

## **Attachment C**

### **MILLBRAE STATION AREA SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT TOD #2**

#### **MITIGATION MONITORING AND REPORTING PROGRAM**

The purpose of the Mitigation Monitoring and Reporting Program (MMRP) is to ensure the implementation of mitigation measures identified as part of the environmental review for the TOD Project #2 evaluated in the Specific Plan Update EIR. The MMRP includes the following information:

- The full text of the mitigation measures
- The party responsible for implementing the mitigation measures
- The timing for implementation of the mitigation measures
- The agency responsible for monitoring the implementation; and
- The monitoring action and frequency

Attachment C

**MILLBRAE STATION AREA SPECIFIC PLAN TOD #2 MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency
<b>AIR QUALITY</b>					
<b>AQ-TOD#2-3.1:</b> Implement Mitigation Measures AQ-TOD#1-4.1a and AQ-TOD#1-4.1b. (SEE BELOW)					
<b>AQ-TOD#1-4.1a:</b> The Applicant shall require the construction contractor to use equipment that meets the United States Environmental Protection Agency (US EPA)-Certified Tier 3 emissions standards for off-road diesel-powered construction equipment greater than 50 horsepower. Additionally, any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations. Prior to construction, the project engineer shall ensure that all demolition and grading plans clearly show the requirement for US EPA Tier 3 or higher emissions standards and Level 3 diesel emissions control for construction equipment over 50 horsepower. During construction, the construction contractor shall maintain a list of all operating equipment in use on the Project site for verification by the City of Millbrae Community Development Department or their designee. The construction equipment list shall state the makes, models, and number of construction equipment onsite. Equipment shall properly service and maintain construction equipment in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with CARB Rule 2449.	Project applicant	During Site Development Plan review and prior to building or grading permit issuance	City of Millbrae Community Development Department	Plan review and approval	Once for preparation of the health risk assessment (HRA); and as part of the approval of Building Permits for each building; and periodic inspections during construction.
<b>AQ-TOD#1-4.1b:</b> Prior to issuance of any building permits, the Applicant shall prepare and submit to the City of Millbrae Community Development Department an additional health risk assessment (HRA) to provide a refined evaluation of health risks impacts to the surrounding sensitive receptors from project-related construction activities. If available, the	Project applicant	During Site Development Plan review and prior to building or grading permit issuance	City of Millbrae Community Development Department	Plan review and approval	Once for preparation of the HRA

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<p>HRA shall include within the report a detailed list of the construction equipment mix anticipated to be utilized in addition to construction phasing and other details of the overall construction processes. The HRA shall be prepared in accordance with the policies and procedures of the State Office of Environmental Health Hazard Assessment (OEHHA) and the Bay Area Air Quality Management District. The latest OEHHA guidelines shall be used for the analysis, including age sensitivity factors, breathing rates, and body weights appropriate for children age 0 to 16 years. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06), PM<sub>2.5</sub> concentrations exceed 0.3 µg/m<sup>3</sup>, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and non-cancer risks to an acceptable level (i.e. below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Mitigation measures identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the all construction plans (e.g. demolition and grading plans) and verified by the City of Millbrae Community Development Department.</p>	Project applicant	During Site Development Plan review and prior to building permit issuance	City of Millbrae Community Development Department	Plan review and approval	Once for preparation of the HRA
<p><b>AQ-TOD#1-4.2:</b> Prior to issuance of any building permits, the proposed TOD #1 project applicant shall prepare and submit to the City of Millbrae Community Development Department a health risk assessment (HRA) to evaluate the health risk impacts of all major sources of TACs within 1,000 feet of the Project site. The HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment (OEHHA) and the Bay Area Air Quality Management District. The latest</p>					

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<p>OEHHA guidelines shall be used for the analysis, including age sensitivity factors, breathing rates, and body weights appropriate for children age 0 to 16 years. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06), PM<sub>2.5</sub> concentrations exceed 0.3 µg/m<sup>3</sup>, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and non-cancer risks to an acceptable level (i.e. below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to:</p> <ul style="list-style-type: none"> <li>▪ Air intakes located away from high volume roadways and/or truck loading zones.</li> <li>▪ Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized Maximum Efficiency Rating Value (MERV) filters.</li> </ul> <p>Mitigation measures identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of the proposed TOD #1 project. The air intake design and MERV filter requirements shall be noted and/or reflected on all building plans submitted to the City and shall be verified by the City of Millbrae Community Development Department.</p> <p><b>AQ-TOD#2-4.1:</b> Implement Mitigation Measures AQ-TOD #1-4.1a and AQ-TOD #1-4.1b. (SEE ABOVE)</p> <p><b>AQ-TOD#2-4.2:</b> Implement Mitigation Measure AQ-TOD#1-4.2. (SEE ABOVE)</p>					
<b>CULTURAL RESOURCES</b>					
<b>CULT-TOD#2-2a:</b> Implement Mitigation Measure CULT-SP-2a.	Project applicant	During construction	Qualified archaeologist approved by the City	Initiated after a find is made during	During regularly scheduled site inspections that would be initiated after a find is

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<p><b>CULT-SP-2a:</b> If a potentially significant subsurface cultural resource is encountered during ground disturbing activities, all construction activities within a 100-foot radius of the find shall cease until a qualified archeologist determines whether the resource requires further study. All developers in the Specific Plan Area shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Any previously undiscovered resources found during construction activities shall be recorded on appropriate Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of CEQA criteria by a qualified archeologist. If the resource is determined significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan that will capture those categories of data for which the site is significant. The archaeologist shall also perform appropriate technical analyses; prepare a comprehensive report complete with methods, results, and recommendations; and provide for the permanent curation of the recovered resources. The report shall be submitted to the City of Millbrae, Northwest Information Center (NWIC), and State Historic Preservation Office (SHPO), if required.</p>			of Millbrae	construction	made during construction activity
<p><b>CULT-TOD#2-2b:</b> Implement Mitigation Measure CULT-SP-2b.</p> <p><b>CULT-SP-2b:</b> The Community Development Director, or his/her designee, shall notify the Indian Canyon Mutsun Band of Costanoan tribe at the time final applications for future projects under the Specific Plan Update where future development requires substantial excavation that could reach significant depths below the ground surface where no such excavation has previously occurred.</p>	Project applicant	During Site Development Plan review and prior to building or grading permit issuance	City of Millbrae Community Development Department	Initiated when approved projects require excavation below ground surface	Prior to project approvals
<p><b>CULT-TOD#2-3:</b> Implement Mitigation Measure CULT-SP-3.</p> <p><b>CULT-SP-3:</b> If fossils or fossil bearing deposits are</p>	Project applicant	During construction	Qualified paleontologist	Initiated after a find is made	During regularly scheduled site inspections initiated

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<p>discovered during ground disturbing activities, excavations within a 50-foot radius of the find shall be temporarily halted or diverted. Ground disturbance work shall cease until a City-approved qualified paleontologist determines whether the resource requires further study. The paleontologist shall document the discovery as needed (in accordance with Society of Vertebrate Paleontology standards [Society of Vertebrate Paleontology 1995]), evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction activities are allowed to resume at the location of the find. If avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of construction activities on the discovery. The excavation plan shall be submitted to the City of Millbrae for review and approval prior to implementation, and all construction activity shall adhere to the recommendations in the excavation plan.</p>			<p>approved by the City of Millbrae</p>	<p>during construction</p>	<p>after a find is made during construction activity</p>

**GEOLOGY, SOILS, AND SEISMICITY**

<p><b>GEO-TOD#2-1:</b> The recent geotechnical investigation of the proposed TOD #2 project site identified settlement, including liquefaction-related settlement, as a significant geotechnical concern. The report presented formal recommendations for project design and construction, including site grading/soil preparation and foundation design, some goals of which were to mitigate the potential for liquefaction-related settlement, expansive soils, and highly compressible soils prone to settlement/subsidence. The final geotechnical report shall be provided to the City of Millbrae for review and approval. The geotechnical engineer of record should also review the final grading, drainage, and foundation plans to confirm incorporation of the report recommendations. Lastly,</p>	<p>Project applicant</p>	<p>During Site Development Plan review and prior to building or grading permit issuance</p>	<p>The City of Millbrae Community Development and the Geotechnical engineer of record</p>	<p>Plan review and approval</p>	<p>Once at time final geotechnical report is prepared, prior to construction and during regularly scheduled site inspections</p>
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field monitoring during project construction is warranted to verify that the work is performed as recommended and in accordance with the approved plans and specifications.					
<b>GEO-TOD#2-3:</b> Implement Mitigation Measure GEO-TOD#2-1. (SEE ABOVE)					
<b>GEO-TOD#2-4:</b> Implement Mitigation Measure GEO-TOD#2-1. (SEE ABOVE)					
<b>HAZARDS AND HAZARDOUS MATERIALS</b>					
<b>HAZ-TOD#2-4a:</b> Prior to the issuance of a building permit, the agency with primary regulatory oversight of environmental conditions at the project site ("Oversight Agency") shall have determined that the proposed land use for that property, including proposed development features and design, does not present an unacceptable risk to human health, if applicable, through the use of an Environmental Site Management Plan (ESMP) that could include institutional controls, site-specific mitigation measures, a risk management plan, and deed restrictions based upon applicable risk-based cleanup standards. Remedial action plans, risk management plans, and health and safety plans shall be required as determined by the Oversight Agency for a given property under applicable environmental laws, if not already completed, to prevent an unacceptable risk to human health, including workers during and after construction, from exposure to residual contamination in soil and groundwater in connection with remediation and site development activities and the proposed land use.	Project applicant/ City of Millbrae / San Mateo County Environmental Health Division	During Site Development Plan review and prior to building or grading permit issuance	The City of Millbrae Community Development Department and San Mateo County Environmental Health Division	Grading and Building Permit review and issuance	Determination prior to grading and building permit issuance, and during construction. As part of regular site inspections
<b>HAZ-TOD#2-4b:</b> Prior to the construction of the proposed TOD #2 project, the Project Applicant shall prepare a vapor intrusion assessment by a licensed environmental professional. If the results of the vapor intrusion assessment indicate the potential for significant vapor intrusion into the proposed building, the project design shall include vapor controls or source removal, as appropriate, in accordance	Project applicant	During Site Development Plan review and prior to building or grading permit issuance	The City of Millbrae Community Development Department and RWQCB, DTSC, and/or SMCEHD	Assessment review and approval	Prior to issuance of grading and building permits and during regular site inspections if vapor controls are required to be installed

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<p>with Regional Water Quality Control Board (RWQCB), the Department of Toxic Substances Control (DTSC) or the San Mateo County Environmental Health Divisions (SMCEHD) requirements. Appropriate soil vapor mitigations or controls could include vapor barriers, passive venting, and/or active venting. The vapor intrusion assessment and associated vapor controls or source removal can be incorporated into the ESMP (Mitigation Measure HAZ-TOD#2-1a).</p>					
<p><b>HAZ-TOD#2-4c:</b> Prior to the import of soil, the Project Applicant shall prepare a soil inspection where such soils shall be sampled for toxic or hazardous materials exceeding applicable Environmental Screening Levels by a licensed environmental professional during the construction phase. If contaminated soils are encountered, such soils shall be handled and disposed of in accordance with Regional Water Quality Control Board (RWQCB), the Department of Toxic Substances Control (DTSC) or the San Mateo County Environmental Health Divisions (SMCEHD) requirements.</p>	Project applicant	Prior to the import of soil	The City of Millbrae Community Development Department and RWQCB, DTSC, and/or SMCEHD	Sampling results review and approval	Before the import of soil
<b>NOISE</b>					
<p><b>NOISE-TOD#2-1:</b> Implement Mitigation Measures NOISE-TOD#1-1.</p>	Project applicant	During Site Development Plan review and prior to building permit issuance	The City of Millbrae Community Development Department	Review of acoustical studies and approval	Prior to issuance of Building Permits for each residential building
<p><b>NOISE-TOD#1-1:</b> Development of residential uses in the TOD #1 project site shall conform to the outdoor noise level goal of 70 dBA L<sub>dn</sub> (or CNEL) for areas where a railroad is the noise source as established in General Plan Policy NS2.1. Additionally, indoor noise levels for residential uses in the TOD #1 project site shall demonstrate an indoor noise level of 45 dBA CNEL, per Millbrae Municipal Code standards. To achieve this goal, acoustical studies shall be prepared during the project design phase and shall accompany the building plans submitted to the City for approval. These studies must demonstrate that the structure has been designed to limit interior noise in habitable rooms</p>					

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to acceptable noise levels. With such detailed acoustical studies and the associated appropriate sound insulation design features, indoor and outdoor noise effects for residents living in the TOD #1 project site would be less than significant.					
<b>NOISE-TOD#2-2:</b> Implement Mitigation Measure-TOD#1-2.2.	Project applicant	During Site Development Plan review and prior to building permit issuance	The City of Millbrae Community Development Department	Review of vibration studies and approval	Prior to Building Permit issuance
<b>NOISE-TOD#1-2.2:</b> The project applicant shall submit a vibration evaluation study to the satisfaction of the City of Millbrae Community Development Department. Site-specific reports should contain a brief description of the project(s) and the sensitivity of the land use type to vibration effects/impacts, an accurate map describing the setting with surrounding uses and vibration sources identified, and a quantitative description of the vibration environment. For multi-story structures, the report should discuss vibration effects for the upper floors. Field vibration level measurements should be taken over several days and at several locations to adequately establish the in-situ conditions from rail operations. If the project is located within the vicinity of previously collected measurements, a measurement should also be duplicated at that point for purposes of updating the database to the then-current conditions. Vibration reports shall be prepared by an acoustical or vibrations engineer holding a degree in engineering, architecture, physics, or allied discipline able to demonstrate a minimum of two years of experience in the following areas: field measurement of vibration levels, transportation vibration forecasting, building acoustics and vibration isolation, and vibration mitigation. The evaluation report shall include design recommendations for external project features or internal project features or both to adequately mitigate rail vibration at the receiver property. External project features could include investigations of					

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<p>buffer zones near rail lines or the use of vibration-reducing trenches between the rail line(s) and the receiving property. Internal design features could include investigations of building designs for whole-building isolation features and/or floor stiffening elements.</p>					
<p><b>NOISE-TOD#2-4:</b> Implement Mitigation Measure NOISE-TOD#1-4.</p>	<p>Project applicant and contractor</p>	<p>Before construction (in construction contracts) and during construction activities</p>	<p>The City of Millbrae Community Development Department</p>	<p>Review of construction contracts and approval</p>	<p>Prior to Building Permit issuance and during regular inspections</p>
<p><b>NOISE-TOD#1-4:</b> The project Applicant shall implement the following measures, which shall be identified in construction contracts and acknowledged by the contractor:</p> <ul style="list-style-type: none"> <li>▪ Construction equipment shall be well maintained and used judiciously to be as quiet as practical. Equipment and trucks used for project construction 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), wherever feasible;</li> <li>▪ Utilize “quiet” models of air compressors and other stationary noise sources where such technology exists. Select hydraulically or electrically powered equipment and avoid pneumatically powered equipment where feasible. Impact tools (e.g. jack hammers, pavement breakers, and rock drills) used for project demolition or 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. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent</li> </ul>					

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<p>with construction procedures;</p> <ul style="list-style-type: none"> <li>▪ Locate stationary noise-generating equipment as far as possible from sensitive receptors that adjoin construction sites. Construct temporary noise barriers or partial enclosures to acoustically shield such equipment where feasible;</li> <li>▪ Prohibit unnecessary idling of internal combustion engines;</li> <li>▪ Prior to initiation of on-site construction-related demolition or earthwork activities, a minimum 8-foot-high temporary sound barrier shall be erected along the project property line abutting adjacent operational businesses, residences or other noise-sensitive land uses. These temporary sound barriers shall be constructed with a minimum surface weight of 4 pounds per square foot and shall be constructed so that vertical or horizontal gaps are eliminated. These temporary barriers shall remain in place through the construction phase in which heavy construction equipment, such as excavators, dozers, scrapers, loaders, rollers, pavers, and dump trucks, are operating within 50 feet of the edge of the construction site by adjacent sensitive land uses. This measure could lower construction noise levels at adjacent, ground-floor residential units by up to 8 dBA, depending on topography and site conditions;</li> <li>▪ To the maximum extent feasible, route construction-related traffic along major roadways and away from sensitive receptors;</li> <li>▪ Notify all businesses, residences or other noise-sensitive land uses within 500 feet of the perimeter of the construction site of the construction schedule in</li> </ul>					

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<p>writing prior to the beginning of construction and prior to each construction phase change that could potentially result in a temporary increase in ambient noise levels in the project vicinity;</p> <ul style="list-style-type: none"> <li>▪ 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 a day and evening contact number for the on-site complaint and enforcement manager, and the City's Building Division, in the event of problems;</li> <li>▪ An on-site complaint and enforcement manager shall be available to respond to and track complaints. The manager will be responsible for responding to any complaints regarding construction noise and for coordinating with the adjacent land uses. The manager will determine the cause of any complaints (e.g. starting too early, bad muffler, etc.) and coordinate with the construction team to implement effective measures (considered technically and economically feasible) to correct the problem. The telephone number of the coordinator shall be posted at the construction site and provided to neighbors in a notification letter. The manager shall notify the City's Building Division of all complaints within 24 hours. The manager will be trained to use a sound level meter and should be available during all construction hours to respond to complaints; and</li> </ul> <p>A pre-construction meeting shall be held with Building Division Staff and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are fully operational.</p>					

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<p><b>NOISE-TOD#2-5:</b> Implement Mitigation Measure NOISE-TOD#1-1. (SEE ABOVE)</p>					
<b>TRANSPORTATION AND CIRCULATION</b>					
<p><b>TRANS-TOD#2-15.4:</b> Implement Mitigation Measure TRANS-SP-1.6.</p>	<p>City of Millbrae and Caltrans</p>	<p>Before, during, or after project initiation</p>	<p>The City of Millbrae Public Works Department</p>	<p>Coordinate with Caltrans and identify if mitigation measure is feasible</p>	<p>Before, during, or after project initiation</p>
<p><b>TRANS-SP-1.6:</b> The City could work with Caltrans to expand the Rollins Road/Millbrae Avenue intersection footprint. The expanded intersection footprint would add one (1) eastbound and one (1) westbound through lane (for a total of four [4] in each direction), one (1) eastbound left turn pocket lane (for a total of two [2]), one (1) eastbound right turn pocket lane (for a total of two [2]), one (1) westbound right turn pocket lane (for a total of two [2]), and one (1) southbound right turn pocket lane (for a total of two [2]). This mitigation measure would require significant intersection expansion, which is not recommended due to the adverse secondary impacts to pedestrians and/or encroachment into private property. Implementation of this mitigation measure requires participation or and decisions by agencies over which Millbrae has no authority, and it is not within the City's power to impose such mitigation. Furthermore, future projects under the Specific Plan Update would also be required to comply with the Specific Plan Update policies that could potentially reduce vehicle miles traveled (VMT) and vehicle congestion in the Specific Plan Area by providing improved pedestrian, bicycle, and transit opportunities for alternative modes of transportation for employees; however, it cannot be assured at this time that the reductions would sufficiently reduce the impact. For these reasons, the impact remains significant and unavoidable.</p>					
<p><b>TRANS-TOD#2-18c:</b> Implement Mitigation Measure TRANS-SP-1.6 See discussion under TRANS-SP-1.6. (SEE ABOVE)</p>					

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<b>TRANS-TOD#2-20:</b> The project shall provide shuttle access on the eastside of the station as close to the Millbrae Station entrance as possible taking into consideration the design constraints of the proposed TOD #2 project. Cutaway shuttles (35 feet and smaller) should be allowed to use the East Station Access Road with accommodations for four (4) bays while the three (3) bays and two (2) layover spots included in the TOD #2 project site would provide access to larger (up to 45 feet) over-the-road (OTR) coaches and transit buses. Garden Lane east of Rollins Road shall be widened to 12-foot travel lanes to safely accommodate bi-directional bus activity. The intersection crossing at Garden Lane and Rollins Road shall be designed with improvements to enhance the safety and convenience of pedestrian access to shuttle access on Garden Lane.	City of Millbrae / BART / Project applicant	During Site Development Plan review and prior to building permit issuance ensure that the project plans approved for construction show complying shuttle access	City of Millbrae Community Development Department	Plan review and approval	At the time of Site Development Plan approval and prior to the construction permit issuance

**WASTEWATER**

<b>UTIL-TOD#2-6.</b> Prior to the issuance of building permits, the proposed TOD #2 project applicant, in coordination with the City, shall engineer, design and pay their fair share of the capital improvements required to increase capacity and/or reduce Rainfall Dependent Infiltration Inflow (RDII) for the sewer collection and treatment system, based on hydraulic studies and agreements forthcoming by the applicant, prior to City approval of the project building permits.	Project applicant	Prior to permit issuance	The City of Millbrae Community Development Department	Review of construction contracts and approval	Prior to building permit issuance
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In addition to the above mitigation measures, the City of Millbrae has also identified the following mitigation measures that have been incorporated into the Specific Plan Update as specific policies. These specific policies are intended to reduce the severity of significant and unavoidable impacts, as identified in the Final EIR.

Traffic

- Specific Plan Policy CP 26 – Under Specific Plan Policy CP 26, the City shall work with Caltrans to modify the El Camino Real/Millbrae Avenue intersection footprint through restriping. However, because of the City’s lack of authority to independently implement the policy

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(the intersection is under Caltrans jurisdiction) it cannot be assured the intersection modification would be implemented. Furthermore, future projects under the Specific Plan Update would also be required to comply with the Specific Plan Update policies that could potentially reduce vehicle miles traveled (VMT) and vehicle congestion in the Specific Plan Area by providing improved pedestrian, bicycle, and transit opportunities for alternative modes of transportation for employees; however, it cannot be assured at this time that the reductions would sufficiently reduce the impact. For these reasons, the impact remains significant and unavoidable.

- Specific Plan Policy CP 30 – Under Specific Plan Policy CP 30, the City of Millbrae shall work with the City of Burlingame to improve the El Camino/Millbrae Avenue intersection lane configurations, as appropriate. Because of the City's lack of authority to independently implement the policy (the intersection is partial under Caltrans jurisdiction) it cannot be assured the modifications would occur. Furthermore, future projects under the Specific Plan Update would also be required to comply with the Specific Plan Update policies that could potentially reduce vehicle miles traveled (VMT) and vehicle congestion in the Specific Plan Area by providing improved pedestrian, bicycle, and transit opportunities for alternative modes of transportation for employees; however, it cannot be assured at this time that the reductions would sufficiently reduce the impact. For these reasons, the impact remains significant and unavoidable.
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Utilities

- Specific Plan Policy UTIL 17 – Under Specific Plan Policy UTIL 17, the project applicant shall prepare and submit a written statement that clearly demonstrate how the project complies with the water conservation and water efficiency ordinances adopted by the City and any other applicable regulations. Compliance with this policy would help to reduce the impact, but because SFPUC is the water service provider to the City and the entity that has the ability to mitigate this impact, and because the City does not have jurisdiction over the development of new water supplies, the City cannot guarantee that additional water supplies will be developed, so the impact is considered significant and unavoidable.

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