

Mitigation Imp... ation and Monitoring Plan for the NASA Ames Development Plan Envir...

Final

| Mitigation # | Mitigation Description | Responsible Party | Cost | When | Monitoring Required (Y/N) | Monitor* | Monitoring Method | Frequency | Report | Frequency |
|--------------|---|-------------------|---------------|----------------------------------|---------------------------|----------|---------------------------------|---|--------|--|
| CIR - 1 | As part of the NADP, NASA and its partners shall implement an aggressive Transportation Demand Management (TDM) program designed to reduce trip generation by a total of at least 22 percent. TDM measures are phased as described in Appendix B of the FPEIS. Each phase specifies an Average Vehicle Ridership (AVR) goal. NASA will not proceed to the next phase of development until the AVR goal of the previous phase is achieved. In addition, on-site housing will be constructed to reduce vehicle trip generation to external streets and freeways by internalizing trips to onsite employment centers and amenities. | TMA | Per TDM Plan | Per TDM Plan | Y | OE | Review of Annual TDM report | Annual | Y | Annual TDM report cc: City of MV |
| CIR - 3 | Intersection of Moffett Boulevard/Clark Memorial Drive/F. T. Jones Road. Development under the NADP would include the following improvements to achieve acceptable operations and minimize queuing at this intersection: - Installation of a traffic signal. - Provision of the following lane configurations: • Northbound (from Space Camp/base housing): one left - turn lane, one shared lane through/right turn lane. • Southbound (from Bay View): one left-turn lane, one through lane, and one "free" right-turn lane (i.e., the right-turn movement would not be controlled by the signal and would require a third westbound receiving lane on Moffett Boulevard). • Westbound (from Clark Memorial Drive): one left-turn lane, two through lanes, and one right-turn lane. • Eastbound (from Highway 101): two left-turn lanes, one through lane, and one shared through/right turn lane. This measure would provide LOS C or D operations or better during all periods under all alternatives. | TA sq ft pro rata | \$1,750,000 | When intersection gets to <LOS D | Y | DRB | Review of annual traffic survey | Annual | N | |
| CIR - 6 | Development under the NADP would modify the Ellis Street underpass to better accommodate bicyclists. Two options are proposed. One is to modify the overpass so that the lanes can be widened. This proposal is subject to Caltrans review. If determined to be infeasible, the other option is use a reversible lane depending on the commute direction. Therefore, two lanes of traffic and a bicycle lane can be accommodated in the main direction of travel and a single lane of traffic and a bicycle lane will accommodate the "reverse commute." | TMA pro rata | \$1.5 to \$5M | At Phase 2 of TDM | Y | DRB | Review of Annual TDM report | Annual | N | |
| CIR - 7 | Improvements to facilities within Caltrans right-of-way associated with the development proposed under the NADP shall adhere to the conditions and requirements of Caltrans statewide NPDES Permit CAS #0000003, Order #99-06-DWQ and NPDES General Permit CAS #0000002, Order #99-08-DWQ, and shall incorporate Treatment Best Management Practices described in Section 4.4 of the Storm Water Management Plan which implements the statewide NPDES permit, as such requirements specifically apply to the proposed improvements. In general, this would include the preparation and implementation of a Storm Water Pollution Prevention Plan and Best Management Practices for construction and post-construction conditions for each such project. | Partners | ISP | Implementation of CIR-6 | Y | OE | Inspections | As Required, at least annually during NASA construction | Y | Annual Storm Water Monitoring Report during NASA construction cc: Caltrans |
| AQ - 1 | The NADP includes a proposed TDM plan to reduce automobile trips from existing and planned uses. Even with the substantial reductions in vehicle trips projected in the TDM plan, emissions would remain above BAAQMD significance thresholds. This impact is significant and unavoidable. | | | | Y | OE | Review of Annual TDM report | Annual | Y | Annual TDM report cc: City of MV |

*Cost of monitoring is included in ISP

**TDM Phase 1: 0-2,999 TDM Phase 2: 3,000-5,999 TDM Phase 3: 6,000-7,999 TDM Phase 4: 8,000-project buildout