

Middle Plaza at 500 El Camino Real Project Mitigation Monitoring and Reporting Program				
Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
<b>AIR QUALITY</b>				
<b><i>Mitigation Measures from the Specific Plan Applicable to the Project</i></b>				
<b><i>IMPACT BEING ADDRESSED: Impact AIR-1: Implementation of the Project would result in increased long-term emissions of criteria pollutants associated with construction activities that could contribute substantially to an air quality violation.</i></b>				
<p><i>Mitigation Measure AIR-1a:</i> During construction of individual projects under the Specific Plan, project applicants shall require the construction contractor(s) to implement the following measures required as part of Bay Area Air Quality Management District's (BAAQMD) basic dust control procedures required for construction sites. For projects for which construction emissions exceed one or more of the applicable BAAQMD thresholds, additional measures shall be required as indicated in the list following the Basic Controls.</p> <p><u><i>Basic Controls that Apply to All Construction Sites</i></u></p> <ol style="list-style-type: none"> <li>All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.</li> <li>All haul trucks transporting soil, sand, or other loose material off-site shall be covered.</li> <li>All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.</li> <li>All vehicle speeds on unpaved roads shall be limited to 15 mph.</li> <li>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.</li> <li>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 California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.</li> <li>All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.</li> <li>Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.</li> </ol> <p><u><i>Additional Measures for Development Projects that Exceed Significance Criteria</i></u></p> <ol style="list-style-type: none"> <li>All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.</li> <li>All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.</li> <li>Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity.</li> <li>Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.</li> <li>The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.</li> <li>All trucks and equipment, including their tires, shall be washed off prior to leaving the site.</li> <li>Site accesses to a distance of 100 feet from the paved road shall be treated with a 6- to 12-inch compacted layer of wood chips, mulch, or gravel.</li> <li>Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.</li> <li>Minimizing the idling time of diesel powered construction equipment to two minutes.</li> </ol>	<p>Exposed surfaces shall be watered twice daily.</p> <p>Trucks carrying demolition debris shall be covered.</p> <p>Dirt carried from construction areas shall be cleaned daily.</p> <p>Speed limit on unpaved roads shall be 15 mph.</p> <p>Roadways, driveways, sidewalks and building pads shall be laid as soon as possible after grading.</p> <p>Idling times shall be minimized to 5 minutes or less; Signage posted at all access points.</p> <p>Construction equipment shall be properly tuned and maintained.</p> <p>Signage will be posted with the appropriate contact information regarding dust complaints.</p> <p>Water exposed surfaces to maintain minimum soil moisture of 12 percent.</p> <p>Halt excavation, grading and demolition when wind is over 20 mph.</p> <p>Install wind breaks on the windward side(s) of disturbed construction areas.</p> <p>Vegetative ground cover shall be planted in disturbed areas as soon as possible.</p> <p>Ground-disturbing construction activities shall not occur simultaneously.</p> <p>Trucks and equipment shall be washed before exiting the site.</p> <p>Cover site access roads.</p> <p>Erosion control measures shall be used.</p> <p>Idling time of diesel powered equipment will not exceed two minutes.</p>	<p>Measures shown on construction documents and ongoing during demolition, excavation and construction.</p>	<p>Project Sponsor and contractor(s)</p>	<p>PW/CDD</p>

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<p>10. The project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent nitrogen oxides reduction and 45 percent particulate matter reduction compared to the most recent ARB fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available.</p> <p>11. Use low volatile organic compound (VOC) (i.e., reactive organic gases) coatings beyond the local requirements (i.e., Regulation 8, Rule 3: Architectural Coatings).</p> <p>12. Requiring that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of nitrogen oxides and particulate matter.</p> <p>13. Requiring all contractors use equipment that meets the California Air Resources Board's most recent certification standard for off-road heavy duty diesel engines.</p>	<p>Plan developed that demonstrates emissions from use of off-road equipment during construction will be reduced as specified.</p> <p>Low VOC coatings shall be used.</p> <p>Require Best Available Control Technology for all construction equipment, diesel trucks, and generators.</p> <p>Equipment shall meet standards for off-road heavy duty diesel engines.</p>			
<p><i>Mitigation Measure AIR-1b:</i> Each applicant for development projects to be implemented under the Specific Plan for projects that exceed the BAAQMD screening criteria shall develop an Exhaust Emissions Control Plan outlining how construction exhaust emissions will be controlled during construction activities. These plans shall be submitted to the City for review and approval and shall be distributed to all employees and construction contractors prior to commencement of construction activities. The plan shall describe all feasible control measures that will be implemented during construction activities. Feasible control measures may include, but not be limited to, those identified in Mitigation Measure AIR-1a.</p>	<p>Require an Exhaust Emissions Control Plan of each applicant with projects that exceed BAAQMD screening criteria.</p>	<p>Plan approved by City prior to building permit issuance; Measures shown on plans, construction documents and specification and ongoing during construction.</p>	<p>Project Sponsor and contractor(s)</p>	<p>CDD</p>
<p><b>IMPACT BEING ADDRESSED: Impact AIR-2: Implementation of the Specific Plan would result in increased long-term emissions of criteria pollutants from increased vehicle traffic and on-site area sources that would contribute substantially to an air quality violation.</b></p>				
<p><i>Mitigation Measure TR-2:</i> see below.</p>	<p>Update the submitted Transportation Demand Management program.</p>	<p>Submit draft TDM program consistent with Infill EIR with First Structure Above Podium (FSAP) building permit. City approval required before occupancy of the first building. Implementation throughout project occupancy.</p>	<p>Project Sponsor</p>	<p>PW/CDD</p>
<p><b>IMPACT BEING ADDRESSED: Impact AIR-5: Implementation of the Project would locate sensitive receptors in an area of elevated concentrations of toxic air contaminants associated with roadway traffic which may lead to considerable adverse health effects.</b></p>				

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Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
<p><i>Mitigation Measure AIR-5:</i> The Mitigation Monitoring and Reporting Program shall require that all developments that include sensitive receptors such as residential units that would be located within 200 feet of the edge of El Camino Real or within 100 feet of the edge of Ravenswood Avenue, Oak Grove Avenue east of El Camino Real, or Santa Cruz Avenue west of University Avenue shall undergo, prior to project approval, a screening-level health risk analysis to determine if cancer risk, hazard index, and/or PM2.5 concentration would exceed BAAQMD thresholds. If one or more thresholds would be exceeded at the site of the subsequent project, the project (or portion of the project containing sensitive receptors, in the case of a mixed-use project) shall be equipped with filtration systems with a Minimum Efficiency Reporting Value (MERV) rating of 14 or higher. The ventilation system shall be designed by an engineer certified by the American Society of Heating, Refrigeration and Air-Conditioning Engineers, who shall provide a written report documenting that the system reduces interior health risks to less than 10 in one million, or less than any other threshold of significance adopted by BAAQMD or the City for health risks. The project sponsor shall present a plan to ensure ongoing maintenance of ventilation and filtration systems and shall ensure the disclosure to buyers and/or renters regarding the findings of the analysis and inform occupants as to proper use of any installed air filtration. Alternatively, if the project applicant can prove at the time of development that health risks at new residences due to DPM (and other TACs, if applicable) would be less than 10 in one million, or less than any other threshold of significance adopted by BAAQMD for health risks, or that alternative mitigation measures reduce health risks below any other City-adopted threshold of significance, such filtration shall not be required.</p>	<p>A screening-level health risk analysis shall be prepared.</p> <p>If one or more thresholds are exceeded, a filtration system shall be installed; Certified engineer to provide report documenting that system reduces health risks</p> <p>Plan developed for ongoing maintenance and disclosure to buyers and/renters.</p>	<p>Simultaneous with a building permit submittal for residential building.</p>	<p>Project Sponsor</p>	<p>CDD</p>
<p><b>IMPACT BEING ADDRESSED: Impact AIR-7: Implementation of the Project would expose sensitive receptors to elevated concentrations of Toxic Air Contaminants (TACs) associated with Caltrain operations which may lead to considerable adverse health effects.</b></p>				
<p>Mitigation Measure AIR-7: The Mitigation Monitoring and Reporting Program shall require that all developments that include sensitive receptors such as residential units that would be located within approximately 1,095 feet of the edge of the Caltrain right-of-way shall undergo, prior to project approval, a screening-level health risk analysis to determine if cancer risk, hazard index, and/or PM2.5 concentration would exceed BAAQMD thresholds. If one or more thresholds would be exceeded at the site of the subsequent project, the project (or portion of the project containing sensitive receptors, in the case of a mixed-use project) shall be equipped with filtration systems with a Minimum Efficiency Reporting Value (MERV) rating of 14 or higher. The ventilation system shall be designed by an engineer certified by the American Society of Heating, Refrigeration and Air-Conditioning Engineers, who shall provide a written report documenting that the system reduces interior health risks to less than 10 in one million, or less than any other threshold of significance adopted by BAAQMD or the City for health risks. The project sponsor shall present a plan to ensure ongoing maintenance of ventilation and filtration systems and shall ensure the disclosure to buyers and/or renters regarding the findings of the analysis and inform occupants as to proper use of any installed air filtration. Alternatively, if the project applicant can prove at the time of development that health risks at new residences due to DPM (and other TACs, if applicable) would be less than 10 in one million, or less than any other threshold of significance adopted by BAAQMD for health risks, or that alternative mitigation measures reduce health risks below any other City-adopted threshold of significance, such filtration shall not be required.</p>	<p>A health risk analysis shall be prepared.</p> <p>If one or more thresholds are exceeded, a filtration system shall be installed; Certified engineer to provide report documenting that system reduces health risks</p> <p>Plan developed for ongoing maintenance and disclosure to buyers and/renters.</p>	<p>Simultaneous with a building permit submittal for residential building.</p>	<p>Project Sponsor</p>	<p>CDD</p>

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Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
<b>BIOLOGICAL RESOURCES</b>				
<b>Mitigation Measures from the Specific Plan Applicable to the Project</b>				
<b>IMPACT BEING ADDRESSED: Impact BIO-1: The Project could result in the take of special-status birds or their nests</b>				
<p><i>Mitigation Measure BIO-1a:</i> Pre-Construction Special-Status Avian Surveys. No more than two weeks in advance of any tree or shrub pruning, removal, or ground-disturbing activity that will commence during the breeding season (February 1 through August 31), a qualified wildlife biologist will conduct pre-construction surveys of all potential special-status bird nesting habitat in the vicinity of the planned activity. Pre-construction surveys are not required for construction activities scheduled to occur during the non-breeding season (August 31 through January 31). Construction activities commencing during the non-breeding season and continuing into the breeding season do not require surveys (as it is assumed that any breeding birds taking up nests would be acclimated to project-related activities already under way). Nests initiated during construction activities would be presumed to be unaffected by the activity, and a buffer zone around such nests would not be necessary. However, a nest initiated during construction cannot be moved or altered.</p> <p><b>If pre-construction surveys indicate that no nests of special-status birds are present or that nests are inactive or potential habitat is unoccupied:</b> no further mitigation is required.</p> <p><b>If active nests of special-status birds are found during the surveys:</b> implement Mitigation Measure BIO-1b.</p>	<p>A nesting bird survey shall be prepared if tree or shrub pruning, removal or ground-disturbing activity will commence between February 1 through August 31.</p>	<p>Prior to tree or shrub pruning or removal, any ground disturbing activity and/or issuance of demolition, grading or building permits.</p>	<p>Qualified wildlife biologist retained by Project Sponsor</p>	<p>CDD</p>
<p><i>Mitigation Measure BIO-1b:</i> Avoidance of active nests. If active nests of special-status birds or other birds are found during surveys, the results of the surveys would be discussed with the California Department of Fish and Wildlife and avoidance procedures will be adopted, if necessary, on a case-by- case basis. In the event that a special-status bird or protected nest is found, construction would be stopped until either the bird leaves the area or avoidance measures are adopted. Avoidance measures can include construction buffer areas (up to several hundred feet in the case of raptors), relocation of birds, or seasonal avoidance. If buffers are created, a no disturbance zone will be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. The size of the buffer zones and types of construction activities restricted will take into account factors such as the following:</p> <ol style="list-style-type: none"> <li>Noise and human disturbance levels at the Plan area and the nesting site at the time of the survey and the noise and disturbance expected during the construction activity;</li> <li>Distance and amount of vegetation or other screening between the Plan area and the nest; and</li> <li>Sensitivity of individual nesting species and behaviors of the nesting birds.</li> </ol>	<p>If active nests are found during survey, the results will be discussed with the California Department of Fish and Wildlife and avoidance procedures adopted.</p> <p>Halt construction if a special-status bird or protected nest is found until the bird leaves the area or avoidance measures are adopted.</p>	<p>Prior to tree or shrub pruning or removal, any ground-disturbing activities and/or issuance of demolition, grading or building permits.</p>	<p>Project Sponsor and contractor(s)</p>	<p>CDD</p>
<b>IMPACT BEING ADDRESSED: Impact BIO-3: Impacts to migratory or breeding special-status birds another special-status species due to lighting conditions.</b>				
<p><i>Mitigation Measure BIO-3a:</i> Reduce building lighting from exterior sources.</p> <ol style="list-style-type: none"> <li>Minimize amount and visual impact of perimeter lighting and façade up-lighting and avoid up-lighting of rooftop antennae and other tall equipment, as well as of any decorative features;</li> <li>Installing motion-sensor lighting;</li> <li>Utilize minimum wattage fixtures to achieve required lighting levels;</li> <li>Comply with federal aviation safety regulations for large buildings by installing minimum intensity white strobe lighting with a three-second flash interval instead of continuous flood lighting, rotating lights, or red lighting;</li> <li>Use cutoff shields on streetlight and external lights to prevent upwards lighting.</li> </ol>	<p>Reduce building lighting from exterior sources.</p>	<p>Prior to building permit issuance and ongoing.</p>	<p>Project sponsor(s) and contractor(s)</p>	<p>CDD</p>
<p><i>Mitigation Measure BIO-3b:</i> Reduce building lighting from interior sources.</p> <ol style="list-style-type: none"> <li>Dim lights in lobbies, perimeter circulation areas, and atria;</li> <li>Turn off all unnecessary lighting by 11pm thorough sunrise, especially during peak migration periods (mid-March to early June and late August through late October);</li> <li>Use gradual or staggered switching to progressively turn on building lights at sunrise.</li> <li>Utilize automatic controls (motion sensors, photo-sensors, etc.) to shut off lights in the evening when no one is present;</li> <li>Encourage the use of localized task lighting to reduce the need for more extensive overhead lighting;</li> <li>Schedule nightly maintenance to conclude by 11 p.m.;</li> <li>Educate building users about the dangers of night lighting to birds.</li> </ol>	<p>Reduce building lighting from interior sources.</p>	<p>Prior to building permit issuance and ongoing.</p>	<p>Project sponsor(s) and contractor(s)</p>	<p>CDD</p>

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<b>IMPACT BEING ADDRESSED: Impact BIO-5: The Project could result in the take of special-status bat species.</b>				
<p><i>Mitigation Measure BIO-5a:</i> Preconstruction surveys. Potential direct and indirect disturbances to special-status bats will be identified by locating colonies and instituting protective measures prior to construction of any subsequent development project. No more than two weeks in advance of tree removal or structural alterations to buildings with closed areas such as attics, a qualified bat biologist (e.g., a biologist holding a California Department of Fish and Game collection permit and a Memorandum of Understanding with the California Department of Fish and Game allowing the biologist to handle and collect bats) shall conduct pre-construction surveys for potential bats in the vicinity of the planned activity. A qualified biologist will survey buildings and trees (over 12 inches in diameter at 4.5-foot height) scheduled for demolition to assess whether these structures are occupied by bats. No activities that would result in disturbance to active roosts will proceed prior to the completed surveys. If bats are discovered during construction, any and all construction activities that threaten individuals, roosts, or hibernacula will be stopped until surveys can be completed by a qualified bat biologist and proper mitigation measures implemented.</p> <p><b>If no active roosts present:</b> no further action is warranted.</p> <p><b>If roosts or hibernacula are present:</b> implement Mitigation Measures BIO-5b and 5c.</p>	<p>Retain a qualified bat biologist to conduct pre-construction survey for bats and potential roosting sites in vicinity of planned activity.</p> <p>Halt construction if bats are discovered during construction until surveys can be completed and proper mitigation measures implemented.</p>	<p>Prior to tree pruning or removal or issuance of demolition, grading or building permits.</p>	<p>Qualified bat biologist retained by project sponsor(s)</p>	<p>CDD</p>
<p><i>Mitigation Measure BIO-5b:</i> Avoidance. If any active nursery or maternity roosts or hibernacula of special-status bats are located, the subsequent development project may be redesigned to avoid impacts. Demolition of that tree or structure will commence after young are flying (i.e., after July 31, confirmed by a qualified bat biologist) or before maternity colonies forms the following year (i.e., prior to March 1). For hibernacula, any subsequent development project shall only commence after bats have left the hibernacula. No-disturbance buffer zones acceptable to the California Department of Fish and Game will be observed during the maternity roost season (March 1 through July 31) and during the winter for hibernacula (October 15 through February 15). Also, a no-disturbance buffer acceptable in size to the California Department of Fish and Game will be created around any roosts in the Project vicinity (roosts that will not be destroyed by the Project but are within the Plan area) during the breeding season (April 15 through August 15), and around hibernacula during winter (October 15 through February 15). Bat roosts initiated during construction are presumed to be unaffected, and no buffer is necessary. However, the "take" of individuals is prohibited.</p>	<p>If any active nursery or maternity roosts or hibernacula are located, no disturbance buffer zones shall be established during the maternity roost and breeding seasons and hibernacula.</p>	<p>Prior to tree removal or pruning or issuance of demolition, grading or building permits</p>	<p>Qualified bat biologist retained by project sponsor(s)</p>	<p>CDD</p>
<p><i>Mitigation Measure BIO-5c:</i> Safely evict non-breeding roosts. Non-breeding roosts of special-status bats shall be evicted under the direction of a qualified bat biologist. This will be done by opening the roosting area to allow airflow through the cavity. Demolition will then follow no sooner or later than the following day. There should not be less than one night between initial disturbance with airflow and demolition. This action should allow bats to leave during dark hours, thus increasing their chance of finding new roosts with a minimum of potential predation during daylight. Trees with roosts that need to be removed should first be disturbed at dusk, just prior to removal that same evening, to allow bats to escape during the darker hours. However, the "take" of individuals is prohibited.</p>	<p>A qualified bat biologist shall direct the eviction of non-breeding roosts.</p>	<p>Prior to tree removal or pruning or issuance of demolition, grading or building permits.</p>	<p>Qualified bat biologist retained by Project Sponsor</p>	<p>CDD</p>
<b>CULTURAL RESOURCES</b>				
<b>Mitigation Measures from the Specific Plan Applicable to the Project</b>				
<b>IMPACT BEING ADDRESSED: Impact CUL-1: The Project could have a significant impact on historic architectural resources.</b>				
<p><i>Mitigation Measure CUL-1: Site Specific Evaluations and Treatment in Accordance with the Secretary of the Interior's Standards:</i></p> <p>Site-Specific Evaluations: In order to adequately address the level of potential impacts for an individual project and thereby design appropriate mitigation measures, the City shall require project sponsors to complete site-specific evaluations at the time that individual projects are proposed at or adjacent to buildings that are at least 50 years old.</p>	<p>This mitigation measure was completed by the project sponsor. The evaluation determined that none of the buildings at the project site would qualify as a historic resource.</p>	<p>Completed</p>	<p>Completed</p>	<p>Completed</p>

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<p>The project sponsor shall be required to complete a site-specific historic resources study performed by a qualified architectural historian meeting the Secretary of the Interior's Standards for Architecture or Architectural History. At a minimum, the evaluation shall consist of a records search, an intensive-level pedestrian field survey, an evaluation of significance using standard National Register Historic Preservation and California Register Historic Preservation evaluation criteria, and recordation of all identified historic buildings and structures on California Department of Parks and Recreation 523 Site Record forms. The evaluation shall describe the historic context and setting, methods used in the investigation, results of the evaluation, and recommendations for management of identified resources. If federal or state funds are involved, certain agencies, such as the Federal Highway Administration and California Department of Transportation (Caltrans), have specific requirements for inventory areas and documentation format.</p> <p>Treatment in Accordance with the Secretary of the Interior's Standards. Any future proposed project in the Plan Area that would affect previously recorded historic resources, or those identified as a result of site-specific surveys and evaluations, shall conform to the <i>Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings</i> (1995). The Standards require the preservation of character defining features which convey a building's historical significance, and offers guidance about appropriate and compatible alterations to such structures.</p>				
<b>IMPACT BEING ADDRESSED: Impact CUL-2: The Project could impact currently unknown archaeological resources.</b>				
<p><i>Mitigation Measure CUL-2a:</i> When specific projects are proposed that involve ground disturbing activity, a site-specific cultural resources study shall be performed by a qualified archaeologist or equivalent cultural resources professional that will include an updated records search, pedestrian survey of the project area, development of a historic context, sensitivity assessment for buried prehistoric and historic-period deposits, and preparation of a technical report that meets federal and state requirements. If historic or unique resources are identified and cannot be avoided, treatment plans will be developed in consultation with the City and Native American representatives to mitigate potential impacts to less than significant based on either the Secretary of the Interior's Standards described in Mitigation Measure CUL-1 (if the site is historic) or the provisions of Public Resources Code Section 21083.2 (if a unique archaeological site).</p>	<p>A site-specific cultural resources study was performed by a qualified archaeologist. It was determined that an archaeological monitor be present during ground disturbance within 500 feet of the creek. If a unique resource is identified by the monitor, the project sponsor will develop a treatment plan in accordance with the mitigation measure.</p>	Ongoing during construction.	Qualified archaeologist retained by the Project Sponsor.	CDD
<p><i>Mitigation Measure CUL-2b:</i> Should any archaeological artifacts be found during construction, all construction activities within 50 feet shall immediately halt and the City must be notified. A qualified archaeologist shall inspect the findings within 24 hours of the discovery. If the resource is determined to be a historical resource or unique resource, the archaeologist shall prepare a plan to identify, record, report, evaluate, and recover the resources as necessary, which shall be implemented by the developer. Construction within the area of the find shall not recommence until impacts on the historical or unique archaeological resource are mitigated as described in Mitigation Measure CUL-2a above. Additionally, Public Resources Code Section 5097.993 stipulates that a project sponsor must inform project personnel that collection of any Native American artifact is prohibited by law.</p>	<p>If any archaeological artifacts are discovered during demolition/construction, all ground disturbing activity within 50 feet shall be halted immediately, and the City of Menlo Park Community Development Department shall be notified within 24 hours.</p> <p>A qualified archaeologist shall inspect any archaeological artifacts found during construction and if determined to be a resource shall prepare a plan meeting the specified standards which shall be implemented by the project sponsor(s).</p>	Ongoing during construction.	Qualified archaeologist retained by the Project Sponsor.	CDD
<b>IMPACT BEING ADDRESSED: Impact CUL-3: The Project may adversely affect unidentifiable paleontological resources.</b>				

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<p><b>Mitigation Measure CUL-3:</b> Prior to the start of any subsurface excavations that would extend beyond previously disturbed soils, all construction forepersons and field supervisors shall receive training by a qualified professional paleontologist, as defined by the Society of Vertebrate Paleontology (SVP), who is experienced in teaching non-specialists, to ensure they can recognize fossil materials and will follow proper notification procedures in the event any are uncovered during construction. Procedures to be conveyed to workers include halting construction within 50 feet of any potential fossil find and notifying a qualified paleontologist, who will evaluate its significance. Training on paleontological resources will also be provided to all other construction workers, but may involve using a videotape of the initial training and/or written materials rather than in-person training by a paleontologist. If a fossil is determined to be significant and avoidance is not feasible, the paleontologist will develop and implement an excavation and salvage plan in accordance with SVP standards. (SVP, 1996)</p>	<p>A qualified paleontologist shall conduct training for all construction personnel and field supervisors.</p> <p>If a fossil is determined to be significant and avoidance is not feasible, the paleontologist will develop and implement an excavation and salvage plan in accordance with SVP standards.</p>	<p>Prior to issuance of grading or building permits that include subsurface excavations and ongoing through subsurface excavation.</p>	<p>Qualified archaeologist retained by the Project Sponsor.</p>	<p>CDD</p>
<p><b>IMPACT BEING ADDRESSED: Impact CUL-4: Implementation Project may cause disturbance of human remains including those interred outside of formal cemeteries.</b></p>				
<p><i>Mitigation Measure CUL-4:</i> If human remains are discovered during construction, CEQA Guidelines 15064.5(e)(1) shall be followed, which is as follows:</p> <p>* In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken:</p> <p>1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:</p> <p>a) The San Mateo County coroner must be contacted to determine that no investigation of the cause of death is required; and</p> <p>b) If the coroner determines the remains to be Native American:</p> <p>1. The coroner shall contact the Native American Heritage Commission within 24 hours;</p> <p>2. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American;</p> <p>3. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98; or</p> <p>2) Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.</p> <p>a) The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the Commission.</p> <p>b) The descendant identified fails to make a recommendation; or</p> <p>c) The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.</p>	<p>If human remains are discovered during any construction activities, all ground-disturbing activity within the site or any nearby area shall be halted immediately, and the County coroner must be contacted immediately and other specified procedures must be followed as applicable.</p>	<p>On-going during construction</p>	<p>Qualified archeologist retained by the Project Sponsor.</p>	<p>CDD</p>

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Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
<b>GREENHOUSE GASES AND CLIMATE CHANGE</b>				
<i>Mitigation Measures from the Specific Plan Applicable to the Project</i>				
<b>IMPACT BEING ADDRESSED: Impact GHG-1: The Project would generate GHG emissions, both directly and indirectly, that would have a significant impact on the environment.</b>				
<p><i>Mitigation Measure GHG-1:</i> Implement feasible BAAQMD-identified GHG Mitigation Measures and Proposed City CALGreen Amendments. BAAQMD has identified a menu of over 100 available mitigation measures for the purposes of addressing significant air quality impacts, including GHG impacts that arise from implementation of plans including Specific Plans. Many of the GHG reduction measures are already part of the proposed Specific Plan and discussed in the Project Description. Several BAAQMD identified mitigation measures are not applicable to a Specific Plan as they are correlated to specific elements of a general plan. As an example, Table 4.6-5 presents the mitigation measures contained in the BAAQMD CEQA Guidelines related to Land Use elements and either correlates each to a specific element of the project, explains why it is inapplicable to the proposed project or identifies it as a mitigation measure to be implemented by the proposed project. This method was used in consideration of all BAAQMD identified GHG mitigation measures for plans to develop the following list of available mitigation measures (with BAAQMD-identified category) for the proposed Specific Plan:</p> <ol style="list-style-type: none"> <li>1. Facilitate lot consolidation that promotes integrated development with improved pedestrian and vehicular access (Land Use Element: Compact Development). The Specific Plan's increased intensities encourage lot consolidation for developers wishing to maximize efficiencies and new standards and guidelines will result in improved pedestrian (Section E.5) and vehicular (Section E.3.7) access.</li> <li>2. Ensure that new development finances the full cost of expanding public infrastructure and services to provide an economic incentive for incremental expansion (Land Use Element: Compact Development). Specific Plan Section E.3.1 describes a process for public benefit negotiation to obtain additional financing for public infrastructure beyond required payments for impact fees such as park dedication and Transportation Fees.</li> <li>3. Ensure new construction complies with California Green Building Code Standards and local green building ordinances (Land Use Element: Sustainable Development). The City currently requires compliance with both California Green Building Code Standards and locally-adopted amendments citywide. Standard E.3.8.01 states that all citywide sustainability codes or requirements shall apply to the Plan area, unless the Plan area is explicitly exempted, which it is not.</li> <li>4. Provide permitting incentives for energy efficient and solar building projects (Land Use Element: Sustainable Development). Section E.3.8 of the Specific Plan provides specific standards and guidelines for sustainable practices. Section E.3.1 would allow for the consideration of public benefit bonus intensity or height if a project were to exceed the standards stated Section E.3.8.</li> <li>5. Support the use of electric vehicles; where appropriate. Provide electric recharging facilities (Circulation Element: Local Circulation; see also Mitigation Measure GHG-2 below). Mitigation Measure GHG-2a (below) has been incorporated into the Specific Plan.</li> <li>6. Allow developers to reach agreements with auto-oriented shopping center owners to use commercial parking lots as park-and-ride lots and multi-modal transfer sites (Circulation Element: Regional Circulation). The intent of the Specific Plan is to preserve and enhance community life, character and vitality through public space improvements, mixed use infill projects sensitive to the small town character of Menlo Park and improved connectivity. Auto oriented shopping centers are not envisioned in the Plan area.</li> <li>7. Eliminate [or reduce] parking requirements for new development in the Specific Plan area (Circulation Element: Parking). The Final Specific Plan has been modified to provide for lower parking rates in the station area and station area sphere of influence. ? Encourage developers to agree to parking sharing between different land uses (Circulation Element: Parking). This is permitted by existing City policies and reinforced in the Specific Plan through allowed shared parking reductions (Section F.8).</li> <li>8. Require developers to provide preferential parking for low emissions and carpool vehicles (Circulation Element: Parking). These are included as strategies that may be included in a Transportation Demand Management (TDM) program (Section F.10).</li> </ol>	<p>For project-specific actions: Implement feasible BAAQMD-identified GHG Mitigation Measures.</p> <p>Measures relating to City policies have been incorporated into Specific Plan or otherwise adopted by City. Measures applicable and incorporated into the Project are: 1, 2, 3, 5, 7, 8, 9 and 11.</p>	<p>Simultaneous with project application submittal and/or on-going during construction</p>	<p>Project Sponsor</p>	<p>PW/CDD</p>



Middle Plaza at 500 El Camino Real Project Mitigation Monitoring and Reporting Program				
Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
<p>9. Minimize impervious surfaces in new development and reuse project in the Specific Plan area (Conservation Element: Water Conservation). Section 4.8, Hydrology and Water Quality, of this EIR includes a discussion of existing grading, drainage and hydrology requirements and Specific Plan guidelines to limit impervious surfaces in the Plan area.</p> <p>10. Require fireplaces installed in residential development to be energy efficient in lieu of open hearth. Prohibit the installation of wood burning devices (Conservation Element: Energy Conservation). The City of Menlo Park Municipal Code includes Section 12.52, Wood Burning Appliances, to control the use of wood burning devices.</p> <p>11. Sealing of HVAC ducts. This is a project level BAAQMD measure that requires the developer to obtain third party HVAC commissioning to ensure proper sealing of ducts and optimal heating and cooling efficiencies. BAAQMD estimated that this measure reduces air conditioning electrical demand by 30 percent. The California Energy commission estimates that air conditioning electrical demand represents approximately 20 percent of total demand for a single family residence and this measure would reduce electrical-related GHG emissions by approximately 100 metric tons/year of CO<sub>2</sub>e. The City currently requires testing of heating and cooling ducts for all newly constructed buildings.</p>				
<p><i>Mitigation Measure GHG-2a:</i> All residential and/or mixed use developments of sufficient size to require LEED certification under the Specific Plan shall install one dedicated electric vehicle/plug-in hybrid electric vehicle recharging station for every 20 residential parking spaces provided. Per the Climate Action Plan the complying applicant could receive incentives, such as streamlined permit processing, fee discounts, or design templates.</p>	<p>Install one dedicated electric vehicle/plug-in hybrid electric vehicle recharging station for every 20 residential parking spaces</p>	<p>To be shown on building permit application for underground garage.</p>	<p>Project Sponsor</p>	<p>CDD</p>
<b>HAZARDOUS MATERIALS</b>				

Middle Plaza at 500 El Camino Real Project Mitigation Monitoring and Reporting Program				
Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
<b>Mitigation Measures from the Specific Plan Applicable to the Project</b>				
<b>IMPACT BEING ADDRESSED: Impact HAZ-1: : Disturbance and release of contaminated soil during demolition and construction phases of the project, or transportation of excavated material, or contaminated groundwater could expose construction workers, the public, or the environment to adverse conditions related to hazardous materials handling.</b>				
Mitigation Measure HAZ-1: Prior to issuance of any building permit for sites where ground breaking activities would occur, all proposed development sites shall have a Phase I site assessment performed by a qualified environmental consulting firm in accordance with the industry required standard known as ASTM E 1527-05. The City may waive the requirement for a Phase I site assessment for sites under current and recent regulatory oversight with respect to hazardous materials contamination. If the Phase I assessment shows the potential for hazardous releases, then Phase II site assessments or other appropriate analyses shall be conducted to determine the extent of the contamination and the process for remediation. All proposed development in the Plan area where previous hazardous materials releases have occurred shall require remediation and cleanup to levels established by the overseeing regulatory agency (San Mateo County Environmental Health (SMCEH), Regional Water Quality Control Board (RWQCB) or Department of Toxic Substances Control (DTSC) appropriate for the proposed new use of the site. All proposed groundbreaking activities within areas of identified or suspected contamination shall be conducted according to a site specific health and safety plan, prepared by a licensed professional in accordance with Cal/OHSA regulations (contained in Title 8 of the California Code of Regulations) and approved by SMCEH prior to the commencement of groundbreaking.	The project sponsor has prepared a site management plan to direct the proper handling of potentially contaminated soil during construction activities. Follow the recommendations in the site management plan.	Completed  On-going during construction	Completed  Project Sponsor and contractor(s)	Completed  CDD
<b>IMPACT BEING ADDRESSED: Impact HAZ-3: Hazardous materials used on any individual site during construction activities (i.e., fuels, lubricants, solvents) could be released to the environment through improper handling or storage.</b>				
Mitigation Measure HAZ-3: All development and redevelopment shall require the use of construction Best Management Practices (BMPs) to control handling of hazardous materials during construction to minimize the potential negative effects from accidental release to groundwater and soils.	Implement best management practices to reduce the release of hazardous materials during construction.	On-going during construction	Project Sponsor and contractor(s)	CDD
<b>NOISE</b>				
<b>Mitigation Measures from the Specific Plan Applicable to the Project</b>				
<b>IMPACT BEING ADDRESSED: Impact NOI-1: Construction activities associated with implementation of the Project would result in substantial temporary or periodic increases in ambient noise levels in the Specific Plan area above levels existing without the Project and in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.</b>				
Mitigation Measure NOI-1a: Construction contractors for subsequent development projects within the Specific Plan area shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, etc.) when within 400 feet of sensitive receptor locations. Prior to demolition, grading or building permit issuance, a construction noise control plan that identifies the best available noise control techniques to be implemented, shall be prepared by the construction contractor and submitted to the City for review and approval. The plan shall include, but not be limited to, the following noise control elements:  * Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler shall achieve lower noise levels from the exhaust by approximately 10 dBA. External jackets on the tools themselves shall be used where feasible in order to achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible;  * Stationary noise sources shall be located as far from adjacent receptors as possible and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible; and	A construction noise control plan shall be prepared and submitted to the City for review. Implement noise control techniques to reduce ambient noise levels.	Prior to demolition, grading or building permit issuance Measures shown on plans, construction documents and ongoing through construction	Project Sponsor and contractor(s)	CDD

Middle Plaza at 500 El Camino Real Project Mitigation Monitoring and Reporting Program				
Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
* When construction occurs near residents, affected parties within 400 feet of the construction area shall be notified of the construction schedule prior to demolition, grading or building permit issuance. Notices sent to residents shall include a project hotline where residents would be able to call and issue complaints. A Project Construction Complaint and Enforcement Manager shall be designated to receive complaints and notify the appropriate City staff of such complaints. Signs shall be posted at the construction site that include permitted construction days and hours, a day and evening contact number for the job site, and day and evening contact numbers, both for the construction contractor and City representative(s), in the event of problems.				
<i>Mitigation Measure NOI-1b:</i> Noise Control Measures for Pile Driving: Should pile-driving be necessary for a subsequently proposed development project, the project sponsor would require that the project contractor predrill holes (if feasible based on soils) for piles to the maximum feasible depth to minimize noise and vibration from pile driving. Should pile-driving be necessary for the proposed project, the project sponsor would require that the construction contractor limit pile driving activity to result in the least disturbance to neighboring uses.	If pile-driving is necessary for project, predrill holes to minimize noise and vibration and limit activity to result in the least disturbance to neighboring uses.	Measures shown on plans, construction documents and specifications and ongoing during construction	Project Sponsor and contractor(s)	CDD
<i>Mitigation Measure NOI-1c:</i> The City shall condition approval of projects near receptors sensitive to construction noise, such as residences and schools, such that, in the event of a justified complaint regarding construction noise, the City would have the ability to require changes in the construction control noise plan to address complaints.	Condition projects such that if justified complaints from adjacent sensitive receptors are received, City may require changes in construction noise control plan.	Condition shown on plans, construction documents and specifications. When justified complaint received by City.	Project Sponsor and contractor(s) for revisions to construction noise control plan.	CDD
<b>IMPACT BEING ADDRESSED: Impact NOI-3: The Project would introduce sensitive receptors to a noise environment with noise levels in excess of standards considered acceptable under the City of Menlo Park Municipal Code.</b>				
<i>Mitigation Measure NOI-3:</i> Interior noise exposure within homes proposed for the Specific Plan area shall be assessed by a qualified acoustical engineer to determine if sound rated walls and windows would be required to meet the Title 24 interior noise level standard of 45 dBA, Ldn. The results of each study shall be submitted to the City showing conceptual window and wall assemblies with Sound Transmission Class (STC) ratings necessary to achieve the noise reductions for the project to satisfy the interior noise criteria within the noise environment of the Plan area.	Interior noise exposure assessed by qualified acoustical engineer and results submitted to City showing conceptual window and wall assemblies necessary to meet City standards.	Simultaneous with submittal for a building permit for any residence.	Project Sponsor and contractor(s)	CDD
<b>IMPACT BEING ADDRESSED: Impact NOI-4: The Project would expose sensitive receptors to substantial levels of groundborne vibration.</b>				
<i>Mitigation Measure NOI-4:</i> Prior to project approval for development within 200 feet of the mainline track, a detailed vibration design study shall be completed by a qualified acoustical engineer to confirm the ground vibration levels and frequency content along the Caltrain tracks and to determine appropriate design to limit interior vibration levels to 75 VdB for residences and 78 VdB for other uses. If required, vibration isolation techniques could include supporting the new building foundations on elastomer pads similar to bridge bearing pads.	A qualified acoustical engineer to complete a vibration design study.	Simultaneous with submittal for a building permit for all structures except the underground parking garage.	Qualified acoustical engineer retained by the Project Sponsor	CDD
<b>TRANSPORTATION, CIRCULATION AND PARKING</b>				
<b>Mitigation Measures from the Specific Plan Applicable to the Project</b>				
<b>IMPACT BEING ADDRESSED: Impact TR-1: Traffic from the Project would adversely affect operation of area intersections.</b>				
<i>Mitigation Measures TR-1a through TR-1d:</i> (see El Camino Real/Downtown Specific Plan EIR for details)	Payment of TIF and Supplemental TIF.	Prior to building permit issuance.	Project Sponsor	PW/CDD
<b>IMPACT BEING ADDRESSED: Impact TR-2: Traffic from the Project would adversely affect operation of local roadway segments.</b>				
<i>Mitigation Measure TR-2:</i> New developments within the Specific Plan area, regardless of the amount of new traffic they would generate, are required to have in-place a City-approved Transportation Demand Management (TDM) program prior to project occupancy to mitigate impacts on roadway segments and intersections. TDM programs could include the following measures for site users (taken from the C/CAG CMP), as applicable:  * Commute alternative information; * Bicycle storage facilities; * Showers and changing rooms; * Pedestrian and bicycle subsidies;	Update the submitted Transportation Demand Management program.	Submit draft TDM program consistent with Infill EIR with First Structure Above Podium (FSAP) building permit. City approval required before occupancy of the first building. Implementation	Project Sponsor	PW/CDD

Middle Plaza at 500 El Camino Real Project Mitigation Monitoring and Reporting Program				
Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
<ul style="list-style-type: none"> <li>* Operating dedicated shuttle service (or buying into a shuttle consortium);</li> <li>* Subsidizing transit tickets;</li> <li>* Preferential parking for carpoolers;</li> <li>* Provide child care services and convenience shopping within new developments;</li> <li>* Van pool programs;</li> <li>* Guaranteed ride home program for those who use alternative modes;</li> <li>* Parking cashout programs and discounts for persons who carpool, vanpool, bicycle or use public transit;</li> <li>* Imposing charges for parking rather than providing free parking;</li> <li>* Providing shuttles for customers and visitors; and/or</li> <li>* Car share programs.</li> </ul>		throughout project occupancy.		
<b>IMPACT BEING ADDRESSED: Impact TR-8: Cumulative development, along with development in the Plan area would adversely affect operation of local roadway segments.</b>				
Mitigation Measure TR-8: Implement TR-2 (TDM Program).	See above.	See above	Project Sponsor	PW/CDD
<b>Mitigation Measures from Middle Plaza at 500 El Camino Real Project Infill EIR</b>				
<b>IMPACT BEING ADDRESSED: Impact TRA-1: Impacts on Intersections under Near-Term 2021 Plus Project Conditions. Increases in traffic associated with the Project under Near-Term 2021 Plus Project would result in increased peak-hour delays at eight intersections. Potentially feasible mitigation is adopted for three of these intersections.</b>				
Mitigation Measure TRA-1.1: Implement Intersection Improvements to Address Near-Term 2021 Plus Project Effects.	See below.	See below.	Project Sponsor	PW
<p>a. Middlefield Road/Marsh Road (#1)</p> <p>Impacts on this intersection were noted in the Specific Plan EIR. Acceptable operations could be achieved at Middlefield Road/Marsh Road with the addition of a second westbound left-turn lane and corresponding southbound receiving lane. This mitigation measure would be consistent with Mitigation Measure TR-7e noted in the Specific Plan EIR. No additional mitigation measures beyond those identified in the Specific Plan EIR would be required to achieve acceptable operations at this intersection. This mitigation measure is specified in the Supplemental Transportation Impact Fee.</p> <p>Although the impact would be reduced to a less-than-significant level with implementation of this intersection improvement, acquisition of additional right-of-way would be required. Furthermore, this measure would require coordination with, and approval by, the Town of Atherton, which cannot be guaranteed.</p> <p>The Project is required to pay the Supplemental Transportation Impact Fee and to contribute a proportional share of 1.6 percent towards the improvements.</p> <p>The funds provided to the Supplemental Transportation Impact Fee would be available to the Town of Atherton for a 5-year period.</p>	Pay the Supplemental Transportation Impact Fee and contribute a proportional share of 1.6 percent towards the improvements.	Prior to the issuance of a building permit.	Project Sponsor	PW
<p>b. Middlefield Road/Glenwood Avenue-Linden Avenue (#3)</p> <p>Impacts on this intersection were noted in the Specific Plan EIR. Acceptable operations could be achieved at Middlefield Road/Glenwood Avenue-Linden Avenue with signalization of the intersection. This mitigation measure would be consistent with Mitigation Measure TR-1b noted in the Specific Plan EIR. No additional mitigation measures beyond those identified in the Specific Plan EIR would be required to achieve acceptable operations at this intersection. This mitigation measure is specified in the Supplemental Transportation Impact Fee.</p> <p>Traffic volumes at this intersection would satisfy peak-hour traffic signal warrant criteria, as summarized in Appendix 3-3H. The impact would be reduced to a less-than-significant level with implementation of this mitigation measure. However, this mitigation measure may require the acquisition of additional rights-of-way to install traffic signal equipment and modification of the Glenwood Gate, a physical gate at the east Linden Avenue leg of the intersection that restricts the Linden Avenue approach to a two-way, one-lane road. Additionally, because the measure would require approval from the Town of Atherton, its implementation cannot be guaranteed; therefore, the impact would be significant and unavoidable.</p> <p>The Project is required to pay the Supplemental Transportation Impact Fee and to contribute a proportional share of 3.2 percent towards the improvements. The funds provided to the Supplemental Transportation Impact Fee would be available to the Town of Atherton for a 5-year period.</p>	Pay the Supplemental Transportation Impact Fee and contribute a proportional share of 3.2 percent towards the improvements.	Prior to the issuance of a building permit.	Project Sponsor	PW

Middle Plaza at 500 El Camino Real Project Mitigation Monitoring and Reporting Program				
Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
<p>c. Middlefield Road/Willow Road (#7)</p> <p>Impacts on this intersection were noted in the Specific Plan EIR and the City's TIF schedule. Acceptable operations could be achieved at Middlefield Road/Willow Road by widening the southbound Middlefield Road approach to add an exclusive through lane and re-striping the existing shared through/left-turn lane to a left-turn-only lane. This mitigation measure is consistent with the improvement measure noted in the City's TIF program. This measure would potentially affect bicyclists because it would require them to cross additional lanes of traffic to make a left turn or proceed through the intersection. This improvement would also affect pedestrians by increasing the crossing distance, exacerbating the multiple-threat scenario (where vehicles block sight lines between drivers in adjacent lanes and crossing pedestrians), and increasing their exposure time to vehicles. This improvement would therefore be required to include enhancements to bicycle and pedestrian infrastructure. These enhancements would include modifications to signal timing to provide adequate time for crossings as well as the installation of warning signs and markings to comply with the California Manual on Uniform Traffic Control Devices (CA-MUTCD).</p> <p>Although the impact would be reduced to a less-than-significant level with implementation of this intersection improvement, acquisition of additional right-of-way may still be required even though the design can be accommodated within the available space with narrowed lanes.</p> <p><i>Mitigation Measure TRA-1.2:</i> Implement Transportation Demand Management (TDM) Program to Partially Reduce Near-Term 2021 Plus Project Effects. See Mitigation Measure TR-2 above.</p>	<p>Pay traffic impact fees per the current TIF schedule.</p> <p>See above.</p>	<p>Prior to the issuance of a building permit.</p> <p>See above.</p>	<p>Project Sponsor</p> <p>See above.</p>	<p>PW</p> <p>See above.</p>
<p><b>IMPACT BEING ADDRESSED: Impact TRA-2: Impacts on Roadway Segments under Near-Term 2021 Plus Project Conditions. Increases in traffic associated with the Project under Near-Term 2021 Plus Project conditions would result in increased ADT volumes on area roadway segments.</b></p>				
<p><i>Mitigation Measure TRA-2.1:</i> Implement Roadway Segment Improvements to Address Near-Term 2021 Plus Project Effects. The mitigation measures below are recommended to reduce potentially significant impacts on study area roadway segments.</p> <p>a. Middle Avenue between University Drive and El Camino Real (#5)</p> <p>A mitigation measure to reduce the impact on this roadway segment would be to, at a minimum, implement a Class III bicycle facility (a bicycle route) on Middle Avenue between University Drive and El Camino Real. This improvement was identified in the City's Bicycle Development Plan. Alternatively, in the Specific Plan, a Class II bicycle facility (bicycle lanes) were identified for this segment to provide a connection to the future pedestrian and bicycle separated crossing at the intersection of El Camino Real/Middle Avenue. The Project Sponsor will work with the City to implement either Class II or Class III bicycle facilities on this segment. This mitigation measure would only partially mitigate the impact.</p> <p>See Mitigation Measure TR-2 above.</p>	<p>Implement roadway segments under near-term 2021 plus-Project conditions.</p> <p>Reimburse City for construction of Class II or Class III bicycle lanes. <u>OR</u> Construct Class II or Class III bicycle route as described.</p> <p>See above.</p>	<p>See below</p> <p>Invoice to be issued at completion, with invoice payable within 30 days. <u>OR</u> Prior to occupancy of first building.</p> <p>See above.</p>	<p>See below</p> <p>Project Sponsor</p> <p>See above.</p>	<p>See below</p> <p>PW</p> <p>See above.</p>
<p><b>IMPACT BEING ADDRESSED: Impact TRA-3: Impacts on Routes of Regional Significance under Near-Term 2021 Plus Project Conditions. Increases in traffic associated with the Project under Near-Term 2021 Plus Project conditions could result in significant impacts on several Routes of Regional Significance.</b></p>				
<p><i>Mitigation Measure TRA-3.1:</i></p> <p>Mitigation measures are identified to partially reduce impacts of the Project on Routes of Regional Significance under Near-Term 2021 Plus Project conditions. The Project includes a TDM program that could reduce its peak-hour and daily trip totals. Impacts on Routes of Regional Significance would be partially reduced by implementing the trip reduction measures proposed in the Project's TDM program, as required by the Specific Plan. See Mitigation Measure TR-2 above.</p>	<p>See above.</p>	<p>See above.</p>	<p>See above.</p>	<p>See above.</p>
<p><b>IMPACT BEING ADDRESSED: Impact TRA-4: Impacts on Intersections under Cumulative 2040 Plus Project Conditions. Increases in traffic associated with the Project under Cumulative 2040 Plus Project conditions would result in increased peak-hour delays at 12 intersections. Potentially feasible mitigation is identified for four of these intersections.</b></p>				
<p><i>Mitigation Measure TRA-4.1:</i> Implement Intersection Improvements to Reduce Cumulative 2040 Plus Project Effects.</p>				

Middle Plaza at 500 El Camino Real Project Mitigation Monitoring and Reporting Program				
Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
<p>a. Middlefield Road/Marsh Road (#1)</p> <p>Impacts on this intersection were noted in the Specific Plan EIR. Acceptable operations could be achieved at Middlefield Road/Marsh Road with the addition of a second southbound and westbound left-turn lanes and corresponding receiving lanes. The additional southbound left-turn lane is not identified as part of the mitigation measure noted in the Specific Plan EIR. The second westbound left-turn lane is specified in both the Specific Plan EIR and in the Supplemental Transportation Impact Fee.</p> <p>Although the impact would be reduced to a less-than-significant level with implementation of this intersection improvement, acquisition of additional right-of-way would be required. Furthermore, this measure would require coordination with, and approval by, the Town of Atherton, which cannot be guaranteed. The Project is required to pay the Supplemental Transportation Impact Fee and contribute a proportional share. Since the impact is first identified in the near-term, the proportional share would be 1.6 percent of the improvements' cost identified under the near-term scenario. In addition, the proportional share toward the additional southbound left-turn lane, which wasn't identified in the Specific Plan EIR mitigation measure, would be 1.1 percent under the cumulative scenario. The funds would be available to the Town of Atherton for a 5-year period.</p>	<p>Pay the Supplemental Transportation Impact Fee and contribute proportional share of 1.6 percent and 1.1 percent to the specified improvements.</p>	<p>Prior to the issuance of a building permit.</p>	<p>Project Sponsor</p>	<p>PW</p>
<p>b. Middlefield Road/Glenwood Avenue-Linden Avenue (#3) (See TRA-1.1.b, which is copied below for reference)</p> <p>Impacts on this intersection were noted in the Specific Plan EIR. Acceptable operations could be achieved at Middlefield Road/Glenwood Avenue-Linden Avenue with signalization of the intersection. This measure would be consistent with the Mitigation Measure TR-1b noted in the Specific Plan EIR. No additional mitigation measures beyond those identified in the Specific Plan EIR would be required to achieve acceptable operations at this intersection. This mitigation measure is specified in the Supplemental Transportation Impact Fee.</p> <p>Traffic volumes at this intersection would satisfy peak-hour traffic signal warrant criteria, as summarized in Appendix 3-3H. The impact would be reduced to a less-than-significant level with implementation of this mitigation measure. However, this mitigation measure may require the acquisition of additional rights-of-way to install traffic signal equipment and modification of the Glenwood Gate, a physical gate at the east Linden Avenue leg of the intersection that restricts the Linden Avenue approach to a two-way, one-lane road. Additionally, because the measure would require approval from the Town of Atherton, its implementation cannot be guaranteed.</p> <p>The Project is required to pay the Supplemental Transportation Impact Fee and to contribute a proportional share of 3.2 percent towards the improvements. The funds provided to the Supplemental Transportation Impact Fee would be available to the Town of Atherton for a 5-year period.</p>	<p>Pay the Supplemental Transportation Impact Fee and contribute a proportional share of 3.2 percent towards the improvements.</p>	<p>Prior to the issuance of a building permit.</p>	<p>Project Sponsor</p>	<p>PW</p>
<p>c. Middlefield Road/Ravenswood Avenue (#5)</p> <p>Impacts on this intersection were noted in the Specific Plan EIR. Acceptable operations could be achieved at Middlefield Road/Ravenswood Avenue with the addition of a second northbound left-turn lane and a corresponding receiving lane on the west leg. This measure would require coordination with the Town of Atherton. Although this mitigation measure differs from Mitigation Measure TR-7g noted in the Specific Plan EIR, this measure is specified in the City's TIF program. The Project Sponsor would pay traffic impact fees per the TIF schedule.</p> <p>This measure has potential effects on bicyclists because it would require them to cross additional lanes of traffic to make a left turn or proceed through the intersection. This improvement would also affect pedestrians by increasing the crossing distance, exacerbating the multiple-threat scenario (where vehicles block sight lines between drivers in adjacent lanes and crossing pedestrians), and increasing their exposure time to vehicles. This improvement would therefore be required to include enhancements to bicycle and pedestrian infrastructure.</p> <p>These enhancements would include adding a "jughandle" left turn for bikes on the east side of the intersection, adding a bicycle signal for crossing Middlefield Road, and making modifications to signal timing to provide adequate time for crossings. The modifications would also include warning signs and markings to comply with the CA-MUTCD. The Project is required to contribute a proportional share of 11.1 percent toward enhancements to bicycle and pedestrian infrastructure noted above, which are not included in the City's TIF program.</p> <p>The impact would be reduced to a less-than-significant level with this measure. However, this measure would require coordination with and approval by the Town of Atherton, which cannot be guaranteed.</p>	<p>Pay the traffic impact fees per the current TIF schedule and proportional share of 11.1 percent towards the bicycle and pedestrian infrastructure enhancements.</p>	<p>Prior to issuance of a building permit.</p>	<p>Project Sponsor</p>	<p>PW</p>

Middle Plaza at 500 El Camino Real Project Mitigation Monitoring and Reporting Program				
Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
<p>d. Middlefield Road/Willow Road (#7)</p> <p>Impacts on this intersection were noted in the Specific Plan EIR. Impacts would be partially mitigated at Middlefield Road/Willow Road with the following improvements:</p> <ul style="list-style-type: none"> <li>- Widening the eastbound Willow Road approach to provide an additional through lane.</li> <li>- Widening the westbound Willow Road approach to provide an additional left-turn lane and re-striping the existing shared through/left-turn lane to a through-only lane.</li> <li>- Widening the southbound Middlefield Road approach to include an exclusive through lane and re-striping the existing shared through/left-turn lane to a left-turn-only lane.</li> </ul> <p>This mitigation measure adds to the mitigation measure noted in the Specific Plan EIR as well as the City's TIF schedule. Although the improvements to the westbound and eastbound approaches are beyond the scope of the mitigation measures identified in the Specific Plan, these improvements are specified in the City's TIF program. The Project Sponsor would be responsible for implementation of the measure and paying traffic impact fees per the current TIF schedule.</p> <p>Additional mitigation measures that would fully mitigate the impact at Middlefield Road/Willow Road are not feasible due to the need for additional right-of-way. No other mitigation measures were identified that would fully mitigate the impact.</p> <p>This measure would potentially affect bicyclists because it would require them to cross additional lanes of traffic to make a left turn or proceed through the intersection. This improvement would also affect pedestrians by increasing the crossing distance, exacerbating the multiple-threat scenario (where vehicles block sight lines between drivers in adjacent lanes and crossing pedestrians), and increasing their exposure time to vehicles. This improvement would therefore be required to include enhancements to bicycle and pedestrian infrastructure. These enhancements would include modifications to signal timing to provide adequate time for crossings as well as the installation of warning signs and markings to comply with the CA-MUTCD.</p> <p>Although the impact would be reduced to a less-than-significant level with implementation of this intersection improvement, acquisition of additional right-of-way may be required.</p>	Pay traffic impact fees per the current TIF schedule.	Prior to the issuance of a building permit.	Project Sponsor	PW
<p><i>Mitigation Measure TRA-4.2:</i> Implement Transportation Demand Management Program to Partially Reduce Cumulative 2040 Plus Project Effects. See Mitigation Measure TR-2 above.</p>	See above.	See above.	See above.	See above.
<p><b>IMPACT BEING ADDRESSED: Impact TRA-5: Impacts on Roadway Segments under Cumulative 2040 Plus Project Conditions. Increases in traffic associated with the Project under the Cumulative 2040 Plus Project conditions would result in increased daily traffic volumes on area roadway segments, resulting in a potentially significant impact.</b></p>				
<p><i>Mitigation Measure TRA-5.1:</i> Implement Roadway Segment Improvements to Address Cumulative 2040 Plus Project Effects. The mitigation measures below are recommended to reduce potentially significant impacts on study area roadway segments.</p> <p>a. Middle Avenue between University Drive and El Camino Real (#5)</p> <p>A mitigation measure to reduce the impact on this roadway segment, at a minimum, would be to implement a Class III bicycle facility, bicycle route, on Middle Avenue between University Drive and El Camino Real. This improvement was identified in the City's Bicycle Development Plan. In the Specific Plan, Class II bicycle facility, bike lanes, were identified for this segment to provide a connection to the future pedestrian and bicycle separated crossing at the intersection of El Camino Real/Middle Avenue. The Project Sponsor shall work with the City to implement either Class II or Class III bicycle facilities on this segment. This mitigation measure would only partially mitigate the impact.</p> <p>b. Transportation Demand Management</p> <p>Impacts on roadway segments would be partially reduced by implementing the trip reduction measures proposed in the Project's TDM program, as required by the Specific Plan. The TDM program could reduce the number of vehicular trips by three to 15 percent, but even at the maximum of 15 percent, although reduced, would still remain significant and unavoidable.</p> <p>See Mitigation Measure TR-2 above.</p>	<p>See below.</p> <p>See TRA-2.1a</p> <p>See TR-2</p>	<p>See below.</p> <p>See TRA-2.1a</p> <p>See TR-2</p>	<p>See below.</p> <p>See TRA-2.1a</p> <p>See TR-2</p>	<p>See below.</p> <p>See TRA-2.1a</p> <p>See TR-2</p>
<p><b>IMPACT BEING ADDRESSED: Impact TRA-6: Impacts on Routes of Regional Significance under Cumulative 2040 Plus Project Conditions. Increases in traffic associated with the Project under Cumulative 2040 Plus Project conditions could result in significant impacts on several Routes of Regional Significance.</b></p>				

Middle Plaza at 500 El Camino Real Project Mitigation Monitoring and Reporting Program				
Mitigation Measure	Action	Timing	Implementing Party	Monitoring Party
<p><i>Mitigation Measure TRA-6.1:</i> Mitigation measures are identified to partially reduce impacts of the Project on Routes of Regional Significance under Cumulative 2040 Plus Project conditions. The Project includes a TDM program that could reduce its peak-hour and daily trip totals. Impacts on Routes of Regional Significance would be partially reduced by implementing the trip reduction measures proposed in the Project's TDM program, as required by the Specific Plan. See Mitigation Measure TR-2 above.</p>	See TR-2	See TR-2	See TR-2	See TR-2
<b>IMPACT BEING ADDRESSED: Impact TRA-9: Impacts on Ravenswood Avenue railroad crossings. The Project would result in added traffic to railroad crossings.</b>				
<p><i>Mitigation Measure TRA-9.1:</i> Contribute to design of the Ravenswood Avenue Grade Separation project to address Near-Term 2020 Plus Project and Cumulative 2040 Plus Project Effects. Grade separation of the railroad tracks and Ravenswood Avenue would eliminate any queuing on the railroad tracks and the gate downtime, which affects traffic patterns and creates delays when trains are approaching or waiting in the station. The City is currently in the process of reviewing three design alternatives as part of the Ravenswood Avenue Railroad Crossing Study. However, any grade separation is a large-scale, long-term project. It is not expected that it would be funded by one development but a proportional contribution to the design phase would be warranted. If the design phase is not initiated within five years, the City may use the funds for other railroad crossing improvements. Since the timing and funding of the grade separation project is not certain, this impact would remain significant and unavoidable. The Project Sponsor will be providing a financial contribution for the Middle Avenue grade separated crossing as part of a Development Agreement as described in TRA-4, which would provide an improved pedestrian and bicycle crossing and encourage alternative modes and potentially reduce vehicle demand at the Ravenswood Avenue railroad grade crossing.</p>	Provide a financial contribution to design of the Ravenswood Avenue Grade Separation project. The amount and/or percentage of the contribution shall be determined by the Director of Public Works Department.	Prior to the issuance of a building permit.	Project Sponsor	PW