



ADMINISTRATIVE REPORT

TO: Public Works Commission

FROM: Brad Underwood, Public Works Director

PREPARED BY: Public Works Department

MEETING DATE: Wednesday, May 11, 2016

SUBJECT: Clean Water Program Final Programmatic Environmental Impact Report

RECOMMENDATION

That the Public Works Commission discuss and receive comments on the Final Programmatic Environmental Impact Report (Final PEIR) and recommend certification and adoption of the Final PEIR by City Council.

BACKGROUND

Draft Programmatic Environmental Impact Report

The Clean Water Program (CWP) is a series of projects to upgrade and increase the capacity of the City's wastewater treatment plant and sewer collection system to eliminate sanitary sewer overflows and meet current and future regulatory requirements. The City of San Mateo considered two potential Clean Water Program alternatives:

- The In-System Storage Program, which would include construction of one or more underground storage basins upstream of the Dale Avenue Pump Station to detain wastewater flows during peak wet weather events. It would also include needed upgrades at the wastewater treatment plant.
- The Full Conveyance Program, which would include a new pump station next to the existing Dale Avenue Pump Station and larger pipelines to deliver peak wet weather flows to the wastewater treatment plant. It would also include needed upgrades at the wastewater treatment plant.

The CWP is intended to achieve the following objectives:

- Provide adequate system capacity to efficiently convey and treat the peak wet weather flow.
- Meet current regulatory requirements for the sanitary sewer collection system and wastewater treatment plant, as included in the 2009 Cease and Desist Order and 2013 National Pollutant Discharge Elimination System permit.

- Meet anticipated future regulatory requirements, including total nitrogen and total phosphorous concentrations, and pathogen removal.
- Be consistent with San Mateo's sustainability objectives, including more efficient use of energy and recycled water.
- Provide space planning to support implementation of projects addressing the objectives above within the limitations of the sites available for wastewater treatment facilities.

Pursuant to the California Environmental Quality Act (CEQA), the City prepared a Draft programmatic environmental impact report (Draft PEIR). Programmatic EIRs generally analyze broad environmental effects of a program, acknowledging that site-specific environmental review may be required for portions of the program.

The Draft PEIR analyzes the potential environmental consequences of implementing the CWP. The Draft PEIR evaluated the potential environmental effects of both the In-System Storage Program and the Full Conveyance Program at an equal level of detail. Both CWP alternatives included the three potential wastewater treatment configurations (baseline treatment, conventional activated sludge, and membrane bioreactor). In addition, the New Headworks Facility Project and the Primary Clarifier Replacement Project were evaluated at a project level of detail.

Public Scoping Process and Development of Draft PEIR

The environmental review process was initiated with the release of the Notice of Preparation (NOP) on March 2, 2015, for a 30-day scoping period. The purpose of the NOP and scoping period was to solicit comments from the public and from public agencies on issues that should be considered in the PEIR. Members of the public were given an additional opportunity to comment on the scope of the PEIR at a Public Works Commission meeting on March 11, 2015, at San Mateo City Hall. The following comments were received and addressed where appropriate in the Draft PEIR:

- The State Water Resources Control Board (SWRCB) sent a comment letter describing additional environmental review requirements if the City chooses to apply for Clean Water State Revolving Fund (SRF) grants.
- California Department of Transportation (Caltrans) sent a comment letter describing its criteria for traffic impact studies and related processes and permit for encroachments across the state highway system.
- San Mateo County sent a comment letter requesting a copy of the public Draft PEIR.
- One individual sent a comment letter requesting that the City's design criteria and feasibility study consider a holistic approach to the wastewater system, including integrating the related issue of water supply.
- At the March 11 meeting, three individuals provided oral comments, focused on collection system improvements to optimize effectiveness and minimize costs and how in-system storage could negatively affect neighborhoods and property values.

The Draft PEIR provided the environmental setting, potential impacts, and proposed mitigation measures for the following environmental resources:

- Aesthetics
- Air Quality
- Land Use
- Noise

- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gases
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Utilities
- Other Required CEQA considerations (such as cumulative impacts and growth inducement)

Potentially significant construction and/or operational impacts were determined to occur to aesthetics; air quality; biological resources; cultural resources; geology and soils; greenhouse gases; hazards and hazardous materials; hydrology and water quality; land use; noise; public services; recreation; transportation and traffic; and utilities for either CWP alternative. All impacts can be mitigated to a less-than-significant level through implementation of the mitigation measures, except for noise and vibration impacts resulting from construction. Mitigation measures, including implementing construction noise minimization measures, operating a construction noise hot line, and resolving construction noise complaints, are proposed to reduce these impacts, but noise and vibration impacts are anticipated to be significant after mitigation.

As required by CEQA, the Draft PEIR discussed alternatives to the CWP, including the No Project alternative, and identified the environmentally superior alternative. The In-System Storage Program and the Full Conveyance Program would have very similar impacts in type, scale, and location, and neither is environmentally superior to the other. Both the In-System Storage Program and the Full Conveyance Program are considered the environmentally superior alternatives among the alternatives considered.

Public Review of Draft PEIR

The Draft PEIR was circulated for public review from October 20, 2015, to January 22, 2016, for a total public review period of 94 days (exceeding the 45-day review period required by CEQA). Three separate Notice of Availability documents were released for the Draft PEIR, and were distributed as follows:

- Mailings to all properties within 500 feet of any proposed project in the PEIR (over 8,800 addresses)
- Mailings to individuals who provided written scoping comments
- Mailings to 13 agencies
- Published in San Mateo Daily Journal legal ads and San Francisco Examiner
- Emailed to NotifyMe email lists on City of San Mateo website (approx. 900 emails)
- *Emailed to HOAs & neighborhood associations*
- *Posted on NextDoor.com*

Three separate public hearings were held (November 13, 2015, December 9, 2015, and January 13, 2016) to receive oral comments on the Draft PEIR. Copies of the document were distributed to state, regional, and local agencies, as well as organizations and individuals for review and comment. Copies were also distributed to the following: City Hall,

San Mateo Main Library, San Mateo Marina Branch Library, and the Waste Water Treatment Plan.

Public Comment and Response

Five written comment letters were received on the Draft PEIR, and oral comments were recorded by ten individuals (one individual spoke on two separate occasions) at the public hearings. Table 1 summarizes the comments that were received:

TABLE 1
List of Commenters on the Draft PEIR

Letter #	Commenter
1	California Department of Transportation
2	California State Water Resources Control Board
3	San Francisco Bay Conservation and Development Commission
4	Susan Rowinski
5	Steve Carlson
PH1	Steve Carlson Ben Toy
PH2	Anne Margaret Issa Fiad Bob Hortop Steve Carlson Mary Webb Sue Mofsie-Stevenson Nanette Watts Catherine Susky
PH3	Jack Dane

Individual comments within each comment letter and oral comment from the public hearing transcriptions were identified and responses were prepared. A total of 187 individual comments were received and responded to. Comment topics included: approach to the PEIR; program description and alternatives; aesthetics; odor; sea level rise; noise; public participation and noticing; suggested changes to the Draft PEIR; graphics; cultural resources; geology and soils; hazards and hazardous materials; land use; recreation; and cumulative impacts.

The majority of the comments were responded to directly. Several comments were substantially similar in subject matter therefore, "master responses" were prepared to avoid repetition of responses and lengthy duplication of text. The master responses address the following topics:

Master Response 1: Approach to Environmental Review of Clean Water Program: responds to comments pertaining to the approach to the Programmatic Environmental

Impact Report (PEIR) and how it complies with the requirements of the California Environmental Quality Act (CEQA). It also responds to comments regarding the level of detail of the analysis, analysis of social and economic impacts, and mitigation measures.

Master Response 2: Alternatives: describes the process by which the City developed and selected the alternatives, and then explains the PEIR approach to comparing these alternatives.

Comment letters and responses are included in Appendix F of the Final PEIR.

Final PEIR

The city prepared a Final Programmatic Environmental Impact Report (Final PEIR) that includes the Draft PEIR, comments and responses on the Draft PEIR (Appendix F in the Final PEIR), and changes to the Draft PEIR (Appendix G in the Final PEIR). The changes that were made to the text in the Draft PEIR serve to correct, clarify, and update elements of the document and, in some cases, were the direct result of public comments received on the Draft PEIR.

Responses to comments and changes to the Draft PEIR do not add any new significant information or result in any new significant impacts that were not previously identified. The Final PEIR was released on April 29, 2016 for review. Public noticing for the Final PEIR included the following:

- Mailings to all properties within 500 feet of any proposed project in the PEIR (over 8,800 addresses)
- Mailings to individuals who provided written scoping comments
- Mailings to 13 agencies
- Published in San Mateo Daily Journal legal ads and San Francisco Examiner
- Emailed to NotifyMe email lists on City of San Mateo website (approx. 900 emails)
- *Emailed to HOAs & neighborhood associations*
- *Posted on NextDoor.com*

A digital copy of the Final PEIR is available for download on the Clean Water Program website at <http://www.cleanwaterprogramsanmateo.org/>. Hard copies are available for viewing at the following locations: City Hall (Public Works Counter), 330 West 20th Avenue; San Mateo Main Library, 55 West 3rd Avenue (Reference Desk); San Mateo Marina Branch Library (Reference Desk), 1530 Susan Court; San Mateo Hillsdale Branch Library (Reference Desk), 205 West Hillsdale Boulevard; San Mateo Waste Water Treatment Plant, 2050 Detroit Drive, and Foster City, City Hall, 610 Foster City Boulevard, Foster City, CA.

Mitigation Monitoring or Reporting Program

In order to ensure that the mitigation measures included in the Final PEIR are implemented, the City prepared a Mitigation Monitoring or Reporting Program (MMRP). The MMRP includes the mitigation measures in the Final PEIR, assigns responsibility of implementing the measure, identifies the timing and duration of the mitigation measure, and lists any applicable monitoring or reporting action for the measure.

Other Public Outreach on the CWP

In addition to the public meetings that were conducted as required under CEQA, Public Works conducted three additional public outreach open house events to maintain communication with residents of San Mateo, provide updates on the CWP, and allow residents to ask questions about the program.

Next Steps

Public comments from the Public Works Commission meeting will be summarized and provided to City Council and included in the administrative record for the PEIR.

City Council will review the Public Works Commission's recommendation regarding certification and adoption of the Final PEIR, as well as any required findings, a statement of overriding considerations, and the MMRP, as appropriate.

Concurrently, City Staff will be recommending that the Council select the In-System Storage Alternative as the preferred alternative for the Clean Water Program.

ENVIRONMENTAL DETERMINATION

This Final PEIR serves as the primary environmental compliance document for implementation of the CWP. The Final PEIR serves as both a programmatic EIR and a project EIR because it studies both the CWP to be implemented over multiple years as a set of related projects and two individual projects (Primary Clarifiers and New Headworks Projects) currently defined in the CWP.

ATTACHMENTS

Att 1 - Final Programmatic Environmental Impact Report - Copy available for viewing at Public Works Counter or electronically at <http://www.cleanwaterprogramsanmateo.org/>
Att 2 - Mitigation Monitoring or Reporting Program

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Pre-Public Draft

Mitigation Monitoring or Reporting Program Clean Water Program

Prepared for
City of San Mateo

June 2016

CH2MHILL®

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Contents

Section	Page
Acronyms and Abbreviations	v
Mitigation Monitoring or Reporting Program	1
Introduction	1
Mitigation Implementation and Monitoring	1
Works Cited.....	2
Tables	
1 Mitigation Monitoring or Reporting Plan	3
2 Seasonal Avoidance Windows	24

Acronyms and Abbreviations

ABAG	Association of Bay Area Governments
BAAQMD	Bay Area Air Quality Management District
BMP	best management practice
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of San Mateo
CWP	Clean Water Program
dbA	decibels, A-weighted
L _{dn}	day-night sound level
LOS	level of service
MMRP	mitigation monitoring or reporting program
MUTCD	<i>California Manual of Uniform Traffic Control Devices</i>
PEIR	programmatic environmental impact report

Mitigation Monitoring or Reporting Program

Introduction

The City of San Mateo (City) published a programmatic environmental impact report (PEIR) (CH2M HILL, 2016) for the Clean Water Program (CWP) in accordance with requirements of the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq. The PEIR evaluates the potentially significant environmental impacts of implementing the CWP and concludes that it could result in significant adverse environmental effects (“impacts”). Some impacts may be significant and unavoidable. Wherever possible, the PEIR 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 or 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.

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:

- **CWP Mitigation Measure Number:** Lists mitigation measures by number, as designated in the PEIR, by resource topic.
- **CWP Mitigation Measure:** Provides the text of the mitigation measures adopted by the City and incorporated into the CWP.
- **Implemented By:** The City is responsible for making sure that the mitigation measures identified in the PEIR are fully enforceable by adopting and incorporating them into the CWP. During project implementation, others will be assigned the responsibility of actually implementing the measure.

- **When Implemented:** All of the mitigation measures identified in the PEIR have been adopted and incorporated into the CWP. The City will ensure that 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.

Works Cited

CH2M HILL, Inc. 2016. *Final Programmatic Environmental Impact Report, City of San Mateo Clean Water Program*. Prepared for the City of San Mateo.

H.T. Harvey and Associates. 2009. *Bayfront Levee Improvement Project Biological Assessment*. September 4.

ICF International and H.T Harvey and Associates. 2013. *Avian Conservation Strategy: Guidelines for Bird Protection and Mitigation*. Prepared for PG&E. April.

Isaac, George. 2009. Longfin Smelt Fact Sheet. San Francisco, San Mateo, and Alameda Counties. Available online at: http://www.dfg.ca.gov/delta/data/longfinsmelt/documents/LongfinsmeltFactSheet_July09.pdf. June.

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_____. 2010. *Salt Marsh Harvest Mouse (Reithrodontomys raviventris) 5-Year Review: Summary and Evaluation*. Sacramento Fish and Wildlife Office, Sacramento, California. Available online at: http://www.fws.gov/ecos/ajax/docs/five_year_review/doc3221.pdf. February.

TABLE 1
Mitigation Monitoring or Reporting Plan
City of San Mateo Clean Water Program

Mitigation Measure Number	Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action (if applicable)
Chapter 3. Aesthetics				
3-1	<p>Obtain design review approval. Projects at the WWTP, the new Dale Avenue Pump Station, and the in-system storage basin, and other projects that meet the requirements of Title 27.08.030 of the Zoning Ordinance, shall undergo the City’s SPAR process. It is expected that the design review would be done on a project-by-project basis. All projects reviewed through the SPAR process shall be constructed in accordance with approved drawings and, as applicable, special use permit conditions. Design and landscaping for projects at the WWTP Site shall be done consistent with an architectural basis of design to provide coherent materials use and finishes, design features, and landscaping that support an overall design theme and identity. The City Council would review and make the final determination on all buildings exceeding 55 feet in height or as required by the General Plan.</p> <p>SPAR approval shall be provided by the Planning Commission and City Council. Findings by the Planning Commission and City Council shall include, among others, the following:</p> <ul style="list-style-type: none"> • The structures, site plan, and landscaping are in scale and harmonious with the character of the neighborhood. • The development will not be detrimental to the harmonious and orderly growth of the City. • 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. • The development meets all applicable standards as adopted by the Planning Commission and City Council, conforms to the General Plan, and will correct any violations of the Zoning Ordinance, building code, or other municipal codes that exist on the site. • The development will not adversely affect matters regarding police protection, crime prevention, and security. 	City Design consultant	During project design through SPAR process	Approval by Planning Commission and/or City Council

TABLE 1
Mitigation Monitoring or Reporting Plan
City of San Mateo Clean Water Program

Mitigation Measure Number	Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action (if applicable)
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 construction of WWTP facilities is used in a manner that minimizes potential night lighting impacts, as follows:</p> <ul 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 residents east and south of the WWTP with direct views of the site. <p>Project Operation Lighting. Prior to the start of operation of each new 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> <ul 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 WWTP 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 consultant	Before construction During project design	

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3-3b	<p>Provide glare-reducing structure surface painting and treatment. New or altered structures visible to the public shall be painted or treated such that their colors minimize visual intrusion and contrast by blending with the landscape; their surfaces do not create glare; and they are consistent with local laws, ordinances, regulations, and standards.</p> <p>Prior to the start of construction that would be visible to the public, the construction contractor shall submit a structure surface painting and treatment plan into the City's SPAR process, as specified in Title 27.08.030 of the City's Zoning Ordinance (City of San Mateo, 2015), and to specifications established during the SPAR process. The treatment plan shall include all information required by the SPAR process, including the following:</p> <ul style="list-style-type: none"> a) Specification of the treatment proposed for use on individual project structures, including structures treated during manufacture. b) A list of each major project structure specifying the color(s) and finish proposed for each (colors must be identified by name and by vendor brand or a universal designation). c) A procedure to maintain proper painting and treatment for the life of the project. 	Contractor	Before construction, through the SPAR process	Approval by Planning Commission and/or City Council
Chapter 4. Air Quality				
4-1	<p>Implement BAAQMD construction emission control measures. CWP contractors shall comply with all applicable BAAQMD construction emission control measures. Applicable construction emission control measures may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • All exposed surfaces (for example, parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered twice per day. • All haul trucks transporting soil, sand, or other loose material offsite shall be covered. • All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once a day. The use of dry power sweeping is prohibited. • All vehicle speeds on unpaved roads shall be limited to 15 miles per hour. • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. • Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California 	Contractor	During construction	

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	<p>airborne toxics control measure Title 13, Section 2485 of <i>California Code of Regulations</i>). Clear signage shall be provided for construction workers at all access points.</p> <ul style="list-style-type: none"> All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be checked by a certified visible emissions evaluator. A publicly visible sign shall be posted with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD phone number shall also be visible to support compliance with applicable regulations. 			
4-4	<p>Mitigation Measure 4-4. Incorporate odor control systems for facilities with odor potential and obtain permits from BAAQMD.</p> <p>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).</p> <p>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.</p>	City Design consultant	During design and operation	
Chapter 5. Biological Resources				
5-1a	<p>Perform work during seasonal avoidance windows where feasible. The City of San Mateo and its contractors shall perform construction work for projects with the potential to affect special-status species during the appropriate seasonal avoidance window, where feasible. These windows avoid times of the year when the species may be more vulnerable, such as nesting or hibernating periods. The seasonal avoidance windows for species potentially present in the Program Area are shown in Table 2 (located at the end of this document).</p>	City Contractor	Before and during construction	
5-1b	<p>Perform pre-construction surveys for special-status wildlife species. The City of San Mateo or its contractors shall perform preconstruction surveys for the following special-status wildlife species:</p> <ul style="list-style-type: none"> Salt marsh harvest mouse: Prior to start of construction on the Detroit Drive or Bayfront parcels, a preconstruction survey for salt marsh harvest mouse by a qualified 	City Contractor	Before construction	Survey results should be reported to the City and to regulatory agencies, as required by permits

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City of San Mateo Clean Water Program

Mitigation Measure Number	Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action (if applicable)
	<p>biologist shall be completed. If salt marsh harvest mouse is found during preconstruction surveys, the area around the mouse shall be avoided until the mouse leaves the site on its own. Alternatively, USFWS and CDFW could be contacted to evaluate options. When the salt marsh harvest mouse is determined to be absent from the site, temporary barriers shall be established to prevent salt marsh harvest mouse from entering the construction site. If a new wall around the WWTP Site is constructed prior to construction of WWTP facilities, it may serve as an adequate barrier to salt marsh harvest mouse. This shall be determined by a qualified biologist. Prior to the start of work, construction workers shall be trained on the biological and habitat characteristics of salt marsh harvest mouse and the need for avoidance.</p> <ul style="list-style-type: none"> • Ridgway’s rail: To reduce the likelihood that nesting Ridgway’s rails are in the vicinity prior to construction activities at the WWTP Site or within 700 feet of the shoreline, a pre-construction nesting bird survey shall occur during the nesting season prior to the start of construction. The nesting season for Ridgway’s rail extends from January 1 through August 31. If required by agencies, a USFWS-approved biologist will conduct a protocol-level survey for Ridgway’s rails during the spring prior to start of construction to determine if rails are present in the vicinity of the construction site. If nesting Ridgway’s rails are detected in any portion of the marsh within 700 feet of the construction site, no construction activities shall occur within 700 feet of the occupied areas (unless specifically approved by the USFWS) until occupied nests have successfully hatched young, as determined by a USFWS-approved biologist. Prior to the start of work, construction workers shall be trained on the biological and habitat characteristics of Ridgway’s rail. • California red-legged frog, San Francisco garter snake, and western pond turtle: A preconstruction survey shall be performed by a qualified biologist 24 hours prior to the start of construction activities for pipeline projects that cross creeks or channels and for any work proposed adjacent to Leslie Creek outside the WWTP wall. If a California red-legged frog or San Francisco garter snake is observed in or near an active work area, project activities in the immediate area shall be halted immediately and when safe to do so. A qualified biologist shall be consulted to evaluate the situation. Work shall remain stopped until the animal leaves the site on its own or another approach approved by USFWS is implemented. If a western pond turtle is observed in or near the work area, a CDFW-approved biologist shall try to passively move the turtle out of the area. • Nesting birds: For any CWP projects located in the WWTP Site and for any collection system projects with 500 feet of a creek or channel with riparian vegetation, a 			

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	<p>preconstruction nesting bird survey shall be performed by a qualified biologist 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, CDFW shall be notified to determine proper buffers for construction. 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 the biologist. The biologist shall monitor all work activities in these zones daily 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 will 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 USFWS and the CDFW could be contacted regarding alternate avoidance measures if halting or redirecting work is not feasible.</p>			
5-1c	<p>Protect special-status wildlife species found during construction. If special-status wildlife species occur on a project site, the City or its contracts shall implement measures during construction to protect the following special-status wildlife species:</p> <ul style="list-style-type: none"> • Salt marsh harvest mouse: If a salt marsh harvest mouse is observed in or near an active work area, project activities in the immediate area shall immediately be halted when safe to do so, and a qualified biologist shall be consulted to evaluate the situation. Work shall remain stopped until the mouse leaves the site on its own or another approach approved by USFWS is implemented. The qualified biologist shall inspect the temporary or permanent barrier to determine if repairs or modifications are needed to prevent further access by salt marsh harvest mouse. If determined necessary, a USFWS-approved biologist shall continue to monitor the work area. • Ridgway’s rail: If nesting Ridgway’s rail move into the nearby tidal marsh and within 700 feet of an active work area, construction shall be halted until the Ridgway’s rail nestlings have fledged and left the nest. If determined necessary, a USFWS-approved biologist shall continue to monitor the work area until the nestlings have fledged. • California red-legged frog, San Francisco garter snake, and western pond turtle: If a California red-legged frog or San Francisco garter snake becomes trapped during 	City Contractor	Before and during construction	Reporting in accordance with permit requirements and regulatory agency conditions.

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City of San Mateo Clean Water Program

Mitigation Measure Number	Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action (if applicable)
	<p>construction activities, project activities in the immediate area shall be halted immediately and when safe to do so. A qualified biologist shall be consulted to evaluate the situation. Work shall remain stopped until the animal leaves the site on its own or another approach approved by USFWS is implemented. If a western pond turtle becomes trapped during construction activities, a CDFW-approved biologist shall remove the turtle from the work area and place it in a suitable habitat in the vicinity of the project. If any of these species is discovered in the construction area during active operations, the equipment operator or equivalent shall temporarily cease operations until the animal has moved out of the way on its own accord and immediately contact the USFWS-approved biologist. If an ITP for federal or state threatened or endangered species is obtained for the CWP or individual projects, avoidance and minimization measures in the ITP shall be implemented. These measures could include relocation of California red-legged frog by a Service-approved biologist to a designated location outside the work area.</p> <ul style="list-style-type: none"> • Migratory nesting birds: If migratory birds begin nesting after construction has started and within 500 feet of work areas at the WWTP Site or at pipeline projects near riparian zones, it could mean the birds do not have a problem with the existing levels of noise and disturbance. Work shall continue only if the type of construction work does not increase noise or disturbance levels at the discretion of the qualified biologist. A qualified biological monitor shall monitor effects of construction on the nesting birds and shall stop construction when safe to do so if impacts on the birds are observed. 			
5-3a	<p>Provide appropriate offset for fill of jurisdictional wetlands. The City shall submit the wetland delineation to USACE for verification of jurisdiction. If USACE determines that the wetland is federally protected, as defined by Section 404 of the CWA, the City would obtain a permit for fill under Section 404. Mitigation for fill of the jurisdictional wetland shall be included in the permit application and be a condition of the USACE permit. Mitigation may include payment into a USACE Regional Mitigation Program and/or construction of wetland enhancements or new wetland habitat along the Bay shoreline. The City shall comply with all conditions of the permit.</p>	City	Before construction	Reporting in accordance with permit requirements and regulatory agency conditions.
5-3b	<p>Prepare and implement contingency plan for frac-out. The contractor shall prepare and implement a plan for monitoring drilling operations and addressing frac-out if it occurs. The plan shall include visual inspections along the bore path of the pipeline alignment during all drilling operations. Monitors shall also be stationed at appropriate distances upstream and downstream from the crossing point. All equipment required to contain and clean up a frac-out release shall be available at the work site.</p>	Contractor	Prepare plan before construction, and implement plan during construction	Reporting in accordance with permit requirements and regulatory agency conditions.

TABLE 1
Mitigation Monitoring or Reporting Plan
City of San Mateo Clean Water Program

Mitigation Measure Number	Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action (if applicable)
5-5	<p>Prepare and implement a tree protection plan for heritage trees. Prior to any vegetation clearing, a certified arborist will conduct a tree inventory and assessment. The inventory will include the species, size, and general condition of all trees to be removed or all heritage trees that could be indirectly affected. The certified arborist would then develop a tree protection plan that includes measures to avoid indirect impacts during construction and to replace heritage trees that require removal, in accordance with the City’s Heritage Tree Ordinance. The CWP would comply with the City of San Mateo Heritage Tree Ordinance.</p>	City Contractor	Before, during, and after construction	
Chapter 6. Cultural Resources				
6-1a	<p>Perform subsurface investigations prior to construction in high- and medium-archaeological sensitivity zones. Prior to issuance of a grading or building permit, the City shall determine if the project is located within a high- or medium-archaeological sensitivity zone. If the project site is determined to be located in a high- or medium-archaeological sensitivity zone, a qualified archaeologist shall perform a subsurface archaeological investigation at the site, including hand-augured borings and excavated test pits. The archaeologist shall analyze gathered data in relation to the detailed project construction plans. The findings of the investigation shall be submitted for review and approval of the chief of planning. This report shall include an evaluation of the “uniqueness” of all finds, anticipated project-related impacts, and recommendations for mitigating impacts.</p>	City Contractor	Before construction	Findings of the investigation shall be submitted for review and approval of the chief of planning.
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.
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	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

TABLE 1
Mitigation Monitoring or Reporting Plan
City of San Mateo Clean Water Program

Mitigation Measure Number	Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action (if applicable)
				further actions, if necessary.
Chapter 7. Geology and Soils				
7-1	<p>Perform site-specific geotechnical and engineering studies and implement recommendations. The City of San Mateo and its design engineers shall perform site specific geotechnical and engineering studies as required by General Plan Policy S 1.1. The studies shall be completed prior to completion of design and prior to submittal of applicable design permits, including building permits and SPAR requests. Studies shall be subject to the review and approval of the City Engineer and Building Official for projects proposed on sites identified as having moderate to high potential for ground failure. The review shall verify compliance with federal, state and local regulations related to reducing earthquake and soils hazards. The City shall approve projects in areas of potential geologic hazards only where it can be demonstrated that the project would not be endangered by, nor contribute to, the hazardous condition on the site or on adjacent properties.</p> <p>The studies shall include identification of site specific geotechnical and engineering measures. Typical geotechnical or engineering report measures to reduce impacts related to liquefaction, settlement or other ground failure could include earthwork and foundation measures such as the following:</p> <ul style="list-style-type: none"> • Verify backfill material is suitable for its purpose. Areas for construction of WWTP facilities and storage basins may need to have soils overexcavated and replaced with engineered fill material. Bay muds having high organic matter content would not be used as fill material (Ninyo and Moore, 2013). • Stone columns may be used as a measure to mitigate settlement, where needed. Stone columns installed well below the finished grade compress settleable soil layers and increase soil stiffness, thereby reducing settlement potential (Ninyo and Moore, 2013). • For construction of lightly loaded structures, spread footings or mat foundations may be recommended in project design for areas where there is risk of substantial settlement. For design of structures having moderate to heavy loads, pile foundations may be recommended, with measures to reduce the potential for damage to nearby structures as a result of vibrations or ground displacement during pile driving operations (Ninyo and Moore, 2013). • Consider potential for liquefaction-induced settlement in engineering design of new pipeline installations (Engeo Incorporated, 2009). 	City Design consultant	During project design	Findings shall be submitted with building permit applications.

TABLE 1
Mitigation Monitoring or Reporting Plan
City of San Mateo Clean Water Program

Mitigation Measure Number	Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action (if applicable)
	<ul style="list-style-type: none"> • Expansive or liquefiable soils may be overexcavated and replaced with engineered fill. • Liquefiable soils may be stabilized by grouting, densification, or dewatering (ABAG, 2001). • Soils in an area with potential for lateral spreading may be stabilized by installation of buttresses (ABAG, 2001). 			
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	

TABLE 1

Mitigation Monitoring or Reporting Plan
City of San Mateo Clean Water Program

Mitigation Measure Number	Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action (if applicable)
Chapter 8. Greenhouse Gases				
4-1	<p>Implement BAAQMD construction emission control measures. CWP contractors shall comply with all applicable BAAQMD construction emission control measures. Applicable construction emission control measures may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • All exposed surfaces (for example, parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered twice per day. • All haul trucks transporting soil, sand, or other loose material offsite shall be covered. • All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once a day. The use of dry power sweeping is prohibited. • All vehicle speeds on unpaved roads shall be limited to 15 miles per hour. • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. • Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of <i>California Code of Regulations</i>). Clear signage shall be provided for construction workers at all access points. • All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator. <p>A publicly visible sign shall be posted with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD phone number shall also be visible to support compliance with applicable regulations.</p>	Contractor	During construction	
Chapter 9. Hazards and Hazardous Materials				
9-1	<p>Complete testing for asbestos and lead in existing structures. Facilities that potentially contain asbestos or lead shall be tested and screened prior to construction of projects that include modification, rehabilitation, or demolition of existing structures to allow the</p>	Contractor	Before construction.	

TABLE 1
Mitigation Monitoring or Reporting Plan
City of San Mateo Clean Water Program

Mitigation Measure Number	Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action (if applicable)
	implementation of best management practices and state and federal management requirements. Certified contractors shall remove the materials to reduce the potential for exposure. Occupational Safety and Health Administration and City policies shall be followed in the creation and implementation of an asbestos or lead abatement plan.			
9-3	Perform a Phase I investigation as needed prior to construction and remediate, control, or dispose of contaminated materials as appropriate. New facility locations shall be reviewed for inclusion in the lists of hazardous materials compiled pursuant to Government Code Section 65962.5. A modified Phase I site assessment of the proposed work area shall be performed prior to start of construction activities, including excavation and other soil-disturbing activities such as tunneling. For locations where a property transfer is involved, the Phase I site assessment shall comply with standards of the ASTM International. Where contamination is suspected, supplemental sampling shall be performed, 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.	Contractor	Before construction	
9-4	Coordinate emergency services during construction. For any project within the WWTP Site that have 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 San Mateo Police Department 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.	Contractor	Before and during construction	Notify emergency personnel and coordination centers.
Chapter 10. Hydrology and Water Quality				
10-2	Install and apply erosion control and stormwater best management practices during construction. Applicable erosion control and stormwater best management practices 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	Contractor	Before, during, and after construction	

TABLE 1
Mitigation Monitoring or Reporting Plan
City of San Mateo Clean Water Program

Mitigation Measure Number	Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action (if applicable)
	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.			
10-3	<p>Develop a stormwater drainage plan. The City or its contractors shall develop a stormwater drainage plan for the various portions of the WWTP Site as they are developed. Storm Water Management and Discharge Control Ordinance (Chapter 7.39 of the Municipal Code [City of San Mateo, 2015b]) requires that applicants for all projects develop a stormwater drainage plan that produces no net increase in flooding onsite or offsite due to exceedance of stormwater drainage system capacity. As stated in the ordinance, project drainage plans shall be approved by the City prior to construction of a project, and stormwater drainage plans shall be implemented in conjunction with project construction.</p>	City Contractor	Before construction	
Chapter 11. Land Use				
3-1	<p>Obtain design review approval. Projects at the WWTP, the new Dale Avenue Pump Station, and the in-system storage basin, and other projects that meet the requirements of Title 27.08.030 of the Zoning Ordinance, shall undergo the City’s SPAR process. It is expected that the design review would be done on a project-by-project basis. All projects reviewed through the SPAR process shall be constructed in accordance with approved drawings and, as applicable, special use permit conditions. Design and landscaping for projects at the WWTP Site shall be done consistent with an architectural basis of design to provide coherent materials use and finishes, design features, and landscaping that support an overall design theme and identity. The City Council would review and make the final determination on all buildings exceeding 55 feet in height or as required by the General Plan.</p> <p>SPAR approval shall be provided by the Planning Commission and City Council. Findings by the Planning Commission and City Council shall include, among others, the following:</p> <ul style="list-style-type: none"> • The structures, site plan, and landscaping are in scale and harmonious with the character of the neighborhood. • The development will not be detrimental to the harmonious and orderly growth of the City. 	City Design consultant	During project design	Approval by Planning Commission and/or City Council.

TABLE 1
Mitigation Monitoring or Reporting Plan
City of San Mateo Clean Water Program

Mitigation Measure Number	Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action (if applicable)
	<ul style="list-style-type: none"> 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. The development meets all applicable standards as adopted by the Planning Commission and City Council, conforms to the General Plan, and will correct any violations of the Zoning Ordinance, building code, or other municipal codes that exist on the site. <p>The development will not adversely affect matters regarding police protection, crime prevention, and security.</p>			
11-1	<p>Provide pedestrian and bicycle access around the WWTP Site. The City shall identify and establish a pedestrian and bicycle access route around the WWTP Site to allow pedestrians and bicyclists to traverse between residential and recreation uses to the east and west of the WWTP Site. Different routes may be used for temporary access during construction and for permanent access. The route shall meet all applicable health and safety codes and include clear signage to direct users to the route. Route options include a new access trail between the southern wall of the WWTP and Leslie Creek; a pedestrian/bike bridge over Leslie Creek to connect to existing recreation areas; and a designated pathway from Dale Avenue parcel north on Detroit Drive to Joinville Park Road and south.</p>	City Design consultant	During project design	
11-2	<p>Obtain approval for a special use permit for each applicable parcel. 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. If appropriate, the WWTP Site shall be addressed as a single special use permit. Permit applications shall be reviewed and approved by the Planning Commission and City Council if all conditions are met.</p>	City Design consultant	During project design	Approval by Planning Commission and/or 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. 	Contractor	Before and during construction	

TABLE 1
Mitigation Monitoring or Reporting Plan
City of San Mateo Clean Water Program

Mitigation Measure Number	Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action (if applicable)
	<ul style="list-style-type: none"> • 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. <p>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.</p>			
12-1b	<p>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 CWP projects. 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 CWP construction.</p>	City Contractor	During construction	
12-1c	<p>Resolve construction Noise Complaints. Throughout construction of the CWP, 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:</p> <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	

TABLE 1
Mitigation Monitoring or Reporting Plan
City of San Mateo Clean Water Program

Mitigation Measure Number	Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action (if applicable)
12-2	<p>Incorporate noise minimization in WWTP facility design. The final WWTP design would implement necessary measures so that noise-generating equipment with appropriate noise-minimization features to comply with applicable requirements. Potential noise design measures include but are not limited barriers, enclosures, vibration isolation, and quieter equipment specifications. Final design shall include noise minimization measures to limit sound levels attributable to each project to an increase in existing L_{dn} of less than 3 dBA or L_{dn} of 60 dBA at noise-sensitive receivers and less than L_{dn} 65 dBA in commercial areas.</p>	City Design consultant	During project design	
12-3	<p>Incorporate vibration issues into 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 each CWP project implemented as necessary.</p>	Contractor	During construction	
Chapter 14. Public Services				
9-4	<p>Coordinate emergency services during construction. For any project within the WWTP Site that have 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 San Mateo Police Department 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>	Contractor	During construction	
Chapter 15. Recreation				
11-1	<p>Provide pedestrian and bicycle access around the WWTP Site. The City shall identify and establish a pedestrian and bicycle access route around the WWTP Site to allow pedestrians and bicyclists to traverse between residential and recreation uses to the east and west of the WWTP Site. Different routes may be used for temporary access during construction and for permanent access. The route shall meet all applicable health and safety codes and include clear signage to direct users to the route. Route options include a new access trail between the southern wall of the WWTP and Leslie Creek; a pedestrian/bike bridge over Leslie Creek to connect to existing recreation areas; and a designated pathway from Dale Avenue parcel north on Detroit Drive to Joinville Park Road and south.</p>	City Design consultant	During project design	

TABLE 1
Mitigation Monitoring or Reporting Plan
City of San Mateo Clean Water Program

Mitigation Measure Number	Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action (if applicable)
15-3	<p>Provide park improvements to offset lost uses. The City shall provide improvements at any park used for in-system storage to offset the lost uses. Improvements shall be coordinated with the Department of Parks and Recreation and may include improved landscaping for improved aesthetics, upgrading grass to synthetic turf to allow increased field use, or additional amenities such as picnic tables or playground equipment. In addition, construction work areas, other than the aboveground appurtenances, shall be returned to the same uses in as good or better condition compared to pre-construction.</p>	City Design consultant	After project construction is complete	
Chapter 16. Transportation and Traffic				
16-1	<p>Prepare and implement a traffic management plan. Construction of some of the CWP projects would require temporary lane closures, traffic detours, and the use of oversized equipment. Implementation of the CWP 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 	Contractor	Before and during construction	

TABLE 1
Mitigation Monitoring or Reporting Plan
City of San Mateo Clean Water Program

Mitigation Measure Number	Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action (if applicable)
	<p>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.</p> <ul style="list-style-type: none"> • 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 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. • 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. 			

TABLE 1
Mitigation Monitoring or Reporting Plan
City of San Mateo Clean Water Program

Mitigation Measure Number	Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action (if applicable)
	<ul style="list-style-type: none"> • 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 Fifth 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. 			

TABLE 1
Mitigation Monitoring or Reporting Plan
City of San Mateo Clean Water Program

Mitigation Measure Number	Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action (if applicable)
	<p>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.</p> <ul style="list-style-type: none"> 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. <p>Signs would be provided to control traffic and assist with safety along CWP 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 CWP 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>			
Chapter 17. Utilities				
4-1	<p>Implement BAAQMD construction emission control measures. CWP contractors shall comply with all applicable BAAQMD construction emission control measures. Applicable construction emission control measures may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> All exposed surfaces (for example, parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered twice per day. All haul trucks transporting soil, sand, or other loose material offsite shall be covered. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once a day. The use of dry power sweeping is prohibited. 	Contractor	During construction	

TABLE 1
Mitigation Monitoring or Reporting Plan
City of San Mateo Clean Water Program

Mitigation Measure Number	Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action (if applicable)
	<ul style="list-style-type: none"> • All vehicle speeds on unpaved roads shall be limited to 15 miles per hour. • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. • Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of <i>California Code of Regulations</i>). Clear signage shall be provided for construction workers at all access points. • All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be checked by a certified visible emissions evaluator. <p>A publicly visible sign shall be posted with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD phone number shall also be visible to support compliance with applicable regulations.</p>			

TABLE 2
Seasonal Avoidance Windows
Monitoring and Mitigation Reporting Plan

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Nesting Birds												
San Francisco Garter Snake												
California Red-Legged Frog												
Steelhead												
Western Pond Turtle												
Salt Marsh Harvest Mouse												
Longfin Smelt												

Sources:

Nesting Birds: ICF International and H.T Harvey and Associates, 2013.

San Francisco Garter Snake: U.S. Fish and Wildlife Service, 1985. Avoidance period is when the species is normally most dormant in burrows and, therefore, most vulnerable. The May to September period would not avoid the species, but it is a better time to conduct work (Swaim, 2015).

California Red-Legged Frog: United States Fish and Wildlife Service, 2011.

Steelhead: H.T. Harvey and Associates, 2009.

Western Pond Turtle: Stone, 2009.

Salt Marsh harvest Mouse: U.S. Fish and Wildlife Service, 2010.

Longfin smelt: Isaac, 2009.

Notes:

This table is reproduced from Table 5-2 in the PEIR.

Shaded cells indicate avoidance periods.

ABAG = Association of Bay Area Governments

BAAQMD = Bay Area Air Quality Management District

BMP = best management practice

CDFW = California Department of Fish and Wildlife

dbA = decibels, A-weighted

L_{dn} = day-night sound level

LOS = level of service

MUTCD = *California Manual of Uniform Traffic Control Devices*