



TENTATIVE MAP DECISION

Date: June 3, 2019

Department of City Planning
 1650 Mission Street, Suite 400
 San Francisco, CA 94103

Project ID: 9610			
Project Type: 2 Lot Subdivision			
Address#	StreetName	Block	Lot
1201	WISCONSIN ST	4285B	001
Tentative Map Referral			

Attention: Mr. Corey Teague.

Please review* and respond to this referral within 30 days in accordance with the Subdivision Map Act.

(*In the course of review by City agencies, any discovered items of concern should be brought to the attention of Public Works for consideration.)

Sincerely,

James Ryan Digitally signed by James Ryan
 Date: 2019.06.03 12:49:28 -07'00'

for, Bruce R. Storrs, P.L.S.
 City and County Surveyor

The subject Tentative Map has been reviewed by the Planning Department and does comply with applicable provisions of the Planning Code. On balance, the Tentative Map is consistent with the General Plan and the Priority Policies of Planning Code Section 101.1 based on the attached findings. The subject referral is exempt from California Environmental Quality Act (CEQA) environmental review as categorically exempt Class , CEQA Determination Date , based on the attached checklist.

The subject Tentative Map has been reviewed by the Planning Department and does comply with applicable provisions of the Planning Code subject to the attached conditions.

The subject Tentative Map has been reviewed by the Planning Department and does not comply with applicable provisions of the Planning Code due to the following reason(s):

PLANNING DEPARTMENT

Signed **Xinyu Liang** Digitally signed by Xinyu Liang
 Date: 2019.06.12 14:34:58 -07'00'

Date

Planner's Name
 for, Corey Teague, Zoning Administrator

MITIGATION MONITORING AND REPORTING PROGRAM for the POTRERO HOPE SF MASTER PLAN DRAFT EIR/EIS

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
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MITIGATION MEASURES AGREED TO BY PROJECT SPONSOR

VISUAL QUALITY/AESTHETICS

Mitigation Measure M-AE-1: Reduce Heights of Buildings Along 24th Street

The project sponsor shall reduce heights of buildings along 24th Street in order to preserve views of the McLaren Ridge and San Bruno Mountain from the Potrero Hill Recreation Center. Specifically, the height of Block J along 24th Street shall not exceed 30 feet; the height of Block K along 24th Street shall not exceed 40 feet; and the northwest portion of Block L shall not exceed 40 feet.	Project sponsor and contractor	During project design.	Design plans must abide by the height restrictions	City and County of San Francisco	Considered complete when approved by the County and City of San Francisco.
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Improvement Measure IM-AE-2a: Construction Period Screening and Cleaning

Prior to the issuance of any site activity or building permits, construction documents shall be prepared to require all contractors to strictly control the staging and cleanliness of construction equipment stored or driven beyond the limits of the work area. Construction equipment shall be parked and staged on the Project site, and staging areas shall be screened from view at the street level. Before building permits are issued, the project applicant (through the construction contractors) shall submit a construction staging, access, and parking plan to the San Francisco Department of Building Inspection for review and approval. Construction workers shall be prohibited from parking their vehicles on the street outside of the Project site. Vehicles shall be kept clean and free of mud and dust before leaving the Project site. Each week, the project contractors shall be required to sweep surrounding streets used for construction access to maintain them free of dirt and debris.	Project sponsor and contractor	Prior to the issuance of any site activity or building permits.	Construction equipment must be parked and staged on the Project site, and staging areas shall be screened from view at the street level. Construction workers prohibited from parking vehicles on the street outside of the Project site.	Department of Building Inspection construction staging, access, and parking plan.	Considered complete after construction activities have ended.
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MONITORING AND REPORTING PROGRAM

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		Vehicles must be kept free of mud and dust before leaving the Project site.	

CULTURAL AND PALEONTOLOGICAL RESOURCES

Mitigation Measure M-CP-2a: Archaeological Resource Discovery

<p>The project applicant shall retain the services of an archaeological consultant from the pool of qualified archaeological consultants maintained by the Planning Department archaeologist. The archaeological consultant shall undertake an archaeological testing program as specified herein. In addition, the consultant shall be available to conduct an archaeological monitoring and/or data recovery program if required pursuant to this measure. The archaeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archaeological monitoring and/or data recovery programs required by this measure could suspend construction of the Proposed Project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archaeological resource as defined in CEQA Guidelines Section 15064.5(a)(c).</p>	Project sponsor	During construction if archaeological resources are discovered.	Archaeological consultant will conduct an archaeological testing program. The consultant will conduct an archaeological monitoring and/or data recovery program if necessary.	Environmental Review Officer	Considered complete after potential effects on a significant archaeological resource reduced to a less-than-significant level.
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Consultation with Descendant Communities. On discovery of an archaeological site¹ associated with descendant Native Americans or the Overseas Chinese an appropriate representative² of the descendant group and the ERO shall be contacted. The representative of the descendant group

¹ The term "archaeological site" is intended here to minimally include any archaeological deposit, feature, burial, or evidence of burial.

² An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America.

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shall be given the opportunity to monitor archaeological field investigations of the site and to consult with ERO regarding appropriate archaeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archaeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.

Archaeological Testing Program. The archaeological consultant shall prepare and submit to the ERO for review and approval an archaeological testing plan (ATP). The archaeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archaeological resource(s) that potentially could be adversely affected by the Proposed Project, the testing method to be used, and the locations recommended for testing. The purpose of the archaeological testing program will be to determine to the extent possible the presence or absence of archaeological resources and to identify and to evaluate whether any archaeological resource encountered on the site constitutes a historical resource under CEQA.

At the completion of the archaeological testing program, the archaeological consultant shall submit a written report of the findings to the ERO. If based on the archaeological testing program the archaeological consultant finds that significant archaeological resources may be present, the ERO in consultation with the archaeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archaeological testing, archaeological monitoring, and/or an archaeological data recovery program. If the ERO determines that a significant archaeological resource is present and that the resource could be adversely affected by the Proposed Project, at the discretion of the project applicant either:

- The Proposed Project shall be redesigned so as to avoid any adverse effect on the significant archaeological resource; or
- A data recovery program shall be implemented, unless the ERO determines that the archaeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

MONITORING AND REPORTING PROGRAM

Archaeological Data Recovery Program. The archaeological data recovery program shall be conducted in accord with an archaeological data recovery plan (ADRP). The archaeological consultant, project applicant, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archaeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archaeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the Proposed Project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archaeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archaeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value,

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identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State NAHC who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archaeological consultant, project applicant, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines Section 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archaeological Resources Report. The archaeological consultant shall submit a Draft Final Archaeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archaeological resource and describes the archaeological and historical research methods employed in the archaeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archaeological resource shall be provided in a separate removable insert within the final report.

Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey NWIC shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound, one unbound, and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the NRHP/CRHR. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

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Mitigation Measure M-CP-2a: Discovery of Paleontological Resources					
<p>If the ERO in consultation with the archaeological consultant determines that an archaeological monitoring program (AMP) shall be implemented, the AMP shall minimally include the following provisions:</p> <p>The archaeological consultant, project applicant, and ERO shall meet and consult on the scope of the AMP reasonably prior to any Project-related soils disturbing activities commencing. The ERO in consultation with the archaeological consultant shall determine what Project activities shall be archaeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archaeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;</p> <p>The archaeological consultant shall advise all Project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archaeological resource;</p> <p>The archaeological monitor(s) shall be present on the Project site according to a schedule agreed upon by the archaeological consultant and the ERO until the ERO has, in consultation with Project archaeological consultant, determined that Project construction activities could have no effects on significant archaeological deposits;</p> <p>The archaeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;</p> <p>If an intact archaeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archaeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archaeological monitor has cause to believe that the pile driving activity may affect an archaeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archaeological consultant shall immediately notify the ERO of the encountered archaeological deposit. The archaeological consultant shall make a reasonable effort to assess the identity, integrity, and</p>	<p>Archaeological consultant, project sponsor, and contractor</p>	<p>During construction if the ERO in consultation with the archaeological consultant determines that an AMP shall be implemented.</p>	<p>Archaeological consultant, project applicant, and ERO will consult on the scope of the AMP. Archaeological consultant/monitors to advise contractor, be present during construction, collect soil samples, and cease construction activities if an archaeological deposit is encountered</p>	<p>Environmental Review Officer</p>	<p>Considered complete after construction activities have ended.</p>

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significance of the encountered archaeological deposit, and present the findings of this assessment to the ERO.

Mitigation Measure M-CP-3a: Discovery of Paleontological Resources

The project applicant shall retain the services of a qualified paleontological consultant having expertise in California paleontology to design and implement a monitoring and mitigation program. The program shall include a description of when and where construction monitoring would be required; emergency discovery procedures; sampling and data recovery procedures; procedures for the preparation, identification, analysis, and curation of fossil specimens and data recovered; preconstruction coordination procedures; and procedures for reporting the results of the monitoring program. If potential paleontological resources (fossilized invertebrate, vertebrate, plant, or micro-fossil) are encountered during excavation, work shall cease within 25 feet of the feature, the ERO shall be notified, and the paleontologist shall identify and evaluate the significance of the potential resource, documenting the findings in an advisory memorandum to the ERO. If it is determined that avoidance of effect to a significant paleontological resource is not feasible, the paleontologist shall prepare an excavation plan that may include curation of the paleontological resource in a permanent retrieval paleontological research collections facility such as the University of California Museum of Paleontology or California Academy of Sciences. The San Francisco Environmental Planning division of the Planning Department shall receive two copies of a final paleontological excavation and recovery report.

The paleontologist's work shall be conducted in accordance with this measure and at the direction of the ERO. Plans and reports prepared by the paleontologist shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Paleontological monitoring and/or data recovery programs required by this measure could suspend construction for a maximum of four weeks. At the direction of the ERO, the suspension of construction could be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant paleontological resource as previously defined.

	Project sponsor	During construction if paleontological resources are discovered.	Design and implement a monitoring and mitigation program to include a description of when and where construction monitoring would be required; emergency discovery procedures; sampling and data recovery procedures; procedures for the preparation, identification, analysis, and curation of fossil specimens and data recovered; preconstruction coordination procedures; and procedures for reporting the results of the monitoring program.	Environmental Review Officer	Considered complete after construction activities have ended.
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TRANSPORTATION AND CIRCULATION

Mitigation Measure M-TR-4: Fair-Share Contribution to Improve 10 Townsend Line Capacity (Proposed Project and Reduced Development Alternative Only)

The project applicant shall work with the SFMTA to determine the feasible mitigation measures and contribute its fair share to improvements to the 10 Townsend Muni line by financially compensating SFMTA for the cost of providing the service needed to accommodate the project at proposed levels of service. The financial contribution shall be calculated and applied in a manner that is consistent with the SFMTA cost/scheduling model. The amount and schedule of payment and commitment to application of service needs shall be set forth in a Transit Mitigation Agreement between the project applicant and SFMTA.

Project sponsor

Determined in the Transit Mitigation Agreement between the project applicant and SFMTA. The Transit Mitigation Agreement will be prepared prior to operation of Phase 1 of the project.

Determine the feasible mitigation measures and contribute its fair share to improvements to the 10 Townsend Muni line by financial compensation.

SFMTA

Determined in the Transit Mitigation Agreement between the project applicant and SFMTA.

Mitigation Measure M-TR-14: Construction Traffic Control Plan (Proposed Project, Reduced Development Alternative, and Housing Replacement Alternative).

To reduce construction-related impacts, the project applicant shall develop and implement a Construction Transportation Control Plan (TCP) for each construction phase to anticipate and minimize impacts of various construction activities associated with the Proposed Project, Reduced Development Alternative and Housing Replacement Alternative. The TCP shall be submitted to Transportation Advisory Staff Committee (TASC), consisting of representatives from the SFMTA and Muni operations, Fire Department, Police Department, and SFDPW for review/approval.

Project sponsor

Prior to construction.

Develop and implement a Construction TCP for each construction phase to identify construction traffic management strategies. Describe procedures required by different departments. Notify emergency

Transportation Advisory Staff Committee

Considered complete once the Construction Transportation Control Plan is approved by the Transportation Advisory Staff Committee.

Specifically, the plan shall:

Identify construction traffic management and a cohesive program of operational and demand management strategies designed to maintain acceptable levels of travel flow during periods of construction activities. These include, but are not limited to, construction strategies, demand management activities, alternative route strategies, and public information strategies consistent with best practices in San Francisco, as well as other cities or agencies that, although not being implemented in the city, could

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Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>provide valuable management practices for the project. Management practices include, but are not limited to:</p> <p>Planning site construction and truck deliveries such as to minimize construction-related traffic operations during the weekday morning and evening peak commute hours.</p> <p>Identifying ways to reduce construction worker vehicle trips through transportation demand management programs and methods to manage construction work parking demands, such as promoting carpooling/vanpooling, encouraging transit usage, discouraging workers from parking off-site, etc.</p> <p>Working further with SFDPW to identify the best traffic detours during each construction phase.</p> <p>Identifying best practices to accommodate pedestrians, such as temporary pedestrian wayfinding signage or temporary walkways.</p> <p>Working with the SFMTA to identify relocated Muni routes and stops.</p> <p>Identifying ways to consolidate truck delivery trips, including a plan to consolidate deliveries from a centralized construction material and equipment storage facility.</p> <p>Identifying best practices to manage traffic flows on surrounding streets.</p> <p>Describe procedures required by different departments and/or agencies in the city for implementation of the TCP, such as reviewing agencies, approval processes, and estimated timelines. For example:</p> <p>The project applicant shall coordinate temporary and permanent changes to the transportation network within the city of San Francisco, including traffic, street and parking changes and lane closures, with the SFMTA. All travel lane, parking lane, or sidewalk closures shall be reviewed by the TASC. Any permanent changes may require meeting with the SFMTA Board of Directors or one of its sub-Committees. This may require a public hearing. Temporary traffic and transportation changes must be coordinated through the SFMTA's Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT) and would require a public meeting. As part of this process, the Construction Plan may be reviewed by the TASC to resolve internal differences between different transportation modes.</p> <p>Caltrans Deputy Directive 60 (DD-60) requires TCP and contingency plans for all state highway activities. These plans shall be part of the normal project</p>			<p>vehicle providers about the planned street closures/detours, develop a public information plan, and hire a transportation manager.</p>		

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Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring Reporting Responsibility	Monitoring Schedule
<p>development process and must be considered during the planning stage to allow for the proper cost, scope and scheduling of the TCP activities on Caltrans right-of-way. These plans shall adhere to Caltrans standards and guidelines for stage construction, construction signage, traffic handling, lane and ramp closures and TCP documentation for all work within Caltrans right-of-way.</p> <p>Notify emergency vehicle providers about the planned street closures/detours and their duration for each construction phase.</p> <p>Develop a public information plan to provide adjacent residents and businesses with regularly updated information regarding project construction, including construction activities, durations, peak construction vehicle activities (e.g., concrete pours), travel lane closures, and other lane closures.</p> <p>Hire a transportation manager to actively manage the construction vehicle, truck loading, passenger loading and emergency vehicle access to the Project site through at least the most intense phases of construction.</p> <p>Develop a public information plan to provide adjacent residents and businesses with regularly updated information regarding project construction, including construction activities, durations, peak construction vehicle activities (e.g., concrete pours), travel lane closures, and other lane closures.</p> <p>Hire a transportation manager to actively manage the construction vehicle, truck loading, passenger loading and emergency vehicle access to the Project site through at least the most intense phases of construction.</p>	Project sponsor	During the design of each phase of the project.	Develop designs for intersection bulb-outs and driveways connecting to parking garages incorporating the guidelines and design controls provided below.	SFMTA and Planning Department	Considered complete after the design of each phase of the project.
<p>Mitigation Measure M-TR-16: Design of Bulb-Outs and Driveways (Proposed Project, Reduced Development Alternative, and Housing Replacement Alternative).</p> <p>During the design of each phase of the project, the project applicant shall develop designs for intersection bulb-outs and driveways connecting to parking garages incorporating the guidelines and design controls provided below. These design recommendations were identified from Better Streets Plan and guidelines provided by SFMTA, and the Planning Department.</p> <p>Bulb-out Design (Source – Better Streets Plan)</p> <p>All streets within the Project site shall adhere to standards contained in the Better Streets Plan by the San Francisco Planning Department, including the following:</p>					

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Streets and bulb-outs shall be designed to accommodate emergency vehicle (WB-40) turns.

Streets and bulb-outs along Muni routes shall be designed to accommodate a 40-foot (B-40) bus.

Bulb-outs shall be designed consistent with the SFPD and other City agency specifications to accommodate use of mechanical street sweepers, and shall be consistent with SFPD and SFMTA regulations. All bulb-outs require the approval of the interagency TASC committee.

Driveway Design (Source – Better Streets Plan, Planning Department, and SFMTA)

All driveways leading to parking garages shall be designed in accordance with the San Francisco Planning Code Sections 145.1 and 155 standards applicable in RM zoning districts and the Planning Department’s Guidelines for Adding Garages and Curb Cuts.

Garages with more than 20 parking spaces would be subject to the Planning Department’s Queue Abatement Condition of Approval, requiring the project applicant to design for and prevent through monitoring the potential for vehicle queues in the public right-of-way.

Garage entrances and curb cuts shall be designed to minimize their impact on other modes of travel, including pedestrian circulation.

Garage entrances shall be no wider than 20 feet if combined for ingress and egress, and no wider than 12 feet if ingress and egress are separated.

Garage entrances located along streets with transit service (Missouri, Arkansas, and Wisconsin Streets) shall not encumber any bus stop and not be located directly before a bus stop.

Mitigation Measure C- M-TR-1a: Pennsylvania Avenue/Southbound I-280 Off-Ramp Traffic Signal (Proposed Project and Reduced Development Alternative Only).

The project applicant shall mitigate its impact to traffic related to the project development by coordinating with SFMTA on the appropriateness of signalization at this location or similar improvements to traffic operations. The project applicant shall financially compensate SFMTA for its fair share of the cost of signalization at this location or other similar traffic-related improvements in the vicinity which would similarly improve traffic operating	Project sponsor	During project design.	Determine improvements to signalization to mitigate for impacts from the project and financially	SFMTA	Considered complete when financial contribution is calculated and applied based on the proposed development’s fair
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Accepted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring Reporting Responsibility	Monitoring Schedule
conditions. The financial contribution shall be calculated and applied based on the proposed development's fair share of the identified improvements.			contribute proposed development's fair share of the identified improvements.		share of the identified improvements.
Mitigation Measure C- M-TR-1b: 25th Street/Indiana Street/Northbound I-280 On-Ramp Eastbound Approach Turn Lane Modification or Traffic Signal (Proposed Project Only).					
Restripe the eastbound approach so as to convert the existing shared left-through lane to a through lane and provide a new 75-foot left-turn pocket. The restriping would require prohibition of on-street parking for approximately 75 feet in the eastbound approach (loss of two parking spaces).	Project sponsor	During or post construction.	Restripe the eastbound approach so as to convert the existing shared left-through lane to a through lane and provide a new 75-foot left-turn pocket.	SFMTA	Considered complete when required restriping is complete.
Mitigation Measure C- M-TR-1c: Cesar Chavez Street/Vermont Street Intersection Traffic Signal (Proposed Project and Reduced Development Alternative Only).					
The project applicant shall therefore mitigate its impact to traffic related to the project development by coordinating with SFMTA on the appropriateness of signalization at this location or similar improvements to traffic operations. The project applicant shall financially compensate SFMTA for its fair share of the cost of signalization at this location or other similar traffic-related improvements in the vicinity which would similarly improve traffic operating conditions. The financial contribution shall be calculated and applied based on the proposed development's fair share of the identified improvements.	Project sponsor	During project design.	Determine improvements to signalization to mitigate for impacts from the project and financially contribute proposed development's fair share of the identified improvements.	SFMTA	Considered complete when financial contribution is calculated and applied based on the proposed development's fair share of the identified improvements.

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Mitigation Measure C- M-TR-1d: Cesar Chavez Street/US 101 Off-Ramp Traffic Signal (Proposed Project and Reduced Development Alternative Only).					
The project applicant shall therefore mitigate its impact to traffic related to the project development by coordinating with SFMTA on the appropriateness of signalization at this location or similar improvements to traffic operations. The project applicant shall financially compensate SFMTA for its fair share of the cost of signalization at this location or other similar traffic-related improvements in the vicinity which would similarly improve traffic operating conditions. The financial contribution shall be calculated and applied based on the proposed development's fair share of the identified improvements.	Project sponsor	During project design.	Determine improvements to signalization to mitigate for impacts from the project and financially contribute proposed development's fair share of the identified improvements.	SFMTA	Considered complete when financial contribution is calculated and applied based on the proposed development's fair share of the identified improvements.
Mitigation Measure C-M-TR-5: Fair-Share Contribution for Southeast Screenline Improvements (Proposed Project and Reduced Development Alternative Only).					
The project applicant shall work with SFMTA to ensure that the transit capacity impact to the All Other Lines corridor related to the Proposed Project and the Reduced Development Alternative under cumulative conditions is reduced to a less-than-significant level by financially compensating SFMTA for the cost of providing the service needed to accommodate the project at proposed levels of service. The financial contribution shall be calculated and applied in a manner that is consistent with the SFMTA cost/scheduling model. The amount and schedule of payment and commitment to application of service needs shall be set forth in a Transit Mitigation Agreement between the project applicant and SFMTA.	Project sponsor	Determined in the Transit Mitigation Agreement between the project applicant and SFMTA.	Financially compensate SFMTA for the cost of providing the service needed to accommodate the project at proposed levels of service.	SFMTA	Determined in the Transit Mitigation Agreement between the project applicant and SFMTA.
NOISE					
Mitigation Measure NO-1a: Submit a Construction Noise Plan to Reduce Construction Noise.					
The project applicant shall submit a Construction Noise Plan for review and approval prior to the issuance of the demolition permit.	Project sponsor	Prior to the issuance of the demolition	Submit a Construction	City and County of San Francisco	Considered complete when approved by

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		permit and construction.	Noise Plan for review and approval prior to the issuance of the demolition permit.		the County and City of San Francisco.

Mitigation Measure M-NO-1b: Implement a Construction Noise Plan to Reduce Construction Noise.

<p>The project applicant shall implement the following measures during demolition and construction of the Proposed Project:</p> <p>To the extent feasible, the noisiest construction activities shall be scheduled during times that would have the least impact on nearby residential land uses. This includes restricting typical demolition and exterior construction activities to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday.</p> <p>Equipment and trucks used for project construction shall use 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.</p> <p>Impact tools (e.g., jackhammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible.</p> <p>Construction contractors, to the maximum extent feasible, shall be required to use "quiet" gasoline-powered compressors or other electric-powered compressors, and use electric rather than gasoline or diesel powered forklifts for small lifting.</p> <p>Stationary noise sources, such as temporary generators, shall be located as far from nearby receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible.</p>	<p>Project sponsor and contractor</p>	<p>During construction.</p>	<p>Schedule noisy construction during times with least impact to residents, equipment and truck must have best available noise control techniques, impact tools must be hydraulically or electrically powered, use "quiet" gasoline-powered compressors, stationary noise sources must be located as far from nearby receptors as possible, install temporary plywood noise barriers eight feet in height, and trucks</p>	<p>City and County of San Francisco</p>	<p>Considered complete when construction has ended.</p>
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MONITORING AND REPORTING PROGRAM

<i>Adopted Mitigation Measures</i>	<i>Responsibility for Implementation</i>	<i>Mitigation Schedule</i>	<i>Mitigation Action</i>	<i>Monitoring/Reporting Responsibility</i>	<i>Monitoring Schedule</i>
Install temporary plywood noise barriers eight feet in height around the construction site to minimize construction noise to 80 dBA as measured at 100 feet from the Project site boundary unless an acoustical engineer submits documentation that confirms that the barriers are not necessary to achieve the attenuation levels. Trucks shall be prohibited from idling along streets serving the construction site.			prohibited from idling along streets.		

AIR QUALITY

Mitigation Measure M-AQ-2a: Utilize Efficient Construction Equipment at the Start of Construction.

For construction activities occurring in year 2015, all off-road construction equipment greater than 50 horsepower (hp) shall have engines that meet or exceed USEPA or ARB Tier 3 off-road emission standards, or the project applicant must prepare a construction emissions minimization plan designed to reduce NOx by a minimum of 39 percent from Tier 2 equivalent engines. In addition, for the Project construction period, all trucks that haul materials to and from the Project site shall have engines that meet or exceed ARB 2010 On-Road Engine Standards to the extent feasible. Where access to alternative sources of power are available, backup diesel generators shall be prohibited. If access to alternative sources of power is not available, backup diesel generators shall meet USEPA Tier 4 Interim emissions standards.	Project sponsor and contractor	During or prior to construction in 2015.	All off-road construction equipment greater than 50 horsepower (hp) must have engines that meet or exceed USEPA or ARB Tier 3 off-road emission standards, or construction emissions minimization plan must be prepared.	City and County of San Francisco	Considered complete when implemented prior to or during construction.
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Mitigation Measure M-AQ-2b: Utilize More Efficient Construction Equipment after 2016.

For all construction occurring after 2016, all off-road construction equipment greater than 50 hp shall have engines that meet or exceed USEPA or ARB Tier 4 interim off-road emission standards, or the project applicant must prepare a construction emissions minimization plan designed to reduce NOx by a minimum of 21 percent from Tier 3 equivalent engines. Where access to alternative sources of power are available, backup diesel generators shall be	Project sponsor and contractor	During or prior to construction after 2016.	All off-road construction equipment greater than 50 hp must have engines that	City and County of San Francisco	Considered complete when implemented prior to or during construction.
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MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring Reporting Responsibility	Monitoring Schedule
<p>prohibited. If access to alternative sources of power is not available, backup diesel generators shall meet USEPA Tier 4 Interim emissions standards.</p>			<p>meet or exceed USEPA or ARB Tier 4 interim off-road emission standards, or a construction emissions minimization plan must be prepared.</p>		
<p>Mitigation Measure M-AQ-4: Construction Emissions Minimization</p>					
<p>A. Construction Emissions Minimization Plan. Prior to issuance of a construction permit, the project applicant shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan shall detail project compliance with the following requirements:</p> <ol style="list-style-type: none"> 1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements: <ol style="list-style-type: none"> a. Where access to alternative sources of power is available, portable diesel engines shall be prohibited; b. All off-road equipment shall have: <ol style="list-style-type: none"> i. (See Mitigation Measures M-AQ-2a and M-AQ-2b) ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS). c. Exceptions: <ol style="list-style-type: none"> i. Exceptions to A(1)(a) may be granted if the project applicant has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the applicant shall submit documentation of compliance with A(1)(b) for on-site power generation. 	<p>Project Sponsor</p>	<p>Prior to issuance of a construction permit.</p>	<p>Submit a Construction Emissions Minimization Plan.</p>	<p>City and County of San Francisco</p>	<p>Considered complete once the construction permit is issued.</p>

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring Reporting Responsibility	Monitoring Schedule
<p>ii. Exceptions to A(1)(b)(ii) may be granted if the project applicant has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an ARB Level 3 VDECS is (1) technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3 VDECS and the applicant has submitted documentation to the ERO that the requirements of this exception provision apply. If granted an exception to A(1)(b)(ii), the project applicant must comply with the requirements of A(1)(c)(iii).</p> <p>iii. If an exception is granted pursuant to A(1)(c)(ii), the project applicant shall provide the next cleanest piece of off-road equipment as provided by the step down schedules as follows and shall provide documentation that emissions are sufficiently reduced to ensure excess cancer risks and PM2.5 concentrations do not exceed the air pollution exposure zone criteria:</p> <ol style="list-style-type: none"> 1. Compliance Alternative 1: Engine Emission Standard 2 with ARB Level 2 VDECS 2. Compliance Alternative 2: Engine Emission Standard 2 with ARB Level 1 VDECS 3. Compliance Alternative 3: Engine Emission Standard 2 with alternative fuels (Alternative fuels are not VDECS) 					
<p>If the requirements of (A)(1)(b) cannot be met, then the project applicant would need to meet Compliance Alternative 1. Should the project applicant not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met. Should the project applicant not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met.</p>					
<p>2. The project applicant shall require the idling time for off-road and on-road equipment be limited to no more than two minutes, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing</p>					

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>areas and at the construction site to remind operators of the two minute idling limit.</p>					
<p>3. The project applicant shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.</p>					
<p>4. The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting shall indicate the type of alternative fuel being used.</p>					
<p>5. The Plan shall be kept on site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project applicant shall provide copies of Plan to members of the public as requested.</p>					
<p>B. Reporting. Monthly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include the actual amount of alternative fuel used.</p>					
<p>Within 6 months of the completion of construction activities, the project applicant shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include the actual amount of alternative fuel used.</p>					
<p>C. Certification Statement and On-site Requirements. Prior to the commencement of construction activities, the project applicant must</p>					

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring Reporting Responsibility	Monitoring Schedule
certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications.					

BIOLOGICAL RESOURCES

Mitigation Measure M-BI-4a: Bird Nest Preconstruction Survey.

Given that the presence of mature trees and shrubs on the Project site could potentially provide nesting habitat for raptors and a variety of other migratory birds, tree removal associated with the Proposed Project could result in "take" caused by the direct mortality of adult or young birds, nest destruction, or disturbance of nesting native bird species (including migratory birds and other special-status species) resulting in nest abandonment and/or the loss of reproductive effort. Bird species are protected by both state (California Fish and Game Code Sections 3503 and 3513) and federal (Migratory Bird Treaty Act of 1918) laws. Disruption of nesting birds, resulting in the abandonment of active nests, or the loss of active nests through structure removal would be a potentially significant impact.

The project applicant shall retain a qualified biologist to conduct preconstruction breeding-season surveys (i.e., approximately February 15 through August 31) of the Project site and immediate vicinity with suitable nesting habitat during the same calendar year that construction is planned to begin, in consultation with the City of San Francisco and CDFW.

If phased construction procedures are planned for the Proposed Project, the results of the above survey shall be valid only for the season when it is conducted.

A report shall be submitted to CDFW and the City of San Francisco, following the completion of the bird nesting survey that includes, at a minimum, the following information:

- A description of the methodology including dates of field visits, the names of survey personnel with resumes, and a list of references cited and persons contacted.
- A map showing the location(s) of any bird nests observed on or in the immediate vicinity of the Project site.

If the above survey does not identify any nesting bird species on or in the immediate vicinity of the Project site, no further mitigation would be required. However, should any active bird nests be located on or in the immediate

Project sponsor

Prior to construction.

Conduct pre-construction nesting bird surveys.

City and County of San Francisco and CDFW

Considered complete when preconstruction surveys are completed.

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring Reporting Responsibility	Monitoring Schedule
vicinity of the Project site that could be directly or indirectly affected by construction activities, Mitigation Measure M-BI-4b shall be implemented.					

Mitigation Measure M-BI-4b: Bird Nest Buffer Zone.

The project applicant, in consultation with the City and County of San Francisco and CDFW, shall delay construction in the vicinity of active bird nest sites located on or adjacent to the Project site during the breeding season (approximately February 15 through August 31), while the nest is occupied with adults and/or young. If active nests are identified in the Project site or adjacent areas, a qualified biologist will establish a restricted work zone in consultation with CDFW. The qualified biologist, as determined by the Environmental Review Officer, shall monitor the active nest until the young have fledged, until the biologist determines that the nest is no longer active, or if it is reasonable that construction activities are not disturbing nesting behaviors. The buffer zone shall be delineated by highly visible temporary construction fencing.

Project sponsor

Prior to or during construction.

Delay construction in the vicinity of active bird nest sites located on or adjacent to the Project site during the breeding season (approximately February 15 through August 31), while the nest is occupied with adults and/or young.

City and County of San Francisco and CDFW

Considered complete when biologist determines the nest is no longer active or if it is reasonable that construction activities are not disturbing nesting behaviors.

GEOLOGY AND SOILS

Mitigation Measure M-GE-1: Landslide Hazard Mitigation (Proposed Project and Reduced Development Alternative Only).

Prior to issuance of a grading permit for each phase of project development, the recommendations for mitigating potential slope stability hazards outlined in the *Geotechnical Exploration: Potrero Annex and Terrace Redevelopment San Francisco, CA* shall be included in project design. Measures to reduce landslide hazard may include, but would not be limited to, adhering to graded slope and cut/fill guidelines identified in Section 5.5 of the geotechnical report, ongoing inspection and monitoring of cut slopes during construction, proper fill conditioning, placement and compaction, and installation of keyways and subdrains as recommended by the engineer of record.

Project sponsor

Prior to issuance of a grading permit for each phase of project development.

Measures to reduce landslide hazard may include, but would not be limited to, adhering to graded slope and cut/fill guidelines identified in Section 5.5 of the geotechnical

City and County of San Francisco

Considered complete when grading permit is issued.

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring Reporting Responsibility	Monitoring Schedule
<p>Mitigation Measure M-GE-2a – Preventative Erosion Control Measures (Proposed Project, Reduced Development Alternative, and Housing Replacement Alternative).</p>	Contractor	During construction.	<p>report, ongoing inspection and monitoring of cut slopes during construction, proper fill conditioning, placement and compaction, and installation of keyways and subdrains as recommended by the engineer of record.</p>	City and County of San Francisco	Considered completed when construction is complete.
<p>The construction contractor shall implement preventative measures recommended in the <i>Geotechnical Exploration: Potrero Annex and Terrace Redevelopment San Francisco, CA</i>. Such preventative measures may include placing topsoil strippings over all open space cut and fill slopes immediately following grading and prior to installation of erosion control measures, landscaping and concrete or asphalt-lined drainage facilities on slopes graded to a steepness of 3:1 (horizontal: vertical) or steeper.</p>			<p>Preventative measures may include placing topsoil strippings over all open space cut and fill slopes immediately following grading and prior to installation of erosion control measures, landscaping and concrete or asphalt-lined drainage facilities on slopes graded to</p>		

MONITORING AND REPORTING PROGRAM

<i>Adopted Mitigation Measures</i>	<i>Responsibility for Implementation</i>	<i>Mitigation Schedule</i>	<i>Mitigation Action</i>	<i>Monitoring Reporting Responsibility</i>	<i>Monitoring Schedule</i>
			a steepness of 3:1 (horizontal: vertical) or steeper.		
<i>Mitigation Measure M-GE-2b: Cut Slopes and Engineered Fill (Proposed Project, Reduced Development Alternative, and Housing Replacement Alternative).</i>					
Prior to construction, existing fill and loose surface soil shall be removed and replaced as engineered fill. Cut slopes that exceed recommended gradient guidelines identified in Section 5.5 of the Geotechnical Exploration: Potrero Annex and Terrace Redevelopment San Francisco, CA, shall be reconstructed as fill slopes. Fill slopes that exceed the recommended gradient guidelines shall be constructed with geogrid reinforcement.	Contractor	Prior to construction.	Existing fill and loose surface soil shall be removed and replaced as engineered fill.	City and County of San Francisco	Considered complete when construction begins.
<i>Mitigation Measure M-GE-2c: Erosion Control Measures in Response to Heavy Rains (Proposed Project, Reduced Development Alternative, and Housing Replacement Alternative).</i>					
In the case that construction activities are halted due to the onset of heavy rains, before work is stopped, a positive gradient away from the slopes shall be provided to carry the surface runoff away from the slopes to areas where erosion can be controlled.	Contractor	During construction.	During heavy rains, a positive gradient away from the slopes shall be provided to carry the surface runoff away from the slopes to areas where erosion can be controlled.	City and County of San Francisco	Considered complete after construction activities have ended.
<i>Mitigation Measure M-GE-3 – Unstable Soils and Slopes (Proposed Project and Reduced Development Alternative Only).</i>					
Prior to approval of 40-scale grading plans, upper and lower bound settlement estimates and specific corrective procedures for the site to address settlement of deep fills, including a quantitative analysis of the grading scope, shall be provided consistent with the recommendations in the <i>Geotechnical Exploration: Potrero Annex and Terrace Redevelopment San</i>	Project sponsor and contractor	Prior to approval of 40-scale grading plans and construction.	Upper and lower bound settlement estimates and specific corrective	City and County of San Francisco	Considered complete when construction begins.

MONITORING AND REPORTING PROGRAM

Approved Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Reporting Responsibility	Monitoring Schedule
<p>Francisco, CA. Remedial grading shall be performed to reduce differential fill thickness to no more than 10 feet across an individual building pad, and a remedial grading plan shall be prepared that identifies areas where additional over excavation would be necessary to reduce differential fill thickness.</p> <p>Prior to construction, existing fill and loose surface soil shall be removed and replaced as engineered fill. In addition, the construction contractor shall implement preventative measures recommended by the geotechnical investigation.</p> <p>Prior to approval of 40-scale grading plans, project applicant shall incorporate recommendations identified in the geotechnical investigation to address soil creep in grading and design plans. Such measures could include, but would not be limited to, benching through superficial soil during fill placement, soil compaction, foundation selection, and structure setbacks, or equally effective measures or combination thereof.</p>			<p>procedures for the site to address settlement of deep fills must be provided, existing fill and loose surface soil shall be removed and replaced as engineered fill, and musts shall incorporate recommendations identified in the geotechnical investigation.</p>		

Mitigation Measure M-GE-4 – Expansive Soils (Proposed Project and Reduced Development Alternative Only).

<p>If final construction plans expose identified expansive colluvial soil and slope at or near the final design grades, corrective grading shall be required to reduce the potential impacts from soil swell. Furthermore, building damage due to volume changes associated with expansive soils can be reduced by the following: selectively placing the higher on-site expansive materials in the deeper fill areas (generally at depths below 10 feet of finished grades), or placing these higher expansive on-site materials outside of areas of the proposed structures and site improvements (such as landscape acres); performing proper moisture conditioning and compaction of fill materials within selected ranges to reduce their swell potential; and using deep foundations, structurally reinforced “rigid” mats, or post-tensioned slabs designed to resist the uplift pressures and deflections associated with the soil expansion.</p>	<p>Project sponsor and contractor</p>	<p>During construction</p>	<p>If final construction plans expose identified expansive colluvial soil and slope at or near the final design grades, corrective grading shall be required to reduce the potential impacts from soil swell.</p>	<p>City and County of San Francisco</p>	<p>Considered complete when design plans are completed.</p>
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MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring Reporting Responsibility	Monitoring Schedule
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HAZARDS AND HAZARDOUS MATERIALS

Mitigation Measure M HZ 2.1 – Voluntary Remedial Action Program (VRAP) Applications and Work Plans.

<p>Prior to each phase of development, the project applicant shall submit a VRAP application to the San Francisco DPH SAM.</p> <p>Each VRAP application shall include a Sampling and Analysis Report (SAR) work plan. The work plan shall be submitted sufficiently in advance of planning sampling to allow time for work plan approval, SAR preparation, submittal to and approval by DPH SAM. The work plan submittal timeframe should also be of sufficient duration for subsequent preparation and approval of a Site Mitigation Plan following acceptance of the SAR. The SAR work plan for each phase shall address the following:</p> <p>Description of the Proposed Project phase including number and location of buildings, building configuration, and the depths of excavation.</p> <p>Figures showing proposed building and other feature locations, lateral and vertical extent of excavation.</p> <p>Samples shall be collected prior to grading but may be collected after building demolition.</p> <p>Sampling shall be performed to the depth of any project excavation</p> <p>If groundwater is encountered, a grab sample shall be collected and analyzed.</p> <p>Samples shall be analyzed for TPH gasoline through motor oil ranges, California 17 metals, and asbestos.</p> <p>Include figures showing the proposed number and locations of samples and listing the depths of samples to be collected and analyzed.</p> <p>Sample locations shall be around the existing buildings plus additional random sample locations.</p> <p>A SAR shall be submitted to DPH SAM describing the sampling procedures and results. The SAR shall include a summary and tables of the analyses and figures showing sample locations with sample depths.</p>	<p>Project sponsor</p>	<p>Prior to each phase of development.</p>	<p>Submit a VRAP application to the San Francisco DPH SAM including a Sampling and Analysis Report (SAR) work plan.</p>	<p>City and County of San Francisco</p>	<p>Considered complete when each phase of development is completed.</p>
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MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring Reporting Responsibility	Monitoring Schedule
<p>Mitigation Measure M-HZ-2.2 – Site Mitigation Plan (SMP).</p> <p>If DPH SAM's review of the SAR for a project phase indicates a Site Management Plan (SMP) is warranted, an SMP shall be submitted to DPH SAM no less than six weeks prior to beginning construction grading and excavation work for that phase. The SMP shall be approved by DPH SAM prior to beginning construction field work for that phase, and shall be implemented by the project applicant. The SMP for each phase shall consist of the following:</p> <p>Proposed Project description—building locations, configurations, and maximum proposed lateral and vertical extent of excavation. Figures shall show Proposed Project features and lateral and vertical extent of excavation.</p> <p>Cleanup levels for petroleum hydrocarbons, associated chemicals, asbestos, and/or metals shall be proposed to DPH SAM if elevated concentrations are reported in the SAR.</p> <p>Soils that meet or exceed the California Total Threshold Limit Concentration (TTLIC) listed in the CCR 22 66261 for lead (1,000 mg/kg) shall be removed, transported, and handled as Class I hazardous waste. Soils containing less than 1,000 mg/kg lead but more than 200 mg/kg may be reused on-site if placed beneath buildings. If those soils are reused, soils containing between 200 mg/kg and 80 mg/kg lead shall be placed under buildings, sidewalks, roadways, other paved or concrete-capped areas, or covered by two feet of clean fill over which a visual barrier such as brightly colored plastic fencing netting or fabric shall be placed. Mixing or grading of soils to reduce surface lead or other chemical concentrations is prohibited.</p> <p>Confirmation sample collection following implementation of soil remedial measures and excavation. Confirmation sample locations shall be provided on a figure. DPH SAM shall be notified in writing if confirmation sample analytical results exceed the cleanup criteria. The written communication shall include sample locations and the analytical results. Additional excavation shall be performed, or other mitigating measures acceptable to DPH SAM implemented, if confirmation samples exceed the residential cleanup guidelines.</p> <p>The SMP shall identify options for handling contaminated soils, including storage of soils on plastic sheeting and covering with sheeting when soil is not actively being added or removed from a stockpile.</p>					
	Project sponsor	During each phase of development.	Implement a Site Management Plan (SMP).	City and County of San Francisco	Considered complete when all project phases are completed.

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring Reporting Responsibility	Monitoring Schedule
<p>Frequency of soil stockpile sampling.</p> <p>All soil samples shall be analyzed for at least lead metal plus other chemicals detected above the environmental screening level (ESL) as reported in the SAR.</p> <p>Contractor/developer shall receive written concurrence from DPH SAM prior to re-using soils that exceed the cleanup limits.</p> <p>Identify the proposed soil transporter and disposal locations.</p> <p>Contingency Plan that describes the procedures for controlling, containing, remediating, testing, and disposing of any unexpected contaminated soil, water, or other material.</p> <p>Stormwater control and noise control protocols as applicable.</p> <p>A SMP completion report shall be prepared and submitted to DPH SAM following SMP implementation. The report shall include documentation of the work performed. The SMP completion report shall include: figures showing the final lateral and vertical extent of the excavation; the finished grade and the location of reused soils relative to proposed buildings and hardscape; a summary of the analytical results for the confirmation and stockpile samples plus copies of the laboratory reports; copies of bills of lading and manifests for hazardous waste transport and disposal.</p>					
<p>Mitigation Measure M-HZ-2.3: Dust Control Plan and Worker Health and Safety Plan.</p>					
<p>A Dust Control Plan (DCP) shall be submitted to DPH SAM that complies with Health Code Article 22B (Demolition and Construction Dust Control) not less than two weeks prior to beginning construction field work for any phase. A site-specific worker Health and Safety Plan shall also be submitted not less than two weeks prior to construction field work for any phase.</p>	Project sponsor and contractor	Prior to construction.	Submit Dust Control Plan	City and County of San Francisco	Considered complete two week prior to the last phase of construction.
<p>Mitigation Measure M HZ 2.4: Underground Storage Tanks.</p>					
<p>Should an underground storage tank (UST) be encountered, work shall be suspended and the construction contractor shall notify the owner/project applicant. The site owner/sponsor shall notify the DPH and proposed response actions. The UST shall be removed under permit from the HMUPA and the SFFD. All related documentation shall be provided to DPH SAM.</p>	Project sponsor and contractor	During construction.	Construction contractor shall notify the owner/project applicant if an underground	City and County of San Francisco	Considered complete when construction is over.

MONITORING AND REPORTING PROGRAM

<i>Adopted Mitigation Measures</i>	<i>Responsibility for Implementation</i>	<i>Mitigation Schedule</i>	<i>Mitigation Action</i>	<i>Monitoring Reporting Responsibility</i>	<i>Monitoring Schedule</i>
			storage tank is encountered.		

Exhibit D to Planning Director Approval of Planning Code Section 315 Authorization

RESIDENTIAL DISTRICTS - PLAN CHECK			
Building Permit No.	2016.03.17.2392	Pre-Application Meeting required?	yes
Case No.	2010.0515PRJ	Interdepartmental Project Review?	yes
Site Address	1101 Connecticut Street	Priority Processing?	yes
Cross Streets	25th Street	Preliminary Project Assessment?	no
Block/Lot	4287/001A and 007	1st Source Hiring (10+DU; 25Ksqft)	yes
Zoning	RM-2 (future Hope SF Potrero SUD)	Environmental Review?	complete under 2010.0515E
Design Guidelines/SUD:	RDG; Potrero Hope SF D4D	Does property have BBN?	no
Preservation Designation:	n/a	Previous Cases	2010.0515EMZ
Applicant	Bridge Housing	Appeals	n/a
		Enforcement	n/a
		Preservation Review Triggered?	no
		<u>RDT Review Triggered?</u>	UDAT better venue
		<u>Plans complete per Plan Submittal Guidelines?</u>	yes
		PRJ Information Updated (Record & Details Tab)?	
Proposal	The proposal is to construct a five-story 100-percent affordable housing building on a vacant lot. The building would include 72 units, 29 off-street parking spaces, and 72 bike parking spaces.		

PLANNING CODE PROVISION	CODE SECTIONS	N/A	PERMITTED/REQ	EXISTING	PROPOSED	COMMENTS
GP Findings (NC/Demo/Use Chg)	101.1	n/a				Findings made by Director in approval document.
Gross Floor Area (non-res)	102	n/a				Not Applicable.
Lot Area/Width	121	n/a			200X150	ok / no issue:
Development of Large Lots (CU) RTO only	209.4	n/a				Not Applicable.
Restriction of Lot Mergers	121.7	n/a				Not Applicable.
Floor Area Ratio (non res)	124, 102	n/a				Not Applicable.
Front Setback	132		None per RM-2 zoning; 5-feet along 25th and Connecticut per DSG.			Requirement Met. Five-foot landscaped setbacks provided along both frontages.
Landscaping/Green Landscaping	132 (g)					Requirement Met. Landscaping / green space provided for more than 50% of setback area.
Permeability	132 (h)		50% front setback area		[not shown]	Requirement Met. (see comment above.)
Side Setbacks	133	n/a				Not Applicable.
Building Depth	N/A				150-feet - configuration in U-shape	
Rear Yard	134		25% depth from frontage.		configured in U-Shape, with 25% of lot area left open to sky.	Modification from rear yard configuration being granted by Director.

PLANNING CODE PROVISION	CODE SECTIONS	N/A	PERMITTED/REQ	EXISTING	PROPOSED	COMMENTS
Usable Open Space (res)	135		private: 80 sf x 72 units = 5,600 sf common: 80 sf x 1.33 x 70 units = 7,600 sf		Proposed with 4,957 (central courtyard) + 1,990 (community room) + 837 (habitable front area) = 7,844 sf	Requirement Met. Consistent with Design Standards and Guidelines.
Obstructions (both front & rear)	136					Requirement Met.
Ped. Streetscape Pln/Better Streets	138.1					Streetscape a part of overall phasing plan.
Bird Safety	139	n/a				
Exposure	140		must face street complying rear yard, or open area of 25x25 area with sufficient sun exposure.			Requirement Met. All units face a street, public right-of-way or central court, which meet the dimension and sun exposure requirement.
Rooftop Screening	141					Requirement met.
Parking Screening and Greening	142					Requirement met. Parking is completely underground.
Street Frontages in RH, RTO, RTO-M, RM	144		parking: no more than 20-ft, 1/3 of frontage, which ever is less			Requirement Met. Garage door and curb cut are eight-feet and ten-feet wide respectively.
Moderation of Building Fronts RM-1,2	144.1		variation of 2-feet either vertically or horizontally for every 35-feet of frontage width			Requirement Met. Building façade provides modulations and height differences on a regular interval.
Frontages, Ground Floor Uses in C, RC, NC, Mixed Use and Industrial	145.1					This Planning Code provision does not apply to this project.
Noncomplying Parking	150 (d)	n/a				This Planning Code provision does not apply to this project.
Off-Street Parking	151, 151.1	n/a	None required for affordable units.			Requirement met: providing 29 parking spaces for 72 units.
Loading	152		1 space required for every 100K of gsf (not including parking)			Loading Not Required. The project only includes about 98,200 gsf.
Parking Dimensions	154		no restriction			ok / n/a
Parking Arrangement	155		no restriction			ok / n/a
Curb Cuts	155 (l)		no greater than 10-feet		10-foot on Connecticut frontage	Requirement met.

PLANNING CODE PROVISION	CODE SECTIONS	N/A	PERMITTED/REQ	EXISTING	PROPOSED	COMMENTS
Bicycle Parking and Showers	155.1-155.5, 430		1:1 bike parking required: 72 spaces		72 provided	Requirement Met. 72 bike parking spaces provided on first level.
Parking Lots	156	n/a				Not applicable.
Excess Parking (CU)	157	n/a				Not applicable.
Non-accessory Parking Garages	158.1	n/a				Not applicable.
Off-Site Parking	159	n/a				Not applicable.
Parking Exemptions (RC-Districts)	161	n/a				Not applicable.
Car Share Requirements	166					Car share will be part of overall TDM strategy.
Unbundled Parking (10+ DU's)	167					<i>Rental property.</i>
Diaper Changing Stations - non res. Uses over 5,000 sqft in area	168	n/a				This Planning Code provision does not apply to this project.
Legal Use/3R Report		n/a				This Planning Code provision does not apply to this project.
Gas Station Conversion	202.5	n/a				This Planning Code provision does not apply to this project.
Accessory Uses	204-204.5	n/a				This Planning Code provision does not apply to this project.
Density	207		Affordable units don't count toward density per 207(c)(1).			Requirement Met.
Accessory Dwelling Units	207(c)-207.3	n/a				Not Applicable.
Dwelling Unit Mix (RTO)	207.6	n/a				Not Applicable.
DU Merger/Demo (RTO)	209.4, 317	n/a				Not Applicable.
Dwelling Unit Division (RTO)	207.8, 209.4	n/a				Not Applicable.
Density Limitations for Group Housing	208	n/a				Not Applicable.
Use	209.1 (RH), 209.2 (RM), 209.3(RC), 209.4 (RTO)		residential permitted			Requirement Met.
Corner Commercial Uses (RTO)	231	n/a				Not Applicable.
Live Work Units	202.6	n/a				Not Applicable.
Special Use Districts	235-249	n/a				Not Applicable.
CU for Height >40 ft	253	n/a	required for > 50-ft in RH Districts, not RM Districts			Not Applicable.

PLANNING CODE PROVISION	CODE SECTIONS	N/A	PERMITTED/REQ	EXISTING	PROPOSED	COMMENTS
Height	260 (a), 102		50-feet per rezoned Height and Bulk;			Modification from Height Measurement to be Granted. Portion of southern ends of third floor project above height limit; but if measured from Connecticut, they are within height limit.
Number of Stories						5-stories
Height Exemptions	260 (b)					Requirement Met. Stair and elevator penthouses within height zones.
Additional Height Limits	261	n/a				Not Applicable.
Height (Narrow Streets and Alleys-RTO)	261.1	n/a				Not Applicable.
Bulk	270	n/a				Not Applicable.
Shadows (> 40 ft)	295	n/a				Shadow analyzed as part of EIR.
Additional Findings for specific uses (e.g. hotels, eating & drinking uses, movie theaters)		303	n/a			Not Applicable.
Notice (new, demo, alteration, change of use)	311					311 Required.
Entertainment Commission Outreach	314	n/a				Not Applicable.
Removal of Dwelling Unit	317	n/a				Not Applicable.
Micro Units	318	n/a				Not Applicable.
Health Care Services Master Plan - Consistency Determination	342	n/a				Not Applicable.
Transportation Sustainability Fee	411A					Exempt for 100% affordable housing
Transit Impact Development Fee	411					Exempt for 100% affordable housing
Affordable Housing	415					Exempt for 100% affordable housing
Submit Affidavit of Compliance	affadavit					Exempt for 100% affordable housing
M&O Affordable Housing Fee	416	n/a				Not Applicable.
EN Affordable Housing Fee	417	n/a				exempt for 100% affordable housing
Visitation Valley impact Fees	420	n/a				Not Applicable.
M&O Community Impvt Fund	421	n/a				Not Applicable.
Balboa Park Impact Fees	422	n/a				Not Applicable.
EN Impact Fees	423	n/a				Not Applicable.
M&O/VN&M Affordable Hsng Fee	424.3	n/a				Not Applicable.
Public Art: bldg or addition over 25K sqft		429	n/a			Not Applicable.
Rooms Down	ZA Bulletin #1	n/a				Not Applicable.
Additional Considerations	see Potrero DSG					

PLANNING CODE PROVISION	CODE SECTIONS	N/A	PERMITTED/REQ	EXISTING	PROPOSED	COMMENTS
Window Section	RDG					Window details indicate a metal product that will appropriately set in from the wall plane.
<u>Vision Zero:</u>	Is this property located on an identified high-injury pedestrian corridor? If yes, consult with SDAT to determine if certain pedestrian safety streetscape					