

CHAPTER 8

Mitigation Monitoring and Reporting Program

8.1 Introduction

Section 15097 of the California Environmental Quality Act (CEQA) Guidelines requires public agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a “mitigated negative declaration” or specified environmental findings related to environmental impact reports.

The following is the Mitigation Monitoring and Reporting Program (MMRP) for the Harbor View Project. The intent of the MMRP is to prescribe and enforce a means for properly and successfully implementing the mitigation measures identified within the Draft Environmental Impact Report (Draft EIR) for this project.

8.2 Mitigation Measures

The table below lists all mitigation measures for the project. The MMRP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions.

8.3 MMRP Components

The components of the attached table, which contains applicable mitigation measures, are addressed briefly, below.

Impact: This column summarizes the impact stated in the Draft EIR.

Mitigation Measure: All mitigation measures that were identified in the Draft EIR are presented, and numbered accordingly.

Action: For every mitigation measure, one or more actions are described. The actions delineate the means by which the mitigation measures will be implemented, and, in some instances, the criteria for determining whether a measure has been successfully implemented. Where mitigation measures are particularly detailed, the action may refer back to the measure.

Implementing Party: This item identifies the entity that will undertake the required action, which is typically the project applicant or its designee.

Action Timing: Implementation of the action must occur prior to or during some part of project approval, project design or construction or on an ongoing basis. The timing for each measure is identified.

Monitoring Schedule: The general schedule for conducting each monitoring and reporting task, identifying where appropriate both the timing and the frequency of the action.

Monitoring Party: The City of Redwood City is primarily responsible for ensuring that mitigation measures are successfully implemented. Within the City, a number of departments and divisions would have responsibility for monitoring some aspect of the overall project.

**TABLE 8-1
HARBOR VIEW PROJECT MITIGATION MONITORING AND REPORTING PROGRAM**

Impact	Mitigation Measure	Implementation Responsibility	Action	Monitoring Party	Monitoring Schedule
4.2 Air Quality and Climate Change					
<p>Impact AIR-1: Construction activities associated with the Project would generate fugitive dust and criteria air pollutants, and exceed the BAAQMD significance threshold for construction criteria air pollutant NOx.</p> <p>Impact AIR-1.CU: Development of the Project, combined with cumulative development citywide, would result in cumulative air quality impacts.</p>	<p>Mitigation Measure AIR-1A: Implement BAAQMD Basic Construction Mitigation Measures.</p> <p>The Project sponsor shall require construction contractors to implement the following applicable BAAQMD Basic Construction Mitigation Measures to reduce emissions of fugitive dust and equipment exhaust:</p> <ul style="list-style-type: none"> All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. All haul trucks transporting soil, sand, or other loose material off-site 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 per day. The use of dry power sweeping is prohibited. All vehicle speeds on unpaved roads shall be limited to 15 mph. 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 California Code of Regulations [CCR]). 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 mechanic and determined to be running in proper condition prior to operation. 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. 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. 	<p>Project Applicant or designee</p> <p>Construction contractor(s)</p>	<p>Measure is incorporated into construction specifications</p> <p>Construction contractor carries out construction pursuant to contract specifications</p>	<p>City of Redwood City – Building Division to observe Project construction and respond to any dust complaints</p>	<p>Prior to issuance of demolition and/or building permits</p> <p>During all Project site preparation and construction activities</p>
	<p>Mitigation Measure AIR-1B: Implement BAAQMD additional construction mitigation measures.</p> <ul style="list-style-type: none"> The Project sponsor shall require construction contractors to implement the following measures, recommended for projects with construction emissions above significance thresholds to further reduce fugitive dust and exhaust emissions. 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. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph. 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. 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. 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. All trucks and equipment, including their tires, shall be washed off prior to leaving the site. 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. 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. Minimizing the idling time of diesel powered construction equipment to two minutes. 	<p>Project Applicant or designee</p> <p>Construction contractor(s)</p>	<p>Develop plan demonstrating that the off-road construction equipment would achieve reductions specified in measure.</p> <p>Implement emission reduction measures</p>	<p>City of Redwood City – Planning Division to review/confirm plan</p> <p>City of Redwood City – Building Division to confirm adherence to measure</p>	<p>Prior to issuance of demolition and/or building permits</p> <p>During all Project site preparation and construction activities</p>

**TABLE 8-1 (CONTINUED)
HARBOR VIEW PROJECT MITIGATION MONITORING AND REPORTING PROGRAM**

Impact	Mitigation Measure	Implementation Responsibility	Action	Monitoring Party	Monitoring Schedule
	<ul style="list-style-type: none"> 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 NOx reduction and 45 percent PM reduction compared to the most recent CARB 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. Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., Regulation 8, Rule 3: Architectural Coatings). Requiring that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of NOx and PM. Compliance with this measure requires that constructors use off-road equipment that have engines that meet or exceed CARB Tier 4 off-road emission standards which have the lowest NOx and PM emissions of commercially available equipment. <p>Requiring all contractors use equipment that meets CARB's most recent certification standard for off-road heavy duty diesel engines.</p> <p>Mitigation Measure AIR-1C: Use of Renewable Diesel Fuel during Construction.</p> <p>The Project sponsor shall require construction contractors to ensure that all diesel powered off-road construction equipment shall be fueled with renewable diesel, which has been demonstrated to reduce NOx emissions by approximately 10 percent (Tanikawa, 2015).</p>	<p>Project Applicant or designee</p> <p>Construction contractor(s)</p>	<p>Develop plan demonstrating that the diesel powered off-road construction equipment would achieve reduction specified in measure</p> <p>Implement emission reduction measures</p>	<p>City of Redwood City – Planning Division to review/confirm plan</p> <p>City of Redwood City – Building Division to confirm adherence to measure</p>	<p>Prior to issuance of demolition and/or building permits</p> <p>During all Project site preparation and construction activities</p>
4.3 Biological Resources					
<p>Impact BIO-1: The proposed project would not have a substantial adverse effect, either directly or through habitat modifications, on species identified as candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the United States Fish and Wildlife Service.</p>	<p>Mitigation Measure BIO-1c: Nesting Bird Measures</p> <p>The Project applicant shall conduct pre-construction nesting bird surveys for areas containing, or likely to contain, habitat for nesting birds prior to any bridge construction, tree removal, grading or construction. The City shall require the Project applicant to implement specific measures to avoid and minimize impacts on nesting birds including, but not limited to those described below.</p> <ul style="list-style-type: none"> To the extent practicable, construction activities including building demolition, vegetation and tree removal, and new site construction shall be performed between September 1 and January 31 in order to avoid the avian nesting season. If these activities cannot be performed during this period, a preconstruction survey for nesting birds shall be conducted by a qualified biologist. During the avian nesting season (February 1 through August 31), a qualified biologist shall survey construction areas within and in the vicinity of the Project site for nesting raptors and passerine birds not more than 14 days prior to any ground-disturbing activity or vegetation removal. Surveys shall include all potential habitats within 500 feet (for raptors) of activities and all on-site vegetation including bare ground within 250 feet of activities (for all other species). These buffer distances may also be modified if obstacles such as buildings or trees obscure the construction area from active bird nests, or existing disturbances create an ambient background disturbance similar to the proposed disturbance. If active nests are found either within the Project site or within the 500-foot survey buffer surrounding the Project site, no-work buffer zones shall be established around the nests in coordination with CDFW. No demolition, vegetation removal, or ground-disturbing activities shall occur within a buffer zone until young have fledged or the nest is otherwise abandoned as determined by the qualified biologist. If work during the nesting season stops for 14 days or more and then resumes, then nesting bird surveys shall be repeated, to ensure that no new birds have begun nesting in the area. Typically, the size of individual buffers ranges from a minimum of 250 feet for raptors to a minimum of 50 feet for other birds but can be adjusted based on an evaluation of the site by a qualified biologist in cooperation with the USFWS and/or CDFW. Birds that establish nests after construction starts are assumed to be habituated to and tolerant of the indirect impacts resulting from construction noise and human activity. However, direct take of nests, eggs, and nestlings is still prohibited and a buffer must be established to avoid nest destruction. 	<p>Project Applicant or designee</p> <p>Construction contractor(s)</p> <p>Qualified biologist during bird breeding season</p>	<p>if construction is during breeding season, conduct nesting bird surveys not more than 14 days prior to any ground-disturbing activity or vegetation removal</p> <p>Establish/adhere to buffer zones, if applicable</p>	<p>City of Redwood City – Planning Division to review/confirm plan</p> <p>City of Redwood City – Building Division to confirm preconstruction tree surveys</p>	<p>Prior to tree removal</p> <p>During all Project site preparation and construction activities</p>

**TABLE 8-1 (CONTINUED)
HARBOR VIEW PROJECT MITIGATION MONITORING AND REPORTING PROGRAM**

Impact	Mitigation Measure	Implementation Responsibility	Action	Monitoring Party	Monitoring Schedule
	<p>Results of any survey shall be forwarded to CDFW (if results are positive for nesting birds) and avoidance procedures shall be adopted, if necessary, on a case-by-case basis. These may include construction buffer areas (up to several hundred feet in the case of raptors) or seasonal avoidance.</p> <p>+</p> <p>Mitigation Measure BIO-1d: Protection of Roosting Bats</p> <p>The Project applicant shall take the following steps to avoid direct losses of maternity roosts, winter roosts, or individual bats and indirect impacts to bat breeding success:</p> <ul style="list-style-type: none"> • Prior to construction or demolition activities within 250 feet of trees/structures with at least a moderate potential to support special-status bats, a qualified biologist (i.e., a biologist holding a CDFW collection permit and a Memorandum of Understanding with the CDFW allowing the biologist to handle and collect bats) shall survey for bats. If no evidence of bats (i.e., visual or acoustic detection, guano, staining, strong odors) is present, no further mitigation is required. • If bats raising pups are present within 250 feet of the Project site during project construction activities (typically April 15 through August 15), the project sponsor shall create a no-disturbance buffer acceptable in size to the CDFW around the bat roosts. Bat roosts initiated within 250 feet of the Project site after construction has already begun are presumed to be unaffected by project-related disturbance, and no buffer would be necessary. However, the "take" of individuals (e.g., direct mortality of individuals, or destruction of their roost while bats are present) is prohibited. • Trees or buildings with evidence of bat activity shall be removed during the time that is least likely to affect bats as determined by a qualified bat biologist (in general, roosts should not be removed if maternity bat roosts are present, typically April 15 – August 15, and roosts should not be removed if present bats are in torpor, typically when temperatures are less than 40 degrees Fahrenheit). Non-maternity bat roosts shall be removed by a qualified biologist, by either making the roost unsuitable for bats by opening the roost area to allow airflow through the cavity, or excluding the bats using one-way doors, funnels, or flaps. <p>All special-status bat roosts that are destroyed shall be replaced at a 1:1 ratio with a roost suitable for the displaced species. The roost will be modified as necessary to provide a suitable roosting environment for the target bat species.</p>	<p>Project Applicant or designee</p> <p>Construction contractor(s)</p> <p>Qualified biologist during bat breeding season</p>	<p>Conduct nesting bird survey if construction is during breeding season</p> <p>Establish/adhere to buffer zones and/or replacement ratios, if applicable</p>	<p>City of Redwood City – Building Division and Planning Division to review and approve plans and measures, and if required, no-disturbance buffers</p>	<p>Prior to construction or demolition activities in areas that could support special-status bats</p> <p>During all Project site preparation and construction activities</p>
<p>Impact BIO-3: The Project could substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.</p>	<p>+</p> <p>Mitigation Measure BIO-3a: Bird-Safe Building Requirements. To the extent feasible, bird-safe glazing treatments (e.g., fritting, frosting, netting, permanent stencils, frosted glass, exterior screens, physical grids placed on the exterior of glazing, or ultraviolet patterns visible to birds) shall be used to reduce the extent of untreated glass to less than 10 percent on each of the Project buildings.</p> <p>+</p> <p>Mitigation Measure BIO-3b: Lighting Requirements. The Project shall implement Bird-Safe lighting design and operations, to include the following: 1) The built environment should be designed to minimize light pollution including: light trespass, over-illumination, glare, light clutter, and skyglow while using bird-friendly lighting colors when possible; 2) Unneeded interior and exterior lighting shall be turned off from dusk to dawn during migration periods, defined here as February 15 through May 31 and August 15 through November 30; 3) At all times, rooms where interior lighting is used at night should have window coverings that adequately block light transmission, and motion sensors or controls to extinguish lights in unoccupied spaces.</p>	<p>Project Applicant or designee</p> <p>Qualified biologist</p>	<p>Submit building, lighting, and structural plans to the City Building Division that meet the requirements of the bird-strike avoidance specifications as specified in the mitigation measure</p> <p>Peer review and approval of the above by a qualified biologist with appropriate expertise</p> <p>Submit documentation of all of the above as specified in the mitigation measure.</p>	<p>City of Redwood City – Planning Division to review and verify required measures prior to approval of construction-related permit</p> <p>City of Redwood City – Building Division to verify installation of physical measures</p>	<p>Prior to issuance of building permits for each project building</p> <p>Prior to issuance of final permit</p>
<p>Impact BIO-4: The Project could conflict with the City of Redwood City's Tree Protection Ordinance (Redwood City Municipal Code Chapter 35.3) by removal of protected trees under certain circumstances.</p>	<p>Mitigation Measure BIO-4: Tree Protection Measures</p> <p>Adequate protection shall be provided by the Project applicant during the construction period for any trees which are to remain standing and deemed to be potentially endangered by said site work. The Project applicant will adhere to all tree protection measures applicable to the Project outlined in Section 5.0 Tree Protection Measures of the Harbor View Place Arborist Report (2018), which include but are not limited to the following:</p> <ol style="list-style-type: none"> 1) Before the start of any clearing, excavation, construction or other work on the Project Site, every tree to remain and deemed to be potentially endangered by said site work ("protected tree") shall be securely fenced off at a distance from the base of the tree to be determined by the City's Parks and Recreation Director or Project arborist. This will be considered the Tree Protection Zone (TPZ) and will be consistent with the measures provided in the projects 	<p>Project Applicant or designee</p> <p>Construction contractor(s)</p> <p>Qualified arborist</p>	<p>Submit plans to the City Building Division that meet the requirements of the tree protection measures specified in the mitigation measure</p> <p>Peer review and approval of the above by a qualified arborist with appropriate expertise</p>	<p>City of Redwood City – Planning Division to review and verify required measures prior to approval of construction-related permit</p> <p>City of Redwood City – City Arborist and Planning Division to verify installation of physical measures</p>	<p>Prior to issuance of building permits for each project building</p> <p>During all Project site preparation and construction activities</p>

**TABLE 8-1 (CONTINUED)
HARBOR VIEW PROJECT MITIGATION MONITORING AND REPORTING PROGRAM**

Impact	Mitigation Measure	Implementation Responsibility	Action	Monitoring Party	Monitoring Schedule
	<p>Arborist Report. Such TPZs shall remain in place for duration of all such work. All trees to be removed shall be clearly marked. A scheme shall be established for the removal and disposal of logs, brush, earth and other debris which will avoid injury to any protected tree.</p> <p>2) Where proposed development or other site work is to encroach upon the protected perimeter of any protected tree, special measures shall be incorporated to allow the roots to breathe and obtain water and nutrients. Any excavation, cutting, filling, or compaction of the existing ground surface within the protected perimeter shall be minimized. No change in existing ground level shall occur within a distance to be determined by the City's Parks and Recreation Director or Project arborist from the base of any protected tree at any time. No burning or use of equipment with an open flame shall occur near or within the protected perimeter of any protected tree.</p> <p>3) No storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees shall occur within any protected tree TPZ, or any other location on the site from which such substances might enter the protected perimeter. No heavy construction equipment or construction materials shall be operated or stored within the TPZ of any protected tree. Wires, ropes, or other devices shall not be attached to any protected tree, except as needed for support of the tree. No sign, other than a tag showing the botanical classification, shall be attached to any protected tree.</p> <p>4) Periodically during construction, the leaves of protected trees shall be thoroughly sprayed with water to prevent buildup of dust and other pollution that would inhibit leaf transpiration.</p> <p>5) If any damage to a protected tree should occur during or as a result of work on the site, the Project applicant shall immediately notify the Parks and Recreation Department of such damage. If, in the professional opinion of the City's Parks and Recreation Director or Project arborist, such tree cannot be preserved in a healthy state, the Director shall require replacement of any tree removed with another tree or trees on the same site deemed adequate by the Director to compensate for the loss of the tree that is removed.</p> <p>6) All debris created as a result of any tree removal work shall be removed by the Project applicant from the property within two weeks of debris creation, and such debris shall be properly disposed of by the Project applicant in accordance with all applicable laws, ordinances, and regulations.</p>				
4.4 Cultural Resources and Tribal Cultural Resources					
<p>Impact CUL-2: The Project could result in significant impacts to unknown archaeological resources.</p> <p>Impact CUL-5: The Project could result in significant impacts to unknown tribal cultural resources.</p> <p>Impact CUL-1.CU: The Project, in combination with cumulative development in the vicinity of the Project site, would contribute to a significant adverse cumulative impact to cultural resources, but the contribution would not be considerable.</p>	<p>Mitigation Measure CUL-2: Inadvertent Discovery of Archaeological Resources or Tribal Cultural Resources.</p> <p>If prehistoric or historic-period archaeological resources are encountered, all construction activities within 100 feet of the find shall halt and the City of Redwood City shall be notified. Prehistoric archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil ("middens") containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-era materials might include deposits of metal, glass, and/or ceramic refuse. A Secretary of the Interior-qualified archaeologist shall inspect the findings within 24 hours of discovery.</p>	<p>Construction contractor(s) Qualified archaeologist</p>	<p>Inspect the findings within 24 hours of discovery</p>	<p>City of Redwood City – Building Division to verify construction activities within 100 feet of find are stopped</p> <p>City of Redwood City – Building Division to verify inspection, if resources are discovered</p>	<p>During construction, if necessary, review and approve recommended avoidance measures, and/or suspension of construction.</p>
	<p>If it is determined that the project could damage a historical resource or a unique archaeological resource (as defined pursuant to the CEQA Guidelines) or cause a substantial adverse change in the significance of a tribal cultural resource (defined in Public Resources Code Section 21074), mitigation shall be implemented in accordance with PRC Section 21083.2 and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place. If preservation in place is feasible, this may be accomplished through one of the following means: (1) modifying the construction plan to avoid the resource; (2) incorporating the resource within open space; (3) capping and covering the resource before building appropriate facilities on the resource site; or (4) deeding resource site into a permanent conservation easement.</p>	<p>Construction contractor(s) Qualified archaeologist</p>	<p>If damage to resources is determined, implement mitigation per specified PRC and CEQA Guidelines</p>	<p>City of Redwood City – Building Division and Planning Division to verify adherence to applicable mitigation approach.</p>	<p>Throughout construction</p>

**TABLE 8-1 (CONTINUED)
HARBOR VIEW PROJECT MITIGATION MONITORING AND REPORTING PROGRAM**

Impact	Mitigation Measure	Implementation Responsibility	Action	Monitoring Party	Monitoring Schedule
	Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of (but would not be not limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the project. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and state repositories, libraries, and interested professionals.	Qualified archaeologist	Prepare /implement detailed treatment plan	City of Redwood City – Building Division and Planning Division to verify preparation and implementation of treatment plan. City of Redwood City –Planning Division to confirm appropriate Native American representation for recovery, if applicable.	Prior to any excavation at the resource site
Impact CUL-3: The Project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	Mitigation Measure CUL-3: Inadvertent Discovery of Paleontological Resources. If paleontological resources, such as fossilized bone, teeth, shell, tracks, trails, casts, molds, or impressions are discovered during ground-disturbing activities, work shall stop in that area and within 100 feet of the find until a qualified paleontologist can assess the nature and importance of the find and, if necessary, develop appropriate treatment measures in conformance with Society of Vertebrate Paleontology standards, and in consultation with the City of Redwood City.	Project Applicant or designee Construction contractor(s) Qualified paleontologist	Compliance if any paleontological resources are discovered	City of Redwood City – Building Division to approve avoidance measures recommended by qualified paleontologist	During all ground-disturbing activities
Impact CUL-1.CU: The Project, in combination with cumulative development in the vicinity of the Project site, would contribute to a significant adverse cumulative impact to cultural resources, but the contribution would not be considerable.					
Impact CUL-4: The Project could disturb human remains, including those interred outside of formal cemeteries.	Mitigation Measure CUL-4: Inadvertent Discovery of Human Remains. In the event of discovery or recognition of any human remains during construction activities, such activities within 100 feet of the find shall cease until the San Mateo County Coroner has been contacted to determine that no investigation of the cause of death is required. The Native American Heritage Commission (NAHC) will be contacted within 24 hours if it is determined that the remains are Native American. The NAHC will then identify the person or persons it believes to be the most likely descendant from the deceased Native American, who in turn would make recommendations to the City of Redwood City for the appropriate means of treating the human remains and any grave goods.	Project Applicant or designee Construction contractor(s)	Incorporate requirements into the design and construction specifications; comply with mitigation if remains are found.	City of Redwood City – Building Division to approve avoidance measures recommended by qualified paleontologist	During all ground-disturbing activities
Impact CUL-1.CU: The Project, in combination with cumulative development in the vicinity of the Project site, would contribute to a significant adverse cumulative impact to cultural resources, but the contribution would not be considerable.					
4.6 Greenhouse Gas Emissions and Energy					
Impact GHG-1: The Project would produce greenhouse gas emissions that exceed 1, 100 metric tons of CO2e per year, but would not exceed 2020 or 2030 CO2e per service population emission thresholds.	Mitigation Measure GHG-1: The Project would be responsible for developing and implementing the TDM Plan described in the "Transportation Demand Management" section. The TDM Plan must be approved by both the City of Redwood City and C/CAG prior to City approval of any development agreement. The TDM Plan must achieve the emissions reduction and/or percent reduction in VMT specified in Table 4.6-8 for the Revised Project in the Final EIR.	Project Applicant or designee	Submit verification of emissions reduction specified in measure Adhere to monitoring requirements of measure	City of Redwood City – Planning Division to review and confirm emissions reduction City of Redwood City – Building Division to review and confirm emissions reduction	Prior to issuance of building permits for each project building Throughout project operation per ongoing monitoring per measure
4.7 Hazards and Hazardous Materials					
Impact HAZ-1: The Project could create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials.	Mitigation Measure HAZ-1a: Prior to the issuance of a grading permit, the Project applicant shall implement the recommendations contained in the Project-specific Phase I Assessment (RPS, 2018) and submit to the City evidence of approval of the Draft Removal Action Workplan (RAW) by the Department of Toxic Substances Control (DTSC) that contains a Site Management Plan (SMP), Health and Safety Plan stamped by a Certified Industrial Hygienist, a voluntary Dust Control Plan/Asbestos Dust Mitigation Plan/Asbestos Air Monitoring Plan, a Waste Transportation Plan, and Construction Quality Assurance Plan.	Project Applicant or designee	Submit appropriate plans to the satisfaction of the City Building Division. Submit remediation verification to the satisfaction of the City Building Division, in compliance with applicable laws and regulations.	City of Redwood City – Building Division to review and confirm emissions reduction	Prior to issuance of grading permits
Impact HAZ-4: The Project would be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or environment.					
Impact HAZ-1.CU: The Project, combined with cumulative development in the Project vicinity and citywide, could contribute considerably to cumulative impacts related to hazards and hazardous materials.	Mitigation Measure HAZ-1b: Prior to the issuance of an occupancy grading permit, the Project applicant shall record a Land Use Covenant (LUC), in a form approved by the City, that requires that the SMP to be followed during future earthwork activities during and post-development. The LUC shall include conditional language describing when implementation of the SMP will be required for earthwork activities beneath either hardscaped areas or a beneath a specified thickness of clean fill or marker fabric required for non-hardscaped areas. The LUC shall also include language to prohibit the use of groundwater beneath the Project site.				

**TABLE 8-1 (CONTINUED)
HARBOR VIEW PROJECT MITIGATION MONITORING AND REPORTING PROGRAM**

Impact	Mitigation Measure	Implementation Responsibility	Action	Monitoring Party	Monitoring Schedule
	Mitigation Measure TRANS-3B: As a secondary mitigation measure, the Project would be responsible for developing and implementing the TDM Plan described in the "Transportation Demand Management" section. The TDM Plan must be approved by both the City of Redwood City and C/CAG prior to City approval of any development agreement.	Project Applicant or designee Construction contractor(s)	Submit TDM Plan and annual TDM monitoring plan for review and approval by the City of Redwood City Submit annual TDM monitoring reports	City of Redwood City – Transportation Division to review and approve plan To conduct annual monitoring	Prior to issuance of first building permit for the Project Ongoing, annually
Impact TRANS-4: The Project would add traffic to and would cause delay to worsen by more than five seconds at intersection #9 Seaport Boulevard / Lyngso Lane which currently operate at LOS F in the PM peak hour under Existing Plus Project Conditions without Blomquist Extension Conditions.	Mitigation Measure TRANS-4: Prior to receiving the first certificate of occupancy for the Project, the Project applicant shall install a new actuated traffic signal at the intersection of Seaport Boulevard/Lyngso Lane, to the satisfaction of the City. The new signal shall be designed with a cycle length of 90 seconds and coordinated phases with the adjacent signal at Seaport Boulevard/Blomquist Street. The intersection shall include a protected northbound left turn phase and prohibit eastbound left-turns. (The US 101/SR 84 Interchange Improvement Project is under Caltrans's control with uncertain funding and is therefore not guaranteed to be constructed.)	Project Applicant or designee Construction contractor(s)	Submit design and construction specifications	City of Redwood City – Transportation Division to ensure submittal and accuracy of design and construction specifications and implementation	Prior to issuance of first certificate of occupancy
Impact TRANS-5: The Project would add traffic to intersection #21 Edgewood Road / Alameda de Las Pulgas and would cause this intersection to degrade from acceptable operations of LOS D to unacceptable operations of LOS E in the AM peak hour under Existing Plus Project Conditions.	Mitigation Measure TRANS-5: Prior to receiving the first certificate of occupancy for the Project, improvements to signal operations shall be made by the Project applicant at the intersection of Edgewood Road/Alameda de Las Pulgas, to the satisfaction of City. The eastbound and westbound (Edgewood Road) signal phasing shall be reprogrammed from split phasing to concurrent permissive phases, allowing for eastbound and westbound through vehicles to travel concurrently. This phasing modification would also change the eastbound and westbound left-turn movements from protected to permissive. Additionally, appropriate signage (E.g. "Left turn yield on green") to support the change shall be added to the eastbound and westbound approaches.	Project Applicant or designee Construction contractor(s)	Submit design and construction specifications Implement improvement	City of Redwood City – Transportation Division to ensure submittal and accuracy of design and construction specifications and implementation	Prior to issuance of first certificate of occupancy
Impact TRANS-6: The Project would result in the addition of traffic to intersection #1 Veterans Boulevard / Whipple Road and would cause this intersection to degrade from LOS D to LOS E in the AM peak hour under Existing Plus Project Conditions	Mitigation Measure TRANS-6: The Project applicant shall install improvements to signal operations at the intersection of Veterans Boulevard/Whipple Road, prior to receiving the first certificate of occupancy for the Project. Green time shall be added to the southbound (Veterans Boulevard) through movement (phase 6) and southbound left-turn movement (phase 1) while the green time for the northbound through movement (phase 2) and northbound left-turn movement (phase 5) shall be reduced during the AM peak hour. The overall cycle length shall be shortened from 125 to 120 seconds	Project Applicant or designee Construction contractor(s)	Submit design and construction specifications Implement improvement	City of Redwood City – Transportation Division to ensure submittal and accuracy of design and construction specifications and implementation	Prior to issuance of first certificate of occupancy
Impact TRANS-7: The Project would add a substantial number of vehicles to the Woodside Road corridor and cause vehicle delay to worsen substantially	Mitigation Measure TRANS-7: The Project applicant shall contribute its fair share contribution to improvements to add capacity along the Woodside Road corridor and improvements to the US 101/SR 84 interchange pursuant to the US 101/SR 84 Interchange Improvement Project. The City shall ensure that the required fair-share payment has been submitted prior to issuance of the first building permit for the Project. (The US 101/SR 84 Interchange Improvement Project is under Caltrans's control with uncertain funding and is therefore not guaranteed to be constructed.)	Project Applicant or designee Construction contractor(s)	Contribute required fair-share contribution	City of Redwood City – Transportation Division to ensure submittal of required fair-share payment	Prior to issuance of first building permit for the Project
Impact TRANS-8: The Project would add a substantial number of vehicles to the Woodside Road corridor and cause vehicle delay to worsen substantially	Mitigation Measure TRANS-8A: The Project applicant shall contribute its fair-share contribution to improvements to add capacity along the Woodside Road corridor and improvements to the US 101/SR 84 interchange pursuant to the US 101/SR 84 Interchange Improvement Project. The City shall ensure that the required fair-share payment has been submitted prior to issuance of the first building permit for the Project. Mitigation Measure TRANS-8B: As a secondary mitigation measure, the Project would be responsible for developing and implementing the TDM Plan described in the "Transportation Demand Management" section. The TDM Plan must be approved by both the City of Redwood City and C/CAG prior to City approval of any development agreement.	Project Applicant or designee Construction contractor(s) Mitigation measure no applicable to the project; deleted in Final EIR (Ch.4, #20).	Contribute required fair-share contribution	City of Redwood City – Transportation Division to ensure submittal of required fair-share payment	Prior to issuance of first building permit for the Project
Impact TRANS-9: The Project would add traffic to intersection #8 Blomquist Street / Seaport Boulevard / East Bayshore Road and would cause this intersection to degrade from acceptable operations of LOS C to unacceptable operations of LOS F in the AM and PM peak hours under Existing Plus Project Condition.	Mitigation Measure TRANS-9A: Prior to receiving the first certificate of occupancy for the Project, the Project applicant shall reconstruct the westbound (East Bayshore Road) approach at the intersection of Blomquist Street/Seaport Boulevard/East Bayshore Road to accommodate two left-turn lanes with 225-foot pockets, one through lane, and an extended right-turn pocket (from 50 feet to 150 feet). In addition, the applicant shall install a second eastbound (Blomquist Street) right-turn pocket. Improvements shall be constructed to the satisfaction of the City. Mitigation Measure TRANS-9B: As a secondary mitigation measure, the Project would be responsible for developing and implementing the TDM Plan described in the "Transportation	Project Applicant or designee Construction contractor(s) Project Applicant or designee Construction contractor(s)	Submit design and construction specifications Implement improvement Submit TDM Plan and annual TDM monitoring plan for review	City of Redwood City – Transportation Division to ensure submittal and accuracy of design and construction specifications and implementation City of Redwood City – Transportation Division to review and approve plan	Prior to issuance of first certificate of occupancy Prior to issuance of first building permit for the Project

**TABLE 8-1 (CONTINUED)
HARBOR VIEW PROJECT MITIGATION MONITORING AND REPORTING PROGRAM**

Impact	Mitigation Measure	Implementation Responsibility	Action	Monitoring Party	Monitoring Schedule
	Demand Management" section. The TDM Plan must be approved by both the City of Redwood City and C/CAG prior to City approval of any development agreement.		and approval by the City of Redwood City Submit annual TDM monitoring reports	To conduct annual monitoring	Ongoing, annually
Impact TRANS-10: The Project would add traffic to and would cause delay to worsen by more than five seconds at intersection #9 Seaport Boulevard / Lyngso Lane which currently operates at LOS F in the PM peak hour under Existing Plus Project Conditions with Blomquist Extension Conditions.	Mitigation Measure TRANS-10: Prior to receiving the first certificate of occupancy for the Project, the Project applicant shall install a new actuated traffic signal at the intersection of Seaport Boulevard/Lyngso Lane, to the satisfaction of the City. The new signal shall be designed with a cycle length of 90 seconds and coordinated phases with the adjacent signal at Seaport Boulevard/Blomquist Street. The intersection shall include a protected northbound left turn phase and prohibit eastbound left-turns. (The US 101/SR 84 Interchange Improvement Project is under Caltrans's control with uncertain funding and is therefore not guaranteed to be constructed.)	Project Applicant or designee Construction contractor(s)	Submit design and construction specifications Implement improvement	City of Redwood City– Transportation Division to ensure submittal and accuracy of design and construction specifications and implementation	Prior to issuance of first certificate of occupancy
Impact TRANS-11: The Project would add traffic to intersection #21 Edgewood Road / Alameda de Las Pulgas and would cause this intersection to degrade from acceptable operations of LOS D to unacceptable operations of LOS E in the AM peak hour under Existing Plus Project Conditions with Blomquist Extension.	Mitigation Measure TRANS-11: Prior to receiving the first certificate of occupancy for the Project, the Project applicant shall make improvements to signal operations at the intersection of Edgewood Road/Alameda de Las Pulgas to the satisfaction of the City. The eastbound and westbound (Edgewood Road) signal phasing should be reprogrammed from split phasing to concurrent permissive phases. This phasing allows for eastbound and westbound through vehicles to travel concurrently. This phasing modification would also change the eastbound and westbound left-turn movements from protected to permissive. Additionally, appropriate signage (E.g. "Left turn yield on green") to support the change shall be added to the eastbound and westbound approaches.	Project Applicant or designee Construction contractor(s)	Submit design and construction specifications Implement improvement	City of Redwood City– Transportation Division to ensure submittal and accuracy of design and construction specifications and implementation	Prior to issuance of first certificate of occupancy
Impact TRANS-12: Project-generated traffic would cause the following mainline freeway segments to exceed their LOS standard: A. Southbound US 101 north of Whipple Avenue – AM peak hour C. Northbound US 101 south of Woodside Road – AM peak hour	Mitigation Measure TRANS-12A: The Project applicant shall exercise good faith efforts to work with Caltrans and the City to construct an additional mixed-flow and/or HOV lane on US 101 southbound north of Whipple and northbound south of Woodside Road should a feasible solution be identified prior to issuance of the final building occupancy permit.	Mitigation measure fully implemented by others, and no further related improvements are planned. Implementation or fair share contribution by the Project Applicant is no longer required.			Mitigation measure Completed.
	Mitigation Measure TRANS-12B: As a secondary mitigation measure, the Project would be responsible for developing and implementing the TDM Plan described in the "Transportation Demand Management" section. The TDM Plan must be approved by both the City of Redwood City and C/CAG prior to City approval of any development agreement.	Project Applicant or designee Construction contractor(s)	Submit TDM Plan and annual TDM monitoring plan for review and approval by the City of Redwood City Submit annual TDM monitoring reports	City of Redwood City – Transportation Division to review and approve plan To conduct annual monitoring	Prior to issuance of first building permit for the Project Ongoing, annually
Impact TRANS-13: The Project would add traffic to the northbound US 101 off-ramp to Woodside Road and would cause this freeway ramp to exceed its capacity in the AM peak hour (V/C ratio = 1.03) under Existing Plus Project Conditions.	Mitigation Measure TRANS-13: The Project applicant shall contribute its fair-share contribution to improvements to add capacity at the northbound Woodside Road off-ramp and improvements to the US 101/SR 84 interchange pursuant to the US 101/SR 84 Interchange Improvement Project. The City shall ensure that the required fair-share payment has been submitted prior to issuance of the first building permit for the Project. (The US 101/SR 84 Interchange Improvement Project is under Caltrans's control with uncertain funding and is therefore not guaranteed to be constructed.)	Project Applicant or designee Construction contractor(s)	Contribute required fair-share contribution	City of Redwood City – Transportation Division to ensure submittal of required fair-share payment	Prior to issuance of first building permit for the Project
Impact TRANS-14: Project-generated traffic would cause the following mainline freeway segments to exceed their LOS standard: A. Southbound US 101 north of Whipple Avenue – AM peak hour C. Northbound US 101 south of Woodside Road – AM peak hour C.	Mitigation Measure TRANS-14A: The Project applicant shall exercise good faith efforts to work with Caltrans and the City to construct an additional mixed-flow and/or HOV lane on US 101 southbound north of Whipple and northbound south of Woodside Road.	Mitigation measure fully implemented by others, and no further related improvements are planned. Implementation or fair share contribution by the Project Applicant is no longer required.			Mitigation measure Completed.
	Mitigation Measure TRANS-14B: As a secondary mitigation measure, the Project would be responsible for developing and implementing the TDM Plan described in the "Transportation Demand Management" section. The TDM Plan must be approved by both the City of Redwood City and C/CAG prior to City approval of any development agreement.	Project Applicant or designee Construction contractor(s)	Submit TDM Plan and annual TDM monitoring plan for review and approval by the City of Redwood City Submit annual TDM monitoring reports	City of Redwood City – Transportation Division to review and approve plan To conduct annual monitoring	Prior to issuance of first building permit for the Project Ongoing, annually

**TABLE 8-1 (CONTINUED)
HARBOR VIEW PROJECT MITIGATION MONITORING AND REPORTING PROGRAM**

Impact	Mitigation Measure	Implementation Responsibility	Action	Monitoring Party	Monitoring Schedule
<p>Impact TRANS-15: The Project would add traffic to the northbound US 101 off-ramp to Woodside Road and would cause this freeway ramp to exceed its capacity in the AM peak hour (V/C ratio = 1.03) under Existing Plus Project Conditions.</p>	<p>Mitigation Measure TRANS-15: The Project applicant shall contribute its fair-share contribution to improvements to add capacity at the northbound Woodside Road off-ramp and improvements to the US 101/SR 84 interchange pursuant to the US 101/SR 84 Interchange Improvement Project. The City shall ensure that the required fair-share payment has been submitted prior to issuance of the first building permit for the Project.</p> <p>(The US 101/SR 84 Interchange Improvement Project is under Caltrans's control with uncertain funding and is therefore not guaranteed to be constructed.)</p>	<p>Project Applicant or designee Construction contractor(s)</p>	<p>Contribute required fair-share contribution</p>	<p>City of Redwood City – Transportation Division to ensure submittal of required fair-share payment</p>	<p>Prior to issuance of first building permit for the Project</p>
<p>Impact TRANS-26: The Project would contribute a considerable amount of traffic and increase intersection delay by more than five seconds in the AM peak hour for intersection #4 Veterans Boulevard / Maple Street (Criteria a and b).</p>	<p>Mitigation Measure TRANS-26: Prior to receiving the first certificate of occupancy for the Project, the Project applicant shall contribute its fair share contribution to geometry improvements to the intersection at Veterans Boulevard / Maple Street by extending the westbound (Veterans Boulevard) left-turn pocket from 150 feet to 200 feet and the eastbound (Veterans Boulevard) left-turn pocket from 150 feet or to 250 feet or to the satisfaction of the City, and to optimize overall cycle length and adjust green split timing.</p>	<p>Project Applicant or designee Construction contractor(s)</p>	<p>Contribute required fair-share contribution</p>	<p>City of Redwood City – Transportation Division to ensure submittal of required fair-share payment</p>	<p>Prior to issuance of first building permit for the Project</p>
<p>Impact TRANS-21: Construction associated with development of the Project would increase traffic volumes at area intersections and on area freeways, potentially causing temporary increased congestion and/or disruption of vehicle, pedestrian, bicycle and transit circulation.</p>	<p>Mitigation Measure TRANS-21: The Project applicant shall develop and submit to the City for approval a construction management plans that specifies measures that would reduce impacts of construction-related traffic to motor vehicle, bicycle, pedestrian, and transit circulation. The City must approve the plans prior to issuance of a building permit. Construction management plans shall include the following:</p> <ul style="list-style-type: none"> • Location of construction staging areas for materials, equipment, and vehicles; • Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur; • Identification of haul routes for movement of construction vehicles that would minimize impacts on vehicular, bicycle, and pedestrian traffic, circulation, and safety; and provision for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul trucks can be identified and corrected by the Project applicant; • Provisions for removal of trash generated by Project construction activity; • A process for responding to, and tracking complaints pertaining to construction activity, including identification of an on-site complaint manager; and • Provisions for pedestrian, bicycle, and transit circulation through the congestion zone, including maintaining pedestrian and bicycle access between the bridge over Redwood Creek and Blomquist Street sidewalks and bike lanes. <p>Implementation of this mitigation measure would improve temporary construction conditions and improve safety for all modes of transportation.</p>	<p>Project Applicant or designee Construction contractor(s)</p>	<p>Develop and submit to the City for approval a construction management plans</p>	<p>City of Redwood City – Transportation Division to confirm submittal and review plan</p>	<p>Prior to issuance of first building permit for the Project</p>
<p>Impact TRANS-22: The Project would add a substantial number of vehicles to the Woodside Road corridor and cause vehicle delay to worsen substantially.</p>	<p>Mitigation Measure TRANS-22: Prior to issuance of the first building permit, the Project applicant shall contribute its fair share contribution, as determined by the City to provide additional capacity along the Woodside Road corridor and improvements to the US 101/SR 84 interchange pursuant to the US 101/SR 84 Interchange Improvement Project.</p> <p>(The US 101/SR 84 Interchange Improvement Project is under Caltrans's control with uncertain funding and is therefore not guaranteed to be constructed.)</p>	<p>Project Applicant or designee Construction contractor(s)</p>	<p>Contribute required fair-share contribution</p>	<p>City of Redwood City – Transportation Division to ensure submittal of required fair-share payment</p>	<p>Prior to issuance of first building permit for the Project</p>
<p>Impact TRANS-23: The Project would add a substantial number of vehicles to the Woodside Road corridor and cause vehicle delay to worsen substantially.</p>	<p>Mitigation Measure TRANS-23A: Prior to issuance of the first building permit, the Project applicant shall contribute its fair share contribution, as determined by the City to provide additional capacity along the Woodside Road corridor and improvements to the US 101/SR 84 interchange pursuant to the US 101/SR 84 Interchange Improvement Project.</p> <p>Mitigation Measure TRANS-23B: applicant shall implement geometry changes to intersection #10 Bay Road/Woodside Road to the satisfaction of the City. Changes are to convert the eastbound (Bay Road) approach to a left turn pocket of 100 feet, one through lane, and a shared through right lane, add a northbound (Woodside Road) through lane, and convert the westbound approach to a right turn pocket of 250 feet, a left turn pocket of 250 feet, and three eastbound through lanes. Additionally, the overall cycle length shall be optimized while adding protected left turn phases for both the westbound and eastbound movements.</p> <p>Mitigation Measure TRANS-23C: Prior to receiving the first certificate of occupancy for the Project, the Project applicant shall implement geometry changes to intersection #14 Woodside Road/Middlefield Road to the satisfaction of the City. Changes are to modify the westbound</p>	<p>Project Applicant or designee Construction contractor(s)</p>	<p>Contribute required fair-share contribution</p>	<p>City of Redwood City – Transportation Division to ensure submittal of required fair-share payment</p>	<p>Prior to issuance of first building permit for the Project</p>
			<p>Mitigation measure not applicable to the project; deleted in Final EIR (Ch.4, #21).</p>		
			<p>Mitigation measure not applicable to the project; deleted in Final EIR (Ch.4, #21).</p>		

**TABLE 8-1 (CONTINUED)
HARBOR VIEW PROJECT MITIGATION MONITORING AND REPORTING PROGRAM**

Impact	Mitigation Measure	Implementation Responsibility	Action	Monitoring Party	Monitoring Schedule
	(Middlefield Road) approach to two left turn lanes with 400-foot pockets, one through lane, and one shared through-right lane with a 400-foot pocket.				
	Mitigation Measure TRANS-23 TRANS-23B: As a secondary mitigation measure, the Project would be responsible for developing and implementing the TDM Plan described in the "Transportation Demand Management" section. The TDM Plan must be approved by both the City of Redwood City and C/CAG prior to City approval of any development agreement.	Project Applicant or designee Construction contractor(s)	Submit TDM Plan and annual TDM monitoring plan for review and approval by the City of Redwood City Submit annual TDM monitoring reports	City of Redwood City – Transportation Division to review and approve plan To conduct annual monitoring	Prior to issuance of first building permit for the Project Ongoing, annually
Impact TRANS-24: The Project would contribute a considerable amount of traffic and increase intersection delay by more than five seconds in the AM and PM peak hours for intersection #1 Veterans Boulevard / Whipple Avenue.	Mitigation Measure TRANS-24: Prior to receiving the certificate of occupancy, the Project sponsor shall implement improvements to signal operations at the intersection of Veterans Boulevard/Whipple Avenue to optimize overall cycle length and adjusting green split timing to the satisfaction of the City.	Project Applicant or designee Construction contractor(s)	Develop and submit to the City for approval a construction management plans	City of Redwood City – Transportation Division to confirm submittal and review plan	Prior to issuance of first building permit for the Project
Impact TRANS-25: The Project would contribute a considerable amount of traffic and increase intersection delay by more than five seconds in the PM peak hour for intersection #3 Bair Island Road / East Bayshore Road.	Mitigation Measure TRANS-25A: Prior to receiving the first certificate of occupancy for the Project, the Project applicant shall construct intersection geometry improvements at Bair Island Road / East Bayshore Road. The geometry improvements are widening the roundabout to two circulation lanes, and changing the westbound approach to one through lane and a 400-foot turn pocket. In addition, the southbound approach would be widened into two lanes, one left turn and one right turn lane.	Mitigation measure not applicable to the project; deleted in Final EIR (Ch.4, #22).			
	Mitigation Measure TRANS-25 TRANS-25: As a secondary mitigation measure, the Project would be responsible for developing and implementing the TDM Plan described in the "Transportation Demand Management" section. The TDM Plan must be approved by both the City of Redwood City and C/CAG prior to City approval of any development agreement.	Project Applicant or designee Construction contractor(s)	Submit TDM Plan and annual TDM monitoring plan for review and approval by the City of Redwood City Submit annual TDM monitoring reports	City of Redwood City – Transportation Division to review and approve plan To conduct annual monitoring	Prior to issuance of first building permit for the Project Ongoing, annually
Impact TRANS-26: The Project would contribute a considerable amount of traffic and increase intersection delay by more than five seconds in the AM peak hour for intersection #4 Veterans Boulevard / Maple Street.	Mitigation Measure TRANS-26: Prior to receiving the first certificate of occupancy for the Project, the Project applicant shall contribute its fair share contribution to implement geometry improvements to the intersection at Veterans Boulevard / Maple Street by extending the westbound (Veterans Boulevard) left-turn pocket from 150 feet to 200 feet and the eastbound (Veterans) left-turn pocket from 150 feet to 250 feet or to the satisfaction of the City, and to in addition, the applicant shall make signal improvements to optimize overall cycle length and adjust green split timing. Green time shall be added to the eastbound left turn movement (phase 4), westbound left turn movement (phase 6), and northbound and southbound through movements (phase 4), while overall cycle length shall extend from 116 seconds to 160 seconds. Project applicant shall also coordinate with the City to ensure that signal timing changes do not negatively affect adjacent coordinated signals along Veterans Boulevard.	Project Applicant or designee Construction contractor(s)	Develop and submit to the City for approval a construction management plans	City of Redwood City – Transportation Division to confirm submittal and review plan	Prior to issuance of first building permit for the Project
Impact TRANS-27: The Project would add traffic to and would cause delay to worsen by more than five seconds at intersection #9 Seaport Boulevard / Lyngso Lane in the PM peak hour.	Mitigation Measure TRANS-27: Prior to receiving the first certificate of occupancy for the Project, the Project applicant shall install a new actuated traffic signal at the intersection at Seaport Boulevard / Lyngso Lane, to the satisfaction of the City. The new signal shall be designed with a cycle length of 90 seconds and coordinated phases with the adjacent signal at Seaport Boulevard/Blomquist Street. The intersection shall include a protected northbound left turn phase and prohibit eastbound left-turns. (The US 101/SR 84 Interchange Improvement Project is under Caltrans' control with uncertain funding and is therefore not guaranteed to be constructed.)	Project Applicant or designee	Develop and submit to the City for approval a construction management plans	City of Redwood City – Transportation Division to confirm submittal and review plan	Prior to issuance of first building permit for the Project
Impact TRANS-28: Under Cumulative Plus Project Conditions, the Project would add traffic volumes representing more than one percent of the segment's capacity to the following freeway segments exceeding their LOS standard and/or capacity without the Project: A. Southbound US 101 north of Whipple Avenue – AM and PM peak hours A. Northbound US 101 north of Whipple Avenue – PM peak hour B. Southbound US 101 south of Whipple Avenue – AM and PM peak hours	Mitigation Measure TRANS- 28A: The Project applicant shall exercise good faith efforts to work with Caltrans and the City to construct an additional mixed-flow and/or HOV lane on US 101 at Whipple Avenue and Woodside Road. Mitigation Measure TRANS- 28B: As a secondary mitigation measure, the Project would be responsible for developing and implementing the TDM Plan described in the "Transportation Demand Management" section. The TDM Plan must be approved by both the City of Redwood City and C/CAG prior to City approval of any development agreement.	Mitigation measure fully implemented by others, and no further related improvements are planned. Implementation or fair share contribution by the Project Applicant is no longer required. Project Applicant or designee	Submit TDM Plan and annual TDM monitoring plan for review and approval by the City of Redwood City Submit annual TDM monitoring reports	City of Redwood City – Transportation Division to review and approve plan To conduct annual monitoring	Mitigation measure Completed. Prior to issuance of first building permit for the Project Ongoing, annually

**TABLE 8-1 (CONTINUED)
HARBOR VIEW PROJECT MITIGATION MONITORING AND REPORTING PROGRAM**

Impact	Mitigation Measure	Implementation Responsibility	Action	Monitoring Party	Monitoring Schedule
<p>C. Northbound US 101 south of Woodside Road – AM peak hour D. Southbound US 101 south of Woodside Road – PM peak hour</p>	<p>Mitigation Measure TRANS-29: The Project applicant shall contribute its fair-share contribution to improvements to add capacity at the Woodside Road ramps and improvements to the US 101/SR 84 interchange pursuant to the US 101/SR 84 Interchange Improvement Project. The City shall ensure that the required fair-share payment has been submitted prior to issuance of the first building permit for the Project. (The US 101/SR 84 Interchange Improvement Project is under Caltrans's control with uncertain funding and is therefore not guaranteed to be constructed.)</p>	<p>Project Applicant or designee</p>	<p>Contribute required fair-share contribution</p>	<p>City of Redwood City – Transportation Division to ensure submittal of required fair-share payment</p>	<p>Prior to issuance of first building permit for the Project</p>
<p>Impact TRANS-33: Under Cumulative Plus Project Conditions, the Project would considerably contribute to inadequate emergency access.</p>	<p>Mitigation Measure TRANS-33: Prior to receiving the certificate of occupancy, the Project applicant shall install emergency vehicle pre-emption equipment at the intersection of Maple Street/Veterans Boulevard to the satisfaction of the City.</p>	<p>Project Applicant or designee Construction contractor(s)</p>	<p>Develop and submit to the City for approval a construction management plans</p>	<p>City of Redwood City – Transportation Division to confirm submittal and review plan</p>	<p>Prior to issuance of first building permit for the Project</p>