

MITIGATION MONITORING AND REPORTING PROGRAM

**South Fourth Street Project
File No. H17-004
April 2023**



PREFACE

Section 21081.6 of the California Environmental Quality Act (CEQA) requires a Lead Agency to adopt a Mitigation Monitoring and Reporting Program (MMRP) whenever it approves a project for which measures have been required to mitigate or avoid significant effects on the environment. The purpose of the monitoring and reporting program is to ensure compliance with the mitigation measures during project implementation.

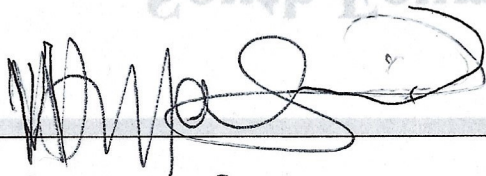
The Supplemental Environmental Impact Report (SEIR) prepared for the South Fourth Street project concluded that the implementation of the project could result in significant effects on the environment and mitigation measures were incorporated into the proposed project or are required as a condition of project approval. This MMRP addresses those measures in terms of how and when they will be implemented.

Upon implementation, the mitigation measures enumerated in this document would reduce the level of impact of potential environmental effects of the proposed action. In all cases, but one (cumulative construction noise impacts), these mitigation measures would reduce the impact of any effects determined to be significant prior to mitigation to less than significant levels.

This document does *not* discuss those subjects for which the SEIR concluded that the impacts from implementation of the project would be less than significant.

I, Nelly Amas, the applicant, on the behalf of A39 S. 4th St. LLC, hereby agree to implement the mitigation measures described below which have been developed in conjunction with the preparation of an SEIR for my proposed project. I understand that these mitigation measures or substantially similar measures will be adopted as conditions of approval with my development permit request to avoid or significantly reduce potential environmental impacts to a less than significant level.

Project Applicant's Signature



Date

May 2nd 2023

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AIR QUALITY					
Impact AIR-1: Construction activities associated with the proposed project would result in an infant cancer risk of 103.35 cases per one million and an annual fine particulate matter where particles have a diameter of 2.5 micrometers or less (PM _{2.5}) of 1.12 micrograms per cubic meter air (µg/m ³) which exceeds the BAAQMD significance thresholds of 10 cases per one million and 0.3 µg/m ³ , respectively.					
<p>MM AIR-1.1: Prior to the issuance of any demolition, grading, or building permits (whichever occurs earliest), the project applicant shall submit a construction operations plan for review and approval to the Director of Planning, Building and Code Enforcement or the Director’s designee, demonstrating that the off-road equipment used for construction of the project would achieve a fleet-wide average of at least 90 percent reduction in diesel particulate matter (DPM) emissions. The plan to achieve the 90 percent reduction would include the following, or an equivalent alternative that meets the required reduction:</p> <ul style="list-style-type: none"> All diesel-powered off-road equipment (larger than 25 horsepower) operating on-site for more than two days continuously or 20 hours total shall, at a minimum, meet U.S. Environmental Protection Agency (EPA) Tier 4 final emission standards for fine particulate matter (PM_{2.5}) and Coarse Particulate Matter (PM₁₀). 	<p>Submit a construction operation plan verifying that the equipment included in the plan meets the standards defined in MM AIR-1.1. Alternatively, the project applicant may request a plan that reduces on- and near-site construction DPM emissions by 90 percent or greater from a qualified air quality specialist.</p>	<p>Prior to issuance of any demolition, grading, or building permits (whichever occurs earliest).</p>	<p>Director of Planning, Building and Code Enforcement or Director’s designee.</p>	<p>Review and approve construction operations plan and letter for compliance with standards defined in MM AIR-1.1.</p>	<p>Prior to issuance of any demolition, grading, or building permits (whichever occurs earliest).</p>

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<ul style="list-style-type: none"> ○ Alternatively, equipment that meet U.S. EPA emissions for Tier 3 engines and is equipped with California Air Resources Board-certified Level 3 Diesel Particulate Filters that altogether achieve a 90 percent reduction in diesel particulate matter emissions would meet this requirement. ○ Use of alternatively fueled or electric equipment. ● Provide line power to the site during the early phases of construction to minimize the use of diesel-powered stationary and portable equipment, such as cranes, aerial lifts, cement and mortar mixers, concentrate/industrial saws, air compressors, and welders. <p>As an alternative to the measures above, the project applicant could request a plan from a qualified air quality specialist that reduces on- and near-site construction DPM emissions by 90 percent or greater. The plan shall be submitted to the City of San José Director of Planning, Building and Code Enforcement or the Director’s designee for review and approval prior to the issuance of any demolition, grading, or building</p>					



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permits (whichever occurs earliest).					
BIOLOGICAL RESOURCES					
Impact BIO-1: Construction activities associated with the proposed project could result in the loss of fertile eggs, nesting raptors or other migratory birds, or nest abandonment, which would constitute a significant impact under the Migratory Bird Treaty Act (MBTA) and California Department of Fish and Wildlife (CDFW) Code Sections 3503, 3503.5, and 3800.					
<p>MM BIO-1.1: Tree removal and construction shall be scheduled to avoid the nesting season. The nesting season for most birds, including most raptors in the San Francisco Bay area, extends from February 1st through August 31st, inclusive.</p> <p>If tree removals and construction cannot be scheduled outside of nesting season, a qualified ornithologist shall complete pre-construction surveys to identify active raptor nests that may be disturbed during project implementation. This survey shall be completed no more than 14 days prior to the initiation of demolition/construction activities during the early part of the breeding season (February 1st through April 30th, inclusive) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May 1st through August 31st, inclusive), unless a shorter pre-construction survey is</p>	<p>Avoid construction activities during nesting seasons. If construction activities cannot be scheduled outside of nesting season, conduct a pre-construction nesting bird survey by a qualified ornithologist in compliance with the survey timing defined in MM BIO-1.1, designate a construction-free buffer zone around any discovered nest. Qualified ornithologist shall submit a report indicating the results of the</p>	<p>Prior to any tree removal, or approval of any demolition or grading permits (whichever occurs first).</p>	<p>Director of Planning, Building and Code Enforcement or Director’s designee.</p>	<p>Confirm that demolition and construction activities are scheduled outside of the nesting season, or review report indicating the results of the survey and any designated buffer zones.</p>	<p>Prior to any tree removal, or approval of any demolition or grading permits (whichever occurs first).</p>



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<p>determined to be appropriate based on the presence of a species with a shorter nesting period, such as Yellow Warblers. During this survey, the qualified ornithologist will inspect all trees and other possible nesting habitats in and immediately adjacent to the construction areas for nests. If an active nest is found in an area that will be disturbed by construction, the ornithologist will designate a construction-free buffer zone (typically 250 feet) to be established around the nest. The buffer would ensure that raptor or migratory bird nests will not be disturbed during project construction.</p> <p>Prior to any tree removal, or approval of any demolition or grading permits (whichever occurs first), the applicant shall submit the ornithologist’s report indicating the results of the survey and any designated buffer zones to the satisfaction of the Director of Planning, Building and Code Enforcement or Director’s designee.</p>	<p>survey and any designated buffer zones.</p>				

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NOISE AND VIBRATION					
Impact NOI-1: Construction noise levels would exceed the exterior threshold of 80 dBA L_{eq} at residential land uses to the south during demolition, grading, trenching, paving, and pile driving activities. The 90 dBA L_{eq} threshold for commercial land uses would be exceeded during pile driving activities.					
<p>MM NOI-1.1: Prior to the issuance of a demolition, grading, or building permit whichever occurs earliest, and consistent with the Municipal Code and in accordance with the Downtown Strategy 2040 FEIR, particularly Policy EC-1.7, a qualified acoustic consultant shall prepare a construction noise logistics plan that specifies hours of construction, noise and vibration minimization measures, posting and notification of construction schedules, and designation of a noise disturbance coordinator, to the Director of Planning, Building and Code Enforcement or the Director’s Designee. The noise disturbance coordinator shall respond to neighborhood complaints and shall be in place prior to the start of construction and implemented during construction to reduce noise impacts on neighboring residents and other uses. The contact information for the noise disturbance coordinator shall be prominently posted on the project site. The best available noise suppression devices and techniques shall include, but is not limited to, the following:</p>	<p>Qualified acoustic consultant shall submit and implement a construction noise logistics plan that specifies hours of construction, noise and vibration minimization measures, posting and notification of construction schedules, equipment to be used, and designation of a noise disturbance coordinator.</p>	<p>Prior to the issuance of a demolition, grading, or building permit whichever occurs earliest.</p>	<p>Director of Planning, Building and Code Enforcement or Director’s designee.</p>	<p>Review and approve the noise logistics plan.</p>	<p>Prior to the issuance of a demolition, grading, or building permit whichever occurs earliest.</p>



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<ul style="list-style-type: none"> • Construction activities shall be limited to the hours between 7:00 AM and 7:00 PM, Monday through Friday, unless permission is granted with a development permit or other planning approval. No construction activities are permitted on the weekends at sites within 500 feet of a residence (San José Municipal Code Section 20.100.450). Construction outside of these hours may be approved through a development permit based on a site-specific “construction noise mitigation plan” and a finding by the Director of Planning, Building and Code Enforcement that the construction noise mitigation plan is adequate to prevent noise disturbance of affected residential uses. • Construct solid plywood fencing around construction sites adjacent to operational business, residences, or other noise-sensitive land uses. A temporary eight-foot noise barrier shall be constructed along the southern property line of the project site to shield adjacent residential land uses from ground-level construction equipment and activities. The noise barrier shall be solid over the face and at the base of the barrier in order to provide a five dBA noise reduction. 					



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<ul style="list-style-type: none"> • Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment. • Prohibit unnecessary idling of internal combustion engines. • Locate stationary noise-generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors. Construct temporary noise barriers to screen stationary noise-generating equipment when located near adjoining sensitive land uses. • Use ‘quiet’ models of air compressors and other stationary noise sources where technology exists. • Control noise from construction workers’ radios to a point where they are not audible at existing residences bordering the project site. • Notify all adjacent businesses, residences, and other noise-sensitive land uses of the construction schedule, in writing, and provide a written schedule of “noisy” construction activities to the adjacent land uses and nearby residences. • If complaints are received or excessive noise levels cannot be reduced using the measures above, erect a 					

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<p>temporary noise control blanket barrier along surrounding building facades that face the construction sites.</p> <ul style="list-style-type: none"> Designate a “noise disturbance coordinator” to respond to any local complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., beginning work too early, bad muffler, etc.) and shall require that reasonable measures be implemented to correct the problem. A telephone number for the noise disturbance coordinator shall be conspicuously posted at the construction site. The notice sent to neighbors regarding the construction schedule shall be included in the posted sign. <p>As a part of the noise logistic plan and project, construction activities for the proposed project shall include, but are not limited to, the following best management practices to achieve an exterior threshold of 80 dBA L_{eq} at adjacent residential land uses and 90 dBA L_{eq} at adjacent commercial land uses as feasible:</p>					



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<ul style="list-style-type: none"> • Utilize the best available noise suppression devices and techniques during construction activities (per General Plan Policy EC-1.7). • If impact pile driving is proposed, foundation pile holes shall be pre-drilled to minimize the number of impacts required to seat the pile. Pre-drilling foundation pile holes is a standard construction noise control technique. Pre-drilling reduces the number of blows required to seat the pile. • If impact driving is proposed, multiple-pile drivers shall be considered to expedite construction. Although noise levels generated by multiple pile drivers would be higher than the noise generated by a single pile driver, the total duration of pile driving activities would be reduced. • Material stockpiles, as well as maintenance/equipment staging and parking areas, shall be located as far as feasible from residential receptors. • The project applicant shall prepare a detailed construction schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent 					

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<p>residential land uses so that construction activities can be scheduled to minimize noise disturbance.</p> <ul style="list-style-type: none"> • In order to minimize negative effects of construction noise on the surrounding neighborhoods near the project site, the following measures will be utilized to identify, mitigate, respond to and track any complaints that may arise pertaining to construction noise: <ul style="list-style-type: none"> ○ Property owners and occupants located within 500 feet of construction activities shall be notified at least 14 calendar days prior to commencement of construction by posting signs around the perimeter of the project site and/or flyers mailed to nearby receptors. ○ A large on-site sign near the public right-of-way containing permitted construction days/hours, complaint procedures, and phone numbers for the project’s complaint manager and City Code Enforcement unit shall be posted. ○ A complaint log that records received complaints and how complaints were addressed shall be maintained and 					

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<p>submitted to the City for review upon the City’s request. All complaints shall be responded to within 24 hours.</p> <ul style="list-style-type: none"> o If reliable noise complaints are received during demolition, excavation, and/or construction activities, noise levels shall be monitored at the location from which the noise complaints originated by a qualified acoustical professional. Integrated average (L_{eq}) noise level measurements on an hourly basis should be made of activities representative of those that generated the complaint. If the measured noise levels during this test are found to exceed 80 dBA L_{eq} at residential property lines or 90 dBA L_{eq} at commercial property lines, the acoustical professional should specify additional noise attenuation measures to reduce noise the construction levels to the noise limits established by the Federal Transit Administration (FTA). These measures may include operational considerations, the use of additional 					

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ground level noise barriers or noise control blanketing of the building structure.					
<p>Impact NOI-2: Construction vibration levels would exceed the City thresholds defined in General Plan Policy EC-2.3 of 0.08 in/sec PPV for historic buildings and 0.2 in/sec PPV for buildings of normal conventional construction within 50 feet and 25 feet of the project site, respectively. In addition, impact and vibratory pile driving would exceed the City’s thresholds at historic buildings located within 290 and 190 feet of the pile driving activities, respectively, and at conventional buildings located within 125 and 85 feet of the pile driving activities, respectively.</p>					
<p>MM NOI-2.1: Prior to the issuance of a demolition, grading, or building permit, which occurs earliest, the applicant shall implement a Construction Vibration Monitoring Plan (Plan) to document conditions prior to, during, and after vibration generating construction activities. All Plan tasks shall be undertaken under the direction of a licensed Professional Structural Engineer in the State of California and be in accordance with industry-accepted standard methods. The Plan shall be submitted to the Director of Planning, Building and Code Enforcement or the Director’s designee and the City of San José’s Historic Preservation Officer, or equivalent for review and approval prior to issuance of a demolition, grading, or building permit, whichever occurs earlier. Since exposure to excessive vibration levels could potentially damage historic buildings and buildings of conventional construction, the Plan shall</p>	<p>Submit and implement a Plan to document conditions prior to, during, and after vibration generating construction activities.</p> <p>All Plan tasks shall be undertaken under the direction of a licensed Professional Structural Engineer in the State of California and be in accordance with industry-accepted standard methods.</p>	<p>Prior to issuance of any demolition, grading, or building permits, whichever occurs earliest.</p>	<p>Director of Planning, Building and Code Enforcement or Director’s designee and the City’s Historic Preservation Officer.</p>	<p>Review and approval of the Plan and post-vibration-generating construction activity survey.</p>	<p>Prior to issuance of any demolition, grading, or building permits, whichever occurs earliest.</p>

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<p>include, but not be limited to, the following measures to ensure that the project-generated vibration levels would not exceed the General Plan thresholds of 0.08 in/sec PPV for historic buildings and 0.2 in/sec PPV for buildings of normal conventional construction:</p> <ul style="list-style-type: none"> • A description of measurement methods, equipment used, calibration certificates, and graphics as required to clearly identify vibration-monitoring locations. • A list of all heavy construction equipment that are known to produce high vibration levels (e.g., jackhammers, hoe rams, clam shovel drop, large bulldozers, caisson drillings, loaded trucks, and vibratory roller, etc.) shall be submitted to the Director of Planning, Building and Code Enforcement or the Director’s designee for review and approval prior to issuance of demolition or grading permits. This Plan shall be used to identify equipment and activities that would potentially generate substantial vibration and to define the level of effort required for continuous vibration monitoring. Demolition, earth-moving, and ground 					

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<p>impacting operations shall be phased so that it does not occur during the same time period.</p> <ul style="list-style-type: none"> • Where possible, the use of heavy vibration-generating construction equipment shall be prohibited within 20 feet of any adjacent building. • Document conditions at all structures located within 125 feet of construction and at historic structures located within 300 feet of construction prior to, during, and after vibration generating construction activities. All Plan tasks shall be undertaken under the direction of a licensed Professional Structural Engineer in the State of California and be in accordance with industry-accepted standard methods. Specifically: <ul style="list-style-type: none"> ○ Vibration limits shall be applied to vibration-sensitive structures located within 300 feet of any high impact construction activities, such as pile driving, and 75 feet of other construction activities identified as sources of high vibration levels. ○ Performance of a photo survey, elevation survey, and crack monitoring survey for each structure of normal construction 					

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<p>within 125 feet of any high impact construction activities and/or within 30 feet of other construction activities identified as sources of high vibration levels and each historic structure within 300 feet of pile driving activities and/or within 75 feet of other construction activities. Surveys shall be performed prior to any construction activity, in regular intervals during construction, and after project completion, and shall include internal and external crack monitoring in structures, settlement, and distress, and shall document the condition of foundations, walls and other structural elements in the interior and exterior of said structures.</p> <ul style="list-style-type: none"> Develop a vibration monitoring and construction contingency plan to identify structures where monitoring would be conducted, set up a vibration monitoring schedule, define structure-specific vibration limits, and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions. 					

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<p>Construction contingencies shall be identified for when vibration levels approached the limits.</p> <ul style="list-style-type: none"> • At a minimum, vibration monitoring shall be conducted during demolition and excavation activities. • If vibration levels approach limits, suspend construction and implement contingency measures to either lower vibration levels or secure the affected structures. • Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site. • Conduct a post-construction survey on structures where either monitoring has indicated high vibration levels or complaints of damage has been made. Make appropriate repairs or compensation where damage has occurred as a result of construction activities. • Regular monitoring reports during construction shall be submitted to the Director of Planning, Building and Code Enforcement or the Director’s designee and the HPO as outlined in the monitoring schedule. 					

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<p>MM NOI-2.2: The project applicant shall prepare preconstruction documentation of the nearby historic resources as part of project start-up. Prior to issuance of a demolition, grading, or building permit, whichever occurs earliest, a qualified historic architect shall undertake an existing visual conditions study of the nearby historic resources within 290 feet of the project site. The purpose of the study would be to establish the baseline conditions of the neighboring historic buildings prior to construction, including the location and extent of any visible cracks or spalls. The documentation shall take the form of detailed written descriptions and visual illustrations and/or photos, including those physical characteristics of the resources that convey their historic significance. The documentation shall be reviewed and approved by the City of San José’s Historic Preservation Officer, or equivalent prior to issuance of a demolition, grading, or building permit, whichever occurs earliest.</p>	<p>Prepare preconstruction documentation of the nearby historic resources as part of project start-up. A qualified historic architect shall undertake an existing visual conditions study of the nearby historic resources within 290 feet of the project site as described in MM NOI-2.2.</p>	<p>Prior to issuance of a demolition, grading, or building permit, whichever occurs earliest.</p>	<p>Director of Planning, Building and Code Enforcement or Director’s designee and the City’s Historic Preservation Officer.</p>	<p>Review and approval of documentation.</p>	<p>Prior to issuance of a demolition, grading, or building permit, whichever occurs earliest.</p>
<p>MM NOI-2.3: Once the baseline conditions of the neighboring historical resources within 290 feet of the project site are determined (refer to MM NOI-2.2), the project applicant shall prepare and implement a Historical Resources Protection Plan (HRRP) that</p>	<p>Prepare and implement a HRRP once the baseline conditions of the neighboring historical resources within 290 feet of</p>	<p>During construction activities including pile driving.</p>	<p>Director of Planning, Building and Code Enforcement or Director’s designee.</p>	<p>Review and approve HRRP. Review of study, contract</p>	<p>Prior to issuance of a demolition, grading, or building permit,</p>

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<p>provides measures and procedures to protect nearby historic resources from direct or indirect impacts during construction activities (i.e., due to damage from operation of construction equipment, staging, and material storage).</p> <p>If pile driving is used, a qualified geologist, or other professional with expertise in ground vibration and its effect on existing structures, shall prepare a study of the potential vibration caused by construction activities associated with the proposed project. Based on the results of the study, specifications regarding the restriction and monitoring of pile-driving shall be incorporated into the construction contract to manage the mean and methods of construction. Any initial pile driving shall be monitored and if vibrations levels exceed the threshold, modifications shall be made to reduce vibration levels below the established threshold. A copy of the study, contract specifications, and monitoring reports shall be provided to the Historic Preservation Officer of the City of San José Department of Planning, Building and Code Enforcement.</p>	<p>the project site are determined (refer to MM NOI-2.2).</p> <p>Qualified geologist shall prepare a study of the potential vibration caused by construction activities associated with the proposed project if pile driving is used.</p>		<p>and the City’s Historic Preservation Officer.</p>	<p>specifications, and monitoring reports if pile driving is proposed.</p>	<p>whichever occurs earliest.</p>

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<p>The HRRP shall be prepared by a qualified Historic Architect and reviewed and approved by the Historic Preservation Officer of the City of San José Department of Planning, Building and Code Enforcement prior to Public Works clearance, including any ground-disturbing work. The project applicant shall ensure the contractor follows the HRRP while working near these historic resources. At a minimum, the plan shall include:</p> <ul style="list-style-type: none"> • Guidelines for operation of construction equipment adjacent to historical resources; • Means and methods to reduce vibrations from excavation and construction; • Requirements for monitoring and documenting compliance with the plan; and • Education/training of construction workers about the significance of the historical resources around which they would be working. <p>MM NOI-2.4: The Historic Architect shall establish a “Monitoring Team” comprised of at least one qualified Historic Architect and one structural engineer for the duration of the site monitoring process. During the demolition and construction phases, the Monitoring Team shall make periodic site visits to monitor the</p>	<p>Historic Architect shall establish a “Monitoring Team” comprised of at least one qualified Historic Architect and one structural engineer.</p>	<p>During the duration of the site monitoring process.</p>	<p>Director of Planning, Building and Code Enforcement or the Director’s designee and the City of San</p>	<p>Review of site visit reports and documents.</p>	<p>Prior to issuance of a demolition, grading, or building permit,</p>



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<p>condition of the property, including monitoring of any instruments such as crack gauges, if necessary, or reviewing vibration monitoring required by other construction monitoring processes required under the City’s permit processes. Site visit reports and documents shall be provided to the City’s Historic Preservation Officer on a quarterly basis. The Director of Planning, Building and Code Enforcement or the Director’s designee and the Historic Preservation Officer of the City of San José Department of Planning, Building and Code Enforcement may request any additional number of site visits at their discretion.</p> <p>If, in the opinion of the Monitoring Team, substantial adverse impacts related to construction activities are found during construction, a representative of the Monitoring Team shall inform the project applicant (or the applicant’s designated representative responsible for construction activities), the Director of Planning, Building and Code Enforcement or the Director’s designee and the Historic Preservation Officer of the potential impacts. The project applicant shall implement the Monitoring Team’s recommendations for corrective measures, including halting construction in situations</p>	<p>Monitoring team shall make periodic site visits to monitor the condition of the property.</p> <p>Implement recommendations for corrective measures from the Monitoring Team if substantial impacts are found. A report documenting all site visits shall be prepared by the Monitoring Team or its representative in the event substantial adverse impacts related to construction activities are identified during construction.</p>	<p>During demolition and construction phases.</p> <p>Reporting period shall occur once every three months and submit site visit reports no later than one week after each reporting period.</p>	<p>José’s Historic Preservation Officer.</p>		<p>whichever occurs earliest; quarterly monitoring.</p>

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<p>where construction activities would imminently endanger historic resources. In the event of damage to a nearby historic resource during construction, the project applicant shall ensure that repair work is performed in compliance with the Secretary of the Interior’s Standards for the Treatment of Historic Properties and shall restore the character-defining features in a manner that does not affect the structure’s historic status. The Monitoring Team shall prepare a report documenting all site visits. The reporting period shall be a minimum of once every three months. The Monitoring Team, or its representative, shall prepare a report documenting all site visits. The reporting period shall be a minimum of once every three months. The Monitoring Team or its representative, shall submit the site visit reports to the Director of Planning, Building and Code Enforcement or the Director’s designee and the Historic Preservation Officer no later than one week after each reporting period. The Monitoring Report shall also include, but is not limited to, the following:</p> <ul style="list-style-type: none"> • Summary of the demolition and construction progress; • Identification of substantial adverse impacts related to construction activities; 					

MITIGATIONS	MONITORING AND REPORTING PROGRAM				
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	Method of Compliance Or Mitigation Action	Timing of Compliance	Oversight Responsibility	Actions/Reports	Monitoring Timing or Schedule
<ul style="list-style-type: none"> • Problems and potential impacts to the historical resources and adjacent buildings during construction activities; • Recommendations to avoid any potential impacts; • Actions taken by the project applicant in response to the problem; • Progress and the level of success in meeting the applicable Secretary of the Interior’s Standards for the Treatment of Historic Properties for the project as noted above for the character-defining features, and in preserving the character-defining features of nearby historic properties; and • Inclusion of photographs to explain and illustrate progress. • In addition, the Monitoring Team shall submit a final document associated with monitoring and repairs after completion of the construction activities to the Director of Planning, Building and Code Enforcement or the Director’s designee and the Historic Preservation Officer of the City of San José Department of Planning, Building and Code Enforcement prior to the issuance of any Certificate of Occupancy (temporary or final). 					



MITIGATIONS	MONITORING AND REPORTING PROGRAM				
	Documentation of Compliance [Project Applicant/Proponent Responsibility]		Documentation of Compliance [Lead Agency Responsibility]		
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Impact C-NOI-1: The proposed project, by itself, would contribute to the overall cumulative construction noise impact from development within the vicinity of the project site.					
MM C-NOI-1.1: As part of the construction noise logistics plan (refer to Mitigation Measure NOI-1.1), the project applicant shall eliminate pile driving and limit the number of drilling days.	Same as MM NOI-1.1.				

Source: City of San José. Supplemental Environmental Impact Report. South Fourth Street Project. April 2023.