTRUCTION MONITORING AND REPORTING - The applicant shall conduct the following construction monitoring and reporting, in addition to the required mitigation measures, at all times during the construction phase of the project:

- (A) In addition to the ground monitoring wells prescribed as part of the Mitigation Measures to be adopted by the City Council as part of the CEQA environmental review process, four new groundwater monitoring wells shall be installed beyond 50-ft from the edge of the excavation within and adjacent to the Fiesta Gardens and Bay Meadows neighborhoods, supplementing the existing groundwater wells that were installed approximately 2 years ago. Groundwater monitoring shall be completed using data loggers at each of the monitoring wells, allowing the construction managers access to the groundwater elevation conditions during dewatering activities. The levels shall be monitored by the construction inspectors to ensure that fluctuations stay within the seasonal variability.
- (B) In addition to the settlement monitoring prescribed as part of the Mitigation Measures to be adopted by the City Council as part of the CEQA environmental review process, settlement monitoring would consist of baseline inspections and periodic construction checks (i.e. prior, during and post) up to a 500-foot radius from the construction zone. Prior to construction, a baseline inspection of individual surface features (e.g., homes, businesses, buried and above grade utilities) shall be completed by the contractor. These inspections typically entail a visual inspection, along with photo and video documentation, detailed measurements, and notes related to the current condition of these features. Inspections shall occur prior to construction, every 6 months during construction, and after the project is completed.

Prior to construction, the contractor shall also survey sidewalks, curbs, and gutters in the public right of way, within a 500-ft radius of the construction zone. Prior to construction, private properties, within the 500-ft radius, will have the option for the City to conduct sewer lateral inspections; if the lateral is found defective, the property owner will be required to replace the lateral at the property owner's expense.

- (C) While all impacts to air quality would be less than significant and no mitigation measures are required by CEQA, visual dust monitoring and quantified measurements using hand-held instruments will be conducted. In addition, two stationary dust monitors will be placed along the fence lines. One camera will be placed near the eastern fence corner for additional monitoring. If corrective actions are required, the construction managers will enforce the implementation of Bay Area Air Quality Management District enhanced measures, such as increasing the frequency of site watering and installing tire wash facilities.
- (D) Noise, vibration, dust, and groundwater monitoring data will be continuously recorded. The City will have the capability to present the real time data on the project website following quality review. If the construction manager determines that exceedances occur on noise, vibration, dust and groundwater thresholds, the construction manager and City will work with the contractor to identify the source of the exceedance within 24 hours and implement corrective actions.
- (E) Notifications (e.g. exceedances and traffic re-routing) and construction updates will be communicated through several channels, which include a 24-7 project-specific hotline for all inquiries that will be answered by a live person, SMS texting, project website, UFES project-specific email list (which shall include all adjacent neighborhood HOA leaders and SMUHA), and social media (e.g. Next Door). Notifications will be distributed both 14-days and 3-days in advance of the activity. (PUBLIC WORKS)

The following conditions shall be complied with AT ALL TIMES that the use permitted by this planning application occupies the premises.

Fire Department (PA)

- 38. DESIGNATED EMERGENCY VEHICLE ACCESS: All required Emergency Vehicle Accessways, including red curbs, curb lettering and fire lane signs shall be maintained at all times that the use permitted by this planning application occupies the premises.
(FIRE)

Planning Division (PA)

39. CONFORMANCE WITH APPROVED PLANNING APPLICATION AT ALL TIMES - All physical improvements, uses, and operational requirements authorized by the approved planning application shall substantially conform at all times that the use permitted by this planning application occupies the premises with the approved planning application, including: drawings, plans, materials samples, building colors, the written project description, and other items submitted as part of the approved planning application. Any proposed modifications to the approved planning application must be reviewed by the Chief of Planning and/or Zoning Administrator. The Chief of Planning and/or Zoning Administrator shall determine whether the proposed modifications substantially conform with the approved planning application, or whether a planning application for a modification of a previously approved planning application is required to be submitted to permit the proposed project modifications, as required by San Mateo Municipal Code Section 27.08.080 Modifications. (PLANNING)

Public Works Department (PA)

40. NOTICE OF INTENT - The project applicant shall file a Notice of Intent (NOI) with the State Water Resources Control Board to obtain coverage under the State General Construction Activity NPDES Permit. Proof of permit must be provided to the Public Works Department along with a Storm Water Pollution Prevention Plan (SWPPP) prepared by a qualified SWPPP designer prior to issuance of the STOPPP Construction permit. (PUBLIC WORKS)

41. POST CONSTRUCTION BEST MANAGEMENT PRACTICES (BMP) – In accordance with the City’s Storm Water Management and Discharge Control Rules and Regulations (SMMC 7.38.020), and the San Mateo Countywide Stormwater Management Plan (SWMP) by reference, the applicant shall:

- (A) Owner/occupant shall inspect private storm drain facilities at least two (2) times per year and sweep parking lots immediately prior to and once during the storm season.
- (B) The applicant shall pay a fee on a yearly basis for cost associated with, but not limited to, biannual inspection of the private storm drain facilities, emergency maintenance needed to protect public health or watercourses, and facility replacement or repair in the event that the treatment facility is no longer able to meet performance standards or has deteriorated.
- (C) Label new and redeveloped storm drain inlets with the phrase “No Dumping – Drains to Bay” plaques to alert the public to the destination of storm water and to prevent direct discharge of pollutants into the storm drain. Template ordering information is available from the Department of Public Works.

City of San Mateo Planning Application

Conditions of Approval

PA-2018-010, 2495 S Delaware St, Underground Flow Equalization System

As Approved on *(insert date after City Council approval)*

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- (D) All process equipment, oils fuels, solvents, coolants, fertilizers, pesticides, and similar chemical products, as well as petroleum based wastes, tallow, and grease planned for storage outdoors shall be stored in covered containers at all times.
(PUBLIC WORKS)

FINDINGS AND STATEMENTS REQUIRED UNDER THE
CALIFORNIA ENVIRONMENTAL QUALITY ACT

For

THE FINAL ENVIRONMENTAL IMPACT REPORT FOR
PA #18-010 UNDERGROUND FLOW EQUALIZATION SYSTEM (UFES)
2495 DELAWARE STREET
PARCEL #040-030-220

STATE CLEARINGHOUSE NUMBER: 2018092013

Prepared Pursuant to the
Sections 15091 and 15093 of the State CEQA Guidelines and Section 21081 of the Public
Resources Code

by the

CITY OF SAN MATEO

September 2019

1. INTRODUCTION

1.1. Overview and Organization

The City of San Mateo (City) has prepared a Final Environmental Impact Report (Final EIR) for the Underground Flow Equalization System (UFES) project. To support its certification of the Final EIR, approval of a Site Plan and Architectural Review application, and approval of a Special Use Permit, the City Council makes the following findings of fact and statements of overriding considerations (collectively, Findings). These Findings contain the City Council's written analysis and conclusions regarding the project's environmental effects, mitigation measures, alternatives to the project, and the overriding considerations which, in the City Council's view, justify the approval of the project despite its potential environmental effects. These Findings are based upon the entire record of proceedings for the Final EIR, as described below.

The City is implementing a series of capital projects to upgrade and increase the capacity of its wastewater collection system and wastewater treatment plant, referred to collectively as the Clean Water Program. The UFES project is a critical Clean Water Program project to provide sufficient capacity in the City's wastewater collection system to reduce sanitary sewer overflows and optimize system performance. Overall project objectives and the intended use of the Final EIR are described in Chapter 1 of the Final EIR. The UFES project features, including project construction, are described in Chapter 2 of the Final EIR.

The content and format of the Findings are designed to meet the requirements of the California Environmental Quality Act (CEQA).^{1,2} The Final EIR identifies significant environmental effects that would result from the project. For each significant effect identified in the Final EIR, the City is adopting one or more of the findings as provided in CEQA and specified in Section 15091 of the CEQA Guidelines. For most significant effects, the City finds that the mitigation measures identified in the Final EIR and adopted by the City avoid or substantially lessen the significant effects to a level of less than significance. As provided in Section 15093 of the CEQA Guidelines, the City is balancing the economic, legal, social, technological, or other benefits of the project against the unavoidable environmental effects. With regard to those unavoidable effects, the City is adopting a Statement of Overriding Considerations. The City also adopts a Mitigation Monitoring and Reporting Plan (MMRP). The City finds that the MMRP, which is incorporated by reference and made a part of these findings, meets the requirements of Public Resources Code Section 21081.6 by providing for the implementation and monitoring of measures intended to mitigate potentially significant effects. The MMRP is provided under separate cover and is incorporated by reference.

1.2. Statutory Requirements

CEQA and particularly the CEQA Guidelines require that:

¹ California Environmental Quality Act (CEQA), Public Resources Code (PRC), §§ 21000 et seq.

² CEQA Guidelines, CCR, Title 14, Division 6, Chapter 3, §15000 et seq. (CEQA Guidelines).

No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

1. Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

For those significant effects that the agency determines are not feasible to mitigate to a less-than-significant level, the public agency is required to find that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment (see, Public Resource Code Section 21081(b)). The Guidelines state in Section 15093 that:

If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered acceptable.

1.3. Record of Proceedings and Custodian of Record

For purposes of CEQA and these Findings, the record of proceedings for the City's decision on the project consist of: (1) matters of common knowledge to the City including, but not limited to, federal, state, and local laws and regulations and policies, and (b) the following documents, which are in custody of the City of San Mateo, Public Works Engineering Program Management Office, 1900 O'Farrell Street, Suite 320, San Mateo, CA 94403:

- Notice of Preparation and other public notices issued by the City in conjunction with the project.
- Draft Environmental Impact Report dated March 2019.
- All testimony, documentary evidence, and all correspondence submitted in response to the Draft EIR by agencies or members of the public during the public comment period on the Draft EIR and responses to those comments.

- Final Environmental Impact Report, dated September 2019, including all documents incorporated therein by reference.
- Mitigation Monitoring and Reporting Program dated September 2019.
- All findings, statements of overriding consideration, and resolutions adopted by the City in connection with the project, and all documents cited or referred to therein.
- All final technical reports and addenda, studies, memoranda, maps, correspondence, and all planning documents prepared by the City or the City's consultants relating to the project.
- All documents submitted to the City by agencies or members of the public in connection with development of the project.
- All actions of the Planning Commission and City Council with respect to the project.
- All references included in the Draft EIR and Final EIR.
- The Final Programmatic Environmental Impact Report for the City of San Mateo Clean Water Program (Final PEIR, SCH 2015032006) and accompanying Final Mitigation Monitoring and Reporting Program for the Clean Water Program.
- Applicable local general plans, coastal plans, and related environmental analyses.
- Meeting agenda, minutes, and staff reports of the City.
- Other documents regarding coordination and consultation with the public and public agencies and other documents designated by the City.

1.4. Preparation and Consideration of the Final EIR, Independent Judgment, and Recirculation Findings

Pursuant to Public Resources Code Section 21082.1(c)(3), the City Council finds, with respect to the City's preparation, review and consideration of the Final EIR, that:

- The City retained the independent firm of Jacobs to prepare the Final EIR, and Jacobs prepared the Final EIR under the supervision and at the direction of the City of San Mateo Public Works Department.
- The City circulated the Draft EIR for review by responsible agencies and the public from March 6, 2019, to May 31, 2019, for a total review period of 87 days (exceeding the 45-day review period required by CEQA) and submitted it to the State Clearinghouse for review and comment by State agencies.

- A public hearing was held on April 9, 2019, to receive oral comments on the Draft EIR. Copies of the document were distributed to state, regional, and local agencies, as well as organizations and individuals for review and comment.
- A public hearing was held by the Planning Commission on September 24, 2019, to receive oral comments on the Final EIR, and review and make a recommendation to the City Council on the Project. The Planning Commission voted (3-1) to recommend that the City Council approve the Project.
- A public hearing was held by the City Council on October 21, 2019, to receive oral comments on the Final EIR. The City Council voted [INSERT] to approve the Project.
- The Final EIR has been completed in compliance with CEQA.
- The project will have significant, unavoidable impacts as described and discussed in the Final EIR.
- The Final EIR is adequate under CEQA to address the potential environmental impacts of the project.
- The Final EIR has been presented to the City Council, and the City Council has independently reviewed and considered information contained in the Final EIR.
- The Final EIR does not add significant new information to the Draft EIR that would require recirculation under CEQA Guidelines section 15088.5 because the Final EIR contains no information revealing (1) any new significant environmental impact that would result from the project or from a new mitigation measure, (2) any substantial increase in the severity of a previously identified environmental impact, (3) any feasible project alternative or mitigation measure considerably different from others previously analyzed that would lessen environmental impacts of the project but that was rejected by the City, or (4) that the Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

By these Findings, the City Council ratifies, adopts, and incorporates the analyses, explanations, findings, responses to comments, and conclusions of the Final EIR, except as specifically described in these Findings.

2. MITIGATION MEASURES REQUIRED BY THE FINAL PROGRAMMATIC ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF SAN MATEO CLEAN WATER PROGRAM

In 2015 and 2016, the City prepared a program-level CEQA review of the Clean Water Program, which was adopted by the City Council in June 2016 (Final PEIR, SCH 2015032006). That Final PEIR requires compliance with certain mitigation measures for projects completed within the Clean Water Program, including this project. The Final EIR for this project requires compliance with certain mitigation measures identified throughout the analysis. Many project-specific

impacts that are less than significant are reduced even further with implementation of these PEIR mitigation measures, while some potentially significant project impacts actually require compliance with the PEIR mitigation measures in order to reduce those impacts to less than significant levels or to the maximum extent feasible. Therefore, the City finds that compliance with the following Final PEIR mitigation measures is required for this project:

- **PEIR Mitigation Measure 11-2:** Obtain approval for a Special Use Permit.

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.

- **PEIR Mitigation Measure 3-3a:** Design lighting to minimize impacts on adjacent areas.

Construction Lighting. Prior to site mobilization, the construction manager shall confirm that lighting for construction of proposed project facilities is used in a manner that minimizes potential night lighting impacts, as follows:

a) All lighting shall be of minimum necessary brightness consistent with worker safety.

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).

c) Where feasible and safe, lighting shall be turned off when not in use, and motion detectors shall be used.

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.

e) All construction related lighting shall be completely shielded or screened so it is not visible to surrounding residents.

Project Operation Lighting. 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:

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.

b) All lighting shall be of minimum necessary brightness consistent with worker safety.

c) Where feasible and safe, lighting shall be kept off when not in use.

A lighting complaint resolution form shall be used by the 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.

- **PEIR Mitigation Measure 4-4:** Incorporate odor control systems for facilities with odor potential and obtain permits from the Bay Area Air Quality Management District (BAAQMD).

The design, construction, and operation of facilities with the potential to generate odors shall include appropriate odor control systems. The odor control system shall be sized and operated to be below BAAQMD's Regulation 9, Rule 2, Inorganic Gaseous Pollutants – Hydrogen Sulfide limits of hydrogen sulfide below 0.06 parts per million averaged over three consecutive minutes or 0.03 parts per million averaged over any 60 consecutive minutes in any 24-hour period (BAAQMD, 1979).

The City of San Mateo Department of Public Works shall obtain all necessary permits from the BAAQMD for the operation of new, modified, and existing emission sources as required.

- **PEIR Mitigation Measure 6-1b:** Halt construction if archaeological resources are discovered

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.

- **PEIR Mitigation Measure 6-2:** Halt construction if paleontological resources are discovered

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.

- **PEIR Mitigation Measure 7-2:** Comply with regulations and policies for erosion control

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:

- Scheduling site grading during the non-rainy season (April 15 to October 15), where possible
 - Segregation of topsoil during rough grading
 - Temporary soil stabilization during site grading and active construction
 - Permanent post-construction site soil stabilization
 - Erosion and sediment controls during construction dewatering activities
 - Control of site run-on and runoff to isolate the work area and prevent onsite or offsite erosion and sediment transport during construction
 - Dust suppression
 - Stockpile management; in accordance with City standard construction practices, materials shall be stockpiled at central location(s) instead of within work areas, where feasible
- **PEIR Mitigation Measure 9-4:** Coordinate emergency services during construction

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.

- **PEIR Mitigation Measure 10-2:** Install and apply erosion control and stormwater best management practices during construction.

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 RWQCB regulations and procedures for discharging wastewater, including dewatering discharges, as detailed in the SWPPP 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.

- **PEIR Mitigation Measure 12-1a:** Develop and implement construction noise minimization measures.

General noise minimization measures available to reduce sound levels from construction activities include but are not limited to the following:

- 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.
- 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.
- 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 Roadway Construction Noise Model User's Guide (FHWA, 2006). The

barrier shall be designed to provide sufficient attenuation to reduce noise to less than 90 dBA at the property plane, as feasible.

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 duration of the permit shall be as short as possible, but in no case for longer than 6 months.

- **PEIR Mitigation Measure 12-1b:** Operate a construction noise hotline

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 the 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.

- **PEIR Mitigation Measure 12-1c:** Resolve construction noise complaints

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:

- 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.
- Attempt to contact the person(s) making the noise complaint within 24 hours.
- Conduct an investigation to attempt to determine the source of noise related to the complaint.
- If the noise complaint is legitimate, implement feasible measures to reduce the noise.

- **PEIR Mitigation Measure 12-3:** Incorporate vibration issues into proposed Project construction.

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.

- **PEIR Mitigation Measure 16.1:** Prepare and implement a traffic management plan.

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 California Manual of Uniform Traffic Control Devices (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. The City of San Mateo and its contractors shall cooperate with other communities to obtain the necessary approvals.

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).

The TMP would include but not be limited to the following measures:

- To the extent possible, minimize closures of travel lanes or disruptions to street segments and intersections during trenching activities within road rights-of-way or while utilities are being connected.
- 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 control devices, and other measures, if required.
- 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 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 by 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.

- 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 p.m. to 5:30 p.m. Signs outlining these restrictions will be posted at conspicuous locations on site.
- Limit construction activities (to the extent feasible) to the weekday between 7 a.m. and 7 p.m. and between 7 a.m. and 5 p.m. for work within City ROWs.
- 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.
- Determine the need for construction work hours and arrival and departure times outside peak traffic periods.
- 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 Hillside 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 Hillside Shopping Center, construction prohibition streets shall include Hillside Boulevard between US 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 5th Avenue on the south. The prohibition shall also include the 3rd and 4th Avenue corridors between Delaware Street and US 101.

- Identify vehicle safety procedures for entering and exiting site access roads.
- Notify and coordinate with emergency responders regarding potential road closures prior to construction.
- Provide access for emergency vehicles to and around the Project site. • 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 properties 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.
- Notify and coordinate with transit operators regarding potential road closures prior to construction.
- Maintain access to transit, bicycle, and pedestrian facilities along Project routes.
- Notify and coordinate with mail service and waste haulers regarding potential road closures prior to construction.
- 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.
- 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 participation, parking reduction, carsharing, shuttle participation, flexible work hours/ telecommuting, and an option to

participate in the Caltrain GO Pass Program.

Signs would be provided to control traffic and assist with safety along the 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 Project construction.

Public information will be distributed by using local news television and radio broadcasts, informational flyers and mailers, websites, 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.

3. FINDINGS REGARDING IMPACTS IDENTIFIED AS “NO IMPACT” OR “LESS THAN SIGNIFICANT”

CEQA does not require mitigation measures or findings for impacts identified as “no impact” or “less than significant”. CEQA Guidelines 15126.4; 15091(a)(3). Nonetheless, the City Council finds, based on the substantial evidence presented in the record, that implementation of the proposed Project will have no impact or a less-than-significant impact on each of environmental impact areas identified below, and therefore no mitigation is required for these impacts.

3.1 Aesthetics

- **Impact 3-1:** The proposed Project would not have the potential to conflict with applicable zoning and other regulations governing scenic quality.

3.2 Air Quality

- **Impact 4-1:** The proposed Project would not conflict with or obstruct implementation of an applicable air quality plan or result in a cumulatively considerable net increase of any criteria pollutant.
- **Impact 4-2:** The proposed Project would not expose sensitive receptors to substantial pollutant concentrations.
- **Impact 4-3:** The proposed Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

3.3 Biological Resources

- **Impact 5-1:** Implementation of the proposed Project would not have a substantial adverse effect, either directly or through habitat modifications, on any species

identified as a candidate, sensitive, or special-status species.

- **Impact 5-4:** Implementation of the proposed Project would not conflict with provisions of an adopted habitat conservation plan, natural community conservation plan, or other plan.

3.4 Geology and Soils

- **Impact 7-1:** Implementation of the proposed Project would not directly or indirectly cause potential substantial adverse effects involving rupture of a known earthquake fault, strong seismic shaking, and/or seismic-related ground failure, including liquefaction and landslides.
- **Impact 7-4:** The proposed Project will not be located on expansive soils, creating substantial direct or indirect risks to property.

3.5 Greenhouse Gases

- **Impact 8-1:** The proposed Project would not generate GHG emissions either directly or indirectly that may have a significant effect on the environment.
- **Impact 8-2:** The proposed Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

3.5 Hazards and Hazardous Materials

- **Impact 9-1:** Construction of the proposed Project would not expose the public or the environment to hazardous materials through routine use, transport, or disposal of hazardous materials or reasonably foreseeable upset and accident conditions involving the release of hazardous materials.

3.6 Hydrology and Water Quality

- **Impact 10-1:** The proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

3.7 Land Use

- **Impact 11-1:** The proposed Project would not include development that could divide an established community.
- **Impact 11-3:** Implementation of the Project would not conflict with habitat or natural conservation plans.

3.8 Noise

- **Impact 12-2:** The proposed Project would not result in a substantial permanent

increase in ambient noise levels in the Project vicinity above levels existing without the Project.

3.9 Population and Housing

- **Impact 13-1:** Implementation of the proposed Project would not induce unplanned population growth.
- **Impact 13-2:** Implementation of the proposed Project would not displace people or housing.

3.10 Public Services

- **Impact 14-2:** Implementation of the proposed Project would not affect hospitals, schools, and libraries.

3.11 Recreation

- **Impact 15-1:** The proposed Project would not increase use of existing parks and recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
- **Impact 15-2:** The proposed Project does not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.
- **Impact 15-3:** The proposed Project would not affect use of existing parks or recreation facilities, inconsistent with applicable policies.

3.12 Transportation and Traffic

- **Impact 16-1:** Construction of the proposed Project would not conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, nor conflict with or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b).
- **Impact 16-2:** Construction of the proposed Project would not conflict with an applicable congestion management program including but not limited to LOS standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.
- **Impact 16-3:** Implementation of the proposed Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curve or dangerous intersection) or incompatible uses.
- **Impact 16-6:** Operation of the proposed Project would not result in a significant traffic increase in conflict with local plans, policies, and ordinances.

3.13 Utilities

- **Impact 17-1:** Implementation of the proposed Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.
- **Impact 17-2:** Implementation of the proposed Project would not result in insufficient water supplies available to serve the proposed Project and reasonably foreseeable future development during normal, dry, and multiple dry years.
- **Impact 17-3:** Implementation of the proposed Project would not result in a determination by the wastewater treatment provider that serves or may serve the Project that it does not have adequate capacity to serve the proposed Project's projected demand in addition to the provider's existing commitments.
- **Impact 17-4:** The proposed Project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.
- **Impact 17-5:** Implementation of the proposed Project would not result in wasteful, inefficient, or unnecessary consumption of energy, nor conflict or obstruct a state or local plan for renewable energy or energy efficiency.

4. FINDINGS REGARDING POTENTIALLY SIGNIFICANT IMPACTS MITIGATED TO A LESS-THAN-SIGNIFICANT LEVEL

Pursuant to Public Resources Code section 21081(a)(1) and CEQA Guidelines section 15091(a)(1), the City finds that the following potentially significant impacts would be reduced to less than significant with implementation of the corresponding mitigation measures:

4.1. Aesthetics

4.1.1. Impacts

- **Impact 3-2:** The project would have the potential to create a new source of substantial light or glare.

4.1.2. Findings

The City finds that the above potentially significant impacts to Aesthetics would be reduced to less-than-significant levels through adoption of the following mitigation measures:

- **PEIR Mitigation Measure 3-3a:** Design lighting to minimize impacts on adjacent areas.

Construction Lighting. Prior to site mobilization, the construction manager shall confirm that lighting for construction of proposed project facilities is used in a manner that minimizes potential night lighting impacts, as follows:

- a) All lighting shall be of minimum necessary brightness consistent with worker safety.
- 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).
- c) Where feasible and safe, lighting shall be turned off when not in use, and motion detectors shall be used.
- 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.
- e) All construction related lighting shall be completely shielded or screened so it is not visible to surrounding residents.

Project Operation Lighting. 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:

- 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.
- b) All lighting shall be of minimum necessary brightness consistent with worker safety.
- c) Where feasible and safe, lighting shall be kept off when not in use.

A lighting complaint resolution form shall be used by the 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.

4.1.3. Facts in Support of Findings

Facts in support of the findings are described in Final EIR Chapter 3 (Aesthetics) and in Appendix F (Draft EIR Comments and Responses).

4.2. Biological Resources

4.2.1. Impacts

- **Impact 5-2:** Implementation of the project may interfere with the movement of fish or wildlife species.
- **Impact 5-3:** Implementation of the project could require the removal of street trees and potentially conflict with the City of San Mateo Heritage Tree Ordinance.

4.2.2. Findings

above potentially significant impacts to Biological Resources would be reduced to less-than-significant levels through adoption of the following mitigation measures:

- **Mitigation Measure 10-1:** Install and apply erosion control and stormwater best management practices during construction.

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 RWQCB regulations and procedures for discharging wastewater, including dewatering discharges, as detailed in the SWPPP prepared for each project and as required under Chapter 7.39 of the Municipal Code. 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.

- **Mitigation Measure 10-2:** Obtain discharge permits to comply with discharge requirements.

The City or its contractors shall obtain and comply with discharge permits as appropriate for discharge of dewatering water.

- **Mitigation Measure 5-2:** Protection for nesting raptors and other native birds.

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.

- **Mitigation Measure 5-3:** Obtain a street tree trimming/removal permit.

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.

4.2.3. Facts in Support of Findings

Facts in support of the findings are described in Final EIR Chapter 5 (Biological Resources) and Appendix F (Draft EIR Comments and Responses).

4.3. Cultural, Paleontological, and Tribal Resources

4.3.1. Impacts

- **Impact 6-1:** Construction of the project could cause a substantial change in the significance of a historic resource or archaeological resource pursuant to CEQA § 15064.5.
- **Impact 6-2:** Construction of the project could destroy a unique paleontological resource or site or unique geologic feature.

- **Impact 6-3:** Construction of the project could disturb human remains.

4.3.2. Findings

The City finds that the above potentially significant impacts to Cultural, Paleontological, and Tribal Resources would be reduced to less-than-significant levels through adoption of the following mitigation measures:

- **PEIR Mitigation Measure 6-1b:** Halt construction if archaeological resources are discovered.

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.

- **Mitigation Measure 6-1c:** Conduct worker environmental awareness training.

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.

- **Mitigation Measure 6-1d:** Designate a qualified archaeologist to write a Monitoring Plan and to conduct full-time monitoring of all ground-disturbing activities during construction.

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.

During all ground-disturbing activities, the contractor shall retain a qualified archaeologist to monitoring soil conditions prior to disposal.

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.

- **PEIR Mitigation Measure 6-2:** Halt construction if paleontological resources are discovered.

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.

- **Mitigation Measure 6-3:** Protect human remains upon discover.

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.

4.3.3. Facts in Support of Findings

Facts in support of the findings are described in Final EIR Chapter 6 (Cultural Resources) and Appendix F (Draft EIR Comments and Responses).

4.4. Geology and Soils

4.4.1. Impacts

- **Impact 7-2:** Implementation of the project could result in substantial soil erosion or loss of topsoil.
- **Impact 7-3:** Project construction may be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, potentially resulting in onsite or offsite landslides, lateral spreading, subsidence, liquefaction, or collapse.

4.4.2. Findings

The City finds that the above potentially significant impacts to Geology and Soils would be reduced to less-than-significant levels through adoption of the following mitigation measures:

- **PEIR Mitigation Measure 7-2:** Comply with regulations and policies for erosion control.

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:

- Scheduling site grading during the non-rainy season (April 15 to October 15), where possible
 - Segregation of topsoil during rough grading
 - Temporary soil stabilization during site grading and active construction
 - Permanent post-construction site soil stabilization
 - Erosion and sediment controls during construction dewatering activities
 - Control of site run-on and run-off to isolate the work area and prevent onsite or offsite erosion and sediment transport during construction
 - Dust suppression
 - Stockpile management; in accordance with City standard construction practices, materials shall be stockpiled at central location(s) instead of within work areas, where feasible
- **Mitigation Measure 7-3a:** Measures to reduce dewatering-related settlements.

Measures to reduce impact from dewatering-related settlements could include, but are not limited to, the following:

- 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.
- 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.

- Require installation of a watertight temporary shoring system.
 - 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.
 - Prohibit dewatering wells outside of the excavation limits.
 - 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.
 - 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.
 - Perform post-construction monitoring. Groundwater levels should be monitored approximately quarterly for 1 to 2 years following construction to document post-construction groundwater levels
- **Mitigation Measure 7-3b:** Measures to reduce shoring-related settlements.

Measures to reduce impact from shoring-related settlements could include, but are not limited to, the following:

- 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 post-construction 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.

- Require the shoring system to be designed to be rigid. Include a maximum calculated deflection limit as part of the contract document requirements.
- 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.
- 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.
- 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.
- 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.
- 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.
- Perform construction period monitoring (weekly, daily, or continuously) to measure existing building movement – settlement, tilt, and vibration.
- 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.

4.4.3. Facts in Support of Findings

Facts in support of the findings are described in Final EIR Chapter 7 (Geology and Soils) and Appendix F (Draft EIR Comments and Responses).

4.5. Hazards and Hazardous Materials

4.5.1. Impacts

- **Impact 9-2:** The project may be located on a site that is included on a list of hazardous material sites and, as a result, create a significant hazard to the public or the environment.
- **Impact 9-3:** Construction and operation of the project could emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or wastes within 0.25 miles of an existing school.
- **Impact 9-4:** Implementation of the project may interfere with an adopted emergency response plan or emergency evacuation plan.

4.5.2. Findings

The City finds that the above potentially significant impacts to Hazards and Hazardous Materials would be reduced to less-than-significant levels through adoption of the following mitigation measures:

- **Mitigation Measure 9-2:** Perform a Phase II ESA as needed prior to construction and remediate, control, or dispose of contaminated materials as appropriate.

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.

- **PEIR Mitigation Measure 9-4:** Coordinate emergency services during construction.

For project work areas located 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.

4.5.3. Facts in Support of Findings

Facts in support of the findings are described in Final EIR Chapter 9 (Hazards and Hazardous Materials) and Appendix F (Draft EIR Comments and Responses).

4.6. Hydrology and Water Quality

4.6.1. Impacts

- **Impact 10-2:** Implementation of the project could violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, or conflict with or obstruct implementation of a water quality control plan.
- **Impact 10-3:** Implementation of the project could substantially alter the existing drainage pattern of the site or area including through the alteration of the course of a stream or river or through the addition of impervious surface, in a manner which would: substantially increase the rate or amount of surface runoff, result in flooding or substantial erosion or siltation onsite or offsite, or create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows.

4.6.2. Findings

The City finds that the above potentially significant impacts to Hydrology or Water Quality would be reduced to less-than-significant levels through adoption of the following mitigation measures:

- **PEIR Mitigation Measure 10-2:** Install and apply erosion control and stormwater best management practices during construction.

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 RWQCB regulations and procedures for discharging wastewater, including dewatering discharges, as detailed in the SWPPP prepared for each project and as required under Chapter 7.39 of the Municipal Code. 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.

- **Mitigation Measure 10-2a:** Obtain discharge permits to comply with discharge requirements.

The City or its contractors shall obtain and comply with discharge permits as appropriate for discharge of dewatering water.

4.6.3. Facts in Support of Findings

Facts in support of the findings are described in Final EIR Chapter 10 (Hydrology and Water Quality) and Appendix F (Draft EIR Comments and Responses).

4.7. Land Use

4.7.1. Impacts

- **Impact 11-2:** Implementation of the project could conflict with City of San Mateo land use and zoning regulations.

4.7.2. Findings

The City finds that the above potentially significant impact to Land Use would be reduced to less-than-significant levels through adoption of the following mitigation measure:

- **PEIR Mitigation Measure 11-2:** Obtain approval for a special use permit.

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.

4.7.3. Facts in Support of Findings

Facts in support of the findings are described in Final EIR Chapter 11 (Land Use) and Appendix F (Draft EIR Comments and Responses).

4.8. Noise

4.8.1. Impacts

- **Impact 12-3:** The project could generate excessive ground-borne vibration or ground-borne noise levels.

4.8.2. Findings

The City finds that the above potentially significant impact to Noise would be reduced to less-than-significant levels through adoption of the following mitigation measures:

- **PEIR Mitigation Measure 12-3:** Incorporate vibration issues into proposed project construction.

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.

- **Mitigation Measure 12-3a:** Incorporate vibration monitoring and minimization measures as part of project construction.

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.

4.8.3. Facts in Support of Findings

Facts in support of the findings are described in Final EIR Chapter 12 (Noise) and Appendix F (Draft EIR Comments and Responses).

4.9. Public Services

4.9.1. Impacts

- **Impact 14-1:** Implementation of the CWP could affect police or fire services.

4.9.2. Findings

The City finds that the above potentially significant impact to Public Services would be reduced to less-than-significant levels through adoption of the following mitigation measure:

- **PEIR Mitigation Measure 9-4:** Coordinate emergency services during construction.

For project work areas located 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.

4.9.3. Facts in Support of Findings

Facts in support of the findings are described in Draft EIR Chapter 14 (Public Services) and in Appendix F (Draft EIR Comments and Responses).

4.10. Transportation and Traffic

4.10.1. Impacts

- **Impact 16-4:** Implementation of the project could result in inadequate emergency access.

- **Impact 16-5:** Implementation of the project could conflict with adopted policies, plans, or programs regarding public transit, bicycle, and pedestrian facilities or otherwise decrease the performance or safety of such facilities.

4.10.2. Findings

The City finds that the above potentially significant impacts to Transportation and Traffic would be reduced to less-than-significant levels through adoption of the following mitigation measures:

- **PEIR Mitigation Measure 9-4:** Coordinate emergency services during construction.

For project work areas located 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.

- **PEIR Mitigation Measure 16-1:** Prepare and implement a traffic management plan.

Construction of some of the project would require temporary lane closures, traffic detours, and the use of oversized equipment. Implementation of the 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 California Manual of Uniform Traffic Control Devices (MUTCD) 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.

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).

The TMP would include but not be limited to the following measures:

- To the extent possible, minimize closures of travel lanes or disruptions to street segments and intersections during trenching activities within road rights-of-way or while utilities are being connected.
- 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 control devices, and other measures, if required.
- 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 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 by 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.
- 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.
- 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.
- 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.

- Determine the need for construction work hours and arrival and departure times outside peak traffic periods.
- 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 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 5th Avenue on the south. The prohibition shall also include the 3rd and 4th Avenue corridors between Delaware Street and US 101.
- Identify vehicle safety procedures for entering and exiting site access roads.
- Notify and coordinate with emergency responders regarding potential road closures prior to construction.
- Provide access for emergency vehicles to and around the project site.
- 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.
- Notify and coordinate with transit operators regarding potential road closures prior to construction.
- Maintain access to transit, bicycle, and pedestrian facilities along project routes.
- Notify and coordinate with mail service and waste haulers regarding

potential road closures prior to construction.

- 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.
- 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 participation, parking reduction, carsharing, shuttle participation, flexible work hours/telecommuting, and an option to participate in the Caltrain GO Pass Program.

Signs would be provided to control traffic and assist with safety along 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 project construction.

Public information will be distributed by using local news television and radio broadcasts, informational flyers and mailers, websites, 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.

4.10.3. Facts in Support of Findings

Facts in support of the findings are described in Final EIR Chapter 16 (Transportation and Traffic) and Appendix F (Draft EIR Comments and Responses).

5. SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

The Final EIR identifies the following impact as remaining significant and unavoidable because it cannot be mitigated to a less-than-significant level. As stated in CEQA Guidelines Section 15091, the City finds that “specific economic, legal, social, technological, or other

considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives” identified in the Final EIR. The City further finds that the project has been designed in a manner that reduces impacts to the extent feasible, while achieving its specific economic, legal, social and technological benefits. With regard to this significant impact that is not avoided or that is not substantially lessened, the City is adopting a Statement of Overriding Considerations in accordance with CEQA Guidelines Section 15093.

5.1. Noise

5.1.1. Impacts

- **Impact 12-1:** Construction of the project could result in generation of noise levels in excess of standards.

The San Mateo Municipal Code states that noise level at any point outside of the property plane of the project shall not exceed 90 dBA. The City concluded that on occasion, depending on the equipment type and location used, project construction noise may exceed 90 dBA at the property plane. The average construction equipment noise level and the noise level for many individual pieces of construction equipment at 25 feet would be below the 90 dBA threshold, and most construction would be taking place more than 25 feet from the property plane. However, if individual construction equipment such as jackhammers or concrete saws that have the potential to generate noise at 84 dBA or higher at 50 feet are used, the equipment could exceed the 90 dBA limit if used close to the property plane.

5.1.2. Findings

The City adopts the following mitigation measures to reduce potentially significant impacts related to noise and vibration, but finds that Noise Impact 12-1 remains potentially significant and unavoidable.

- **PEIR Mitigation Measure 12-1a:** Develop and implement construction noise minimization measures.

General noise minimization measures available to reduce sound levels from construction activities include but are not limited to the following:

- 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.
- 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.

- 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 *Roadway Construction Noise Model User's Guide*. The barrier shall be designed to provide sufficient attenuation to reduce noise to less than 90 dBA at the property plane, as feasible.

If a diligent investigation of available noise abatement techniques indicates that immediate compliance with the requirements would be impractical or unreasonable, the contractor is required to 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 duration of the permit shall be as short as possible, but in no case for longer than 6 months.

- **PEIR Mitigation Measure 12-1b:** Operate a construction noise hot line.

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 the 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.

- **PEIR Mitigation Measure 12-1c:** Resolve construction noise complaints.

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:

- 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.
- Attempt to contact the person(s) making the noise complaint within 24 hours.
- Conduct an investigation to attempt to determine the source of noise related to the complaint.

- If the noise complaint is legitimate, implement feasible measures to reduce the noise.

Pursuant to CEQA Guidelines Section 15091(a)(3), the City finds that the above mitigation measures cannot guarantee that this impact will be reduced to a less-than-significant level due to certain considerations, including the equipment, technology, and construction methods necessary to construct the project. The City finds that most noise impacts will be mitigated by incorporation of the above mitigation, but that certain types of construction equipment used closed to the property plane could still exceed 90 dBA. The City finds that none of the project alternatives identified in the Final EIR will reduce this impact to a less than significant level. Because use of the construction methods identified above and in the Final EIR is necessary to implement the proposed Project, and the proposed Project will achieve the objectives outlined in the Final EIR, the City Council concludes that the proposed Project's benefits outweigh its significant unavoidable impacts.

5.1.3. Facts in Support of Findings

Facts in support of the findings are described in Final EIR Chapters 2 (Program Description), 12 (Noise), 19 (Alternatives), Appendix F (Draft EIR Comments and Responses), and these Findings, which includes the Statement of Overriding Considerations.

6. FINDINGS REGARDING PROJECT ALTERNATIVES

6.1. Introduction

The Final EIR analyzes several alternatives to the proposed Project. In addition to a "No Project" Alternative, the Final EIR analyzes three Temporary Holding Structure Alternatives (Corporation Yard, Fiesta Meadows Park, and Hillside Plaza/San Mateo County Event Center) and the Delaware Storage Tunnel Alternative. Facts supporting the findings below and descriptions of the alternatives are included in Final EIR Chapter 19 (Alternatives), all referenced documents incorporated therein, and in Appendix F. These alternatives were determined to be an adequate range of reasonable alternatives as required under CEQA Guidelines Section 15126.6. The environmental impacts of each of these alternatives are identified and compared on Table 19-2 of the Final EIR and the environmentally superior alternative is identified in Section 19.4 of the Final EIR.

6.2. Alternatives Analysis

The City Council finds that the range of alternatives studied in the Final EIR along with recognition of the project objectives reflects a reasonable attempt to identify and evaluate various alternatives that would potentially be capable of reducing the project's environmental impacts, while accomplishing most of the project objectives. The City Council is required to determine whether any alternative identified in the Final EIR is environmentally superior. The following summarizes the project alternatives analyzed in the Final EIR.

6.2.1. No Project Alternative

Under the No Project alternative, the City's collection system would continue to operate in its current configuration. Although this alternative would avoid the significant impacts resulting from construction noise, it would not achieve the stated objectives of the Clean Water Program or the proposed Project.

Under this alternative, the City would not increase the capacity of its collection system. Sanitary sewer overflows would continue to occur during wet weather events. The City and its partner agencies would continue to be in violation of the Cease and Desist Order related to these overflows. Stormwater quality and San Francisco Bay water quality would be negatively affected. For these reasons, the City Council rejects the No Project alternative.

6.2.2. Project Alternatives

The Project alternatives described below would meet the stated objectives of the Clean Water Program and the proposed Project, but would have similar, or more significant, environmental impacts than the Project.

Temporary Holding Structure Alternatives

The Temporary Holding Structure alternatives consist of the Corporation Yard alternative, the Fiesta Meadows Park alternative, and the Hillsdale Plaza/San Mateo County Event Center alternative. These alternatives each involve construction of an underground temporary holding structure, pump station, diversion sewers, and odor control facilities, with the only difference being their location within the City and the configuration of the sewer pipelines. These alternatives would employ similar construction methods, and accordingly, produce similar noise impacts.

The Corporation Yard alternative would be located at the City's corporation yard. Under this alternative, traffic and noise impacts would be similar to the Project but would last for a longer period due to the additional time required for construction. In order to construct a temporary holding structure on this site, the existing use would need to be relocated, and then replaced after construction. These phases would last 12-18 months each, above and beyond the approximately two years of construction for the temporary holding facility. In addition, the construction noise and vibration impacts from Corporation Yard alternative would be greater because they would affect more sensitive receptors. Two apartment complexes are located within 50 feet of the Corporation Yard site. In contrast, the nearest residential uses to the proposed Project site are 150 feet away; these residential uses are also lower density, i.e. townhomes and detached single family homes. Finally, the City would have to amend its general plan and zoning code in order to construct a temporary holding structure on the Corporation Yard site. The Corporation Yard is currently zoned as "Transit Oriented Development" which generally consists of medium to high-density residential, commercial, and mixed uses and often include underground parking structures. The proposed Project constitutes a "public facilities use", which is not a permitted use within a Transit Oriented Development zoning district.

The Fiesta Meadows Park alternative would be located in Fiesta Meadows Park, which is located within the Fiesta Gardens neighborhood. In order to construct a temporary holding structure on this

site, the City would have to close the park during construction. This would deprive the neighborhood use of the park and its amenities. In addition, construction traffic impacts be more severe because the primary access route to the Fiesta Meadows Park is Bermuda Avenue. Bermuda Avenue is classified as a local street, i.e. a street designed to serve only adjacent land uses and intended to protect residents from through traffic impacts. In contrast, construction traffic for the proposed Project would primarily access the construction site using Delaware Street and Hillsdale Boulevard, which are City-designated truck routes.

The Hillsdale Plaza/San Mateo County Event Center alternative would involve two, smaller holding structures in different sites. The Hillsdale Plaza site is located just north of Hillsdale Boulevard, between El Camino Real and the Caltrain right-of-way. The Hillsdale Plaza site, like the Corporation Yard site, is currently zoned as Transit Oriented Development. Therefore, the City would have to amend the City's general plan and zoning code in order to construct a temporary holding structure at Hillsdale Plaza. The Event Center site is located at the northwestern corner of the Event Center, near the intersection of Delaware Street and Saratoga Avenue. Since this alternative requires construction at two sites, it would result in a greater number of truck trips and considerably higher construction dust impacts.

Thus, the three Temporary Holding Structure Alternatives but would not avoid the significant noise impacts attributable to construction activity and would also result in similar-to-higher construction traffic related impacts. Two of the holding structure alternatives would not be compatible with the City's Land Use and zoning designations and would require an amendment to the City's General Plan and zoning code. Therefore, the City rejects these three alternatives.

Delaware Storage Tunnel Alternative

The Delaware Storage Tunnel Alternative would consist of a 6,155-foot by 12-foot diameter pipeline along Delaware Street, between 31st Avenue and Concar Drive. The pipeline would be constructed approximately 50 feet below grade via a tunnel bore machine. Access shafts would be constructed at three points along the length of Delaware Street in order to dig the tunnel, and for operation and maintenance of the pipeline. Since the tunnel would be underground, impacts caused by fugitive dust would be reduced compared to the Project.

However, this alternative would have significant noise impacts for longer periods of the day than the Project, given that 24-hour construction would be necessary. And while most construction activities would not affect traffic, there could be significant impacts to traffic due to the potential need to close Delaware Avenue and/or 28th Avenue, as well as nighttime lighting and glare impacts from the 24-hour construction. And, this alternative would require amendments to the City's General Plan and Zoning Code because certain types of development could no longer be located there. Finally, due to construction risks and safety and complexity concerns associated with operating the storage tunnel, the City finds that this alternative is technically infeasible and therefore rejects it.

6.2.3. Environmentally Superior Alternative

CEQA requires that an environmentally superior alternative to the proposed project be specified, if one is identified. In general, the environmentally superior alternative is supposed to minimize adverse impacts to the environment while achieving most of the basic objectives of the project. Because all other alternatives would result in similar or greater impacts than the proposed project and would not substantially lessen or reduce potential impacts from the proposed project, no other alternatives were determined to be environmentally superior.

7. STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA requires the City as the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of the Program against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of the Program outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered acceptable. (CEQA Guidelines, § 15093(a).) CEQA requires the City to support, in writing, the specific reasons for considering the project acceptable when significant effects are not avoided or substantially lessened, based on substantial evidence in the Final EIR or administrative record. (CEQA Guidelines, § 15093(b).)

The City finds that the mitigation measures identified in the Final EIR and the Mitigation Monitoring or Reporting Program, when implemented, avoid or substantially lessen virtually all of the significant effects identified in the Final EIR. However, certain significant impacts remain unavoidable. Despite the ultimate occurrence of these expected effects, the City Council, in accordance with Public Resources Code Section 21081(b) and CEQA Guidelines Section 15093, as balanced the benefits of the project against the following unavoidable adverse impacts associated with the project and has adopted all feasible mitigation measures. The City Council has also (i) independently reviewed the information in the Final EIR and the record of proceedings; (ii) made a good faith effort to eliminate or substantially lessen the impacts resulting from the project to the extent feasible by adopting the mitigation measures as identified in the Final EIR; and (iii) balanced the project's benefits against its significant unavoidable impacts. The City Council has also examined alternatives to the project and has determined that adoption and implementation of the project is the most desirable, feasible, and appropriate action. The City Council has chosen to approve the Final EIR because in its judgment, it finds that specific overriding economic, legal, social, technological, or other benefits of the project outweigh its significant effects on the environment. Substantial evidence supports the various benefits and can be found at a minimum in the preceding CEQA findings, which are incorporated by reference into this Statement, the Final EIR, and the documents which make up the record of proceedings.

7.1. Significant and Unavoidable Impact

Based on the information and analysis set forth in the Final EIR and the record of proceedings, construction of the project would result in the following significant unavoidable impact even with

the implementation of all feasible mitigation measures:

- **Impact 12-1:** Construction of the program could result in generation of noise levels in excess of standards.

7.2. Overriding Considerations

The following economic, legal, social, technological, and other benefits and considerations, taken together or individually, outweigh the significant and unavoidable adverse environmental impact due to construction noise described above, and the City Council determines that the evidence in the record constitutes substantial evidence to support this determination, that the facts stated in this document and in the CEQA Findings are supported by substantial evidence in the record, including testimony received at the public hearings, in staff presentations, staff reports, and all materials in the project files. Each of these benefits and considerations is a separate and independent basis that justifies approval of the project, so that if a court were to set aside the determination that any particular benefit or consideration will occur and justifies project approval, this City Council determines that it would stand by its determination that the remaining benefits or considerations is or are sufficient to warrant project approval:

- The project will provide storage for wastewater flow, thus supporting the City's need to meet current regulatory requirements regarding blending and sanitary sewer overflows.
- The project will provide adequate system capacity to efficiently convey and treat the peak wet weather flow, including wet weather flow equalization and optimization of the existing collection system performance.
- The project would improve safety and reliability of the wastewater collection system and Wastewater Treatment Plant.
- The project will reduce discharge of raw sewage within San Mateo and into San Francisco Bay.
- The Project will aid the City in complying with the Cease and Desist Order related to overflows.
- Construction of the project will provide temporary (construction) jobs for San Mateo residents.

These considerations identify why, in the City Council's judgment, the project and its benefits to the City outweigh its unavoidable significant environmental impact. The substantial evidence supporting these various considerations is found in the Final EIR and the contents of the record of the project proceedings.

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 _{dn}	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.

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

Mitigation Measure Number	Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action (if applicable)
Chapter 3. Aesthetics				
3-3a	<p>Design lighting to minimize impacts on adjacent areas.</p> <p>Construction Lighting. 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"> a. All lighting shall be of minimum necessary brightness consistent with worker safety. 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). c. Where feasible and safe, lighting shall be turned off when not in use, and motion detectors shall be used. 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. e. All construction related lighting shall be completely shielded or screened so it is not visible to surrounding residents. <p>Project Operation Lighting. 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"> 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. b. All lighting shall be of minimum necessary brightness consistent with worker safety. c. Where feasible and safe, lighting shall be kept off when not in use. 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. 	Contractor City Design Engineer	Before and during construction During project design	Design Engineer and Construction Manager review for compliance

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

Mitigation Measure Number	Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action (if applicable)
Chapter 5. Biological Resources				
5-2	<p>Protection for nesting raptors and other native birds. 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>Obtain a street tree trimming/removal permit. 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.
Chapter 6. Cultural, Paleontological, and Tribal Resources				
6-1b	<p>Halt construction if archaeological resources are discovered. 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.

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

Mitigation Measure Number	Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action (if applicable)
6-1c	<p>Conduct worker environmental awareness training. 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>Designate a qualified archaeologist to write a Monitoring Plan and to conduct full-time monitoring of all ground-disturbing activities during construction. 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>Halt construction if paleontological resources are discovered. 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

Table 1. Mitigation Monitoring or Reporting Plan

Underground Flow Equalization System Project

Mitigation Measure Number	Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action (if applicable)
6-3	<p>Protect human remains upon discovery. 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
Chapter 7. Geology and Soils				
7-2	<p>Comply with regulations and policies for erosion control. 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"> • Scheduling site grading during the non-rainy season (April 15 to October 15), where possible • Segregation of topsoil during rough grading • Temporary soil stabilization during site grading and active construction • Permanent post-construction site soil stabilization • Erosion and sediment controls during construction dewatering activities • Control of site run-on and run-off to isolate the work area and prevent onsite or offsite erosion and sediment transport during construction • Dust suppression • Stockpile management; in accordance with City standard construction practices, materials shall be stockpiled at central location(s) instead of within work areas, where feasible 	Contractor	Before, during, and after construction	Construction Manager review for compliance

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

Mitigation Measure Number	Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action (if applicable)
7-3a	<p>Measures to reduce dewatering-related settlements. Measures to reduce impacts from dewatering-related settlements could include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • 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. • 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. • Require installation of a watertight temporary shoring system. • 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. • Prohibit dewatering wells outside of the excavation limits. • 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. • 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. • Perform post-construction monitoring. Groundwater levels should be monitored approximately quarterly for 1 to 2 years following construction to document post-construction groundwater levels. 	Contractor	Before, during and after construction	Construction Manager review for compliance
7-3b	<p>Measures to reduce shoring-related settlements. 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

Table 1. Mitigation Monitoring or Reporting Plan

Underground Flow Equalization System Project

Mitigation Measure Number	Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action (if applicable)
•	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.			
•	Require the shoring system to be designed to be rigid. Include a maximum calculated deflection limit as part of the contract document requirements.			
•	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.			
•	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.			
•	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.			
•	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.			
•	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.			
•	Perform construction period monitoring (weekly, daily, or continuously) to measure existing building movement – settlement, tilt, and vibration.			

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

Mitigation Measure Number	Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action (if applicable)
	<ul style="list-style-type: none"> 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. 			
Chapter 9. Hazards and Hazardous Materials				
9-2	<p>Perform a Phase II ESA as needed prior to construction and remediate, control, or dispose of contaminated materials as appropriate. 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>Coordinate emergency services during construction. 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.
Chapter 10. Hydrology and Water Quality				
10-2	<p>Install and apply erosion control and stormwater best management practices during construction. 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

Table 1. Mitigation Monitoring or Reporting Plan

Underground Flow Equalization System Project

Mitigation Measure Number	Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action (if applicable)
10-2a	Obtain discharge permits to comply with discharge requirements. 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
Chapter 11. Land Use				
11-2	Obtain approval for a special use permit. 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
Chapter 12. Noise				
12-1a	<p>Develop and implement construction noise minimization measures. 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"> 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. 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. 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. 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 	Contractor	Before and during construction	Construction Manager review for compliance

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

Mitigation Measure Number	Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action (if applicable)
	duration of the permit shall be as short as possible, but in no case for longer than 6 months.			
12-1b	Operate a construction noise hot line. 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	Resolve construction noise complaints. 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"> • 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. • Attempt to contact the person(s) making the noise complaint within 24 hours. • Conduct an investigation to attempt to determine the source of noise related to the complaint. • If the noise complaint is legitimate, implement feasible measures to reduce the noise. 	City Contractor	During construction	Construction Manager review for compliance
12-3	Incorporate vibration issues into proposed Project construction. 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	Incorporate vibration monitoring and minimization measures as part of Project construction. 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

Table 1. Mitigation Monitoring or Reporting Plan

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Mitigation Measure Number	Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action (if applicable)
Chapter 16. Transportation and Traffic				
16-1	<p>Prepare and implement a traffic management plan. 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"> • 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. • 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. • 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 	Contractor	Before and during construction	Public Works Department and Construction Manager review for compliance

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

Mitigation Measure Number	Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action (if applicable)
	<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"> • 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. • 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. • 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. • Determine the need for construction work hours and arrival and departure times outside peak traffic periods. • 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- 			

Table 1. Mitigation Monitoring or Reporting Plan

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"> • Identify vehicle safety procedures for entering and exiting site access roads. • Notify and coordinate with emergency responders regarding potential road closures prior to construction. • Provide access for emergency vehicles to and around the project site. • 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. • Notify and coordinate with transit operators regarding potential road closures prior to construction. • Maintain access to transit, bicycle, and pedestrian facilities along project routes. • Notify and coordinate with mail service and waste haulers regarding potential road closures prior to construction. • 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. • 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 			

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

Mitigation Measure Number	Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action (if applicable)
	<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>			