



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination COMMUNITY PLAN EVALUATION

Case No.: 2014.002016E
 Project Address: 15/23 Grace Street and 17 Grace Street
 Zoning: RED-MX (Residential Enclave, Mixed) Use District
 Western SoMa Special Use District
 45-X Height and Bulk District
 Block/Lot: 3509/024, 025 and 026
 Lot Size: 5,710 square feet
 Plan Area: Western SoMa
 Project Sponsor: Marc Dimalanta, (415) 252-0888
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PROJECT DESCRIPTION

The 5,710-square-foot (sf) project site is made up of three adjacent parcels—parcel #1 is 1,420-sf, parcel #2 is 1,420-sf, and parcel #3 is 2,880 sf--located on Grace Street on the block bordered by Grace Street to the west, Washburn Street to the east, Mission Street to the north and Howard Street to the south in the South of Market neighborhood (Figure 1). Parcel #3 is a through lot between Grace Street and Washburn Street. The project site is currently a surface parking lot. The project site is located in the RED-MX (Residential Enclave-Mixed) Zoning District and a 45-X height and bulk district.

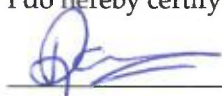
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CEQA DETERMINATION

The project is eligible for streamlined environmental review per Section 15183 of the California Environmental Quality Act (CEQA) Guidelines and California Public Resources Code Section 21083.3

DETERMINATION

I do hereby certify that the above determination has been made pursuant to state and local requirements.

for 
 Lisa M. Gibson
 Environmental Review Officer

June 27, 2017
 Date

cc: Mark Dimilanta, Project Sponsor
 Jonathan DiSalvo, Current Planner
 Supervisor Jane Kim, District 6

Virna Byrd, M.D.F.
 Exclusion/Exemption Dist. List

PROJECT DESCRIPTION (continued)

The proposed project would include the merger of parcels #1 and #2, the construction of an 8,041 square foot, four-story, 45-foot-tall residential building with 11 residential units, one of which would be below market rate, on the merged parcel (15/23 Grace Street), and the construction of an 8,385-square-foot, four-story, 45-foot-tall residential building with 11 residential units, one of which would be below market rate, on parcel #3 (17 Grace Street). The 15/23 Grace Street building would include six one-bedroom units that average 430 sf each and four two-bedroom units that average 704 sf in size. The residential lobby entrance for 15/23 Grace Street would be located on Grace Street. The 17 Grace Street building would include four studios that average 308 square feet in size, three one-bedrooms that average 456 square feet, and four two-bedrooms that average 694 square feet in size. The residential entrances for 17 Grace Street would be on Grace Street and Washburn Street. Each building would provide 11 class 1 bicycle parking spaces¹ on the first floor, two class 2 bicycle parking spaces² on Grace Street, and no on-site vehicle parking. The proposed 15/23 Grace Street project would remove a curb cut on Grace Street and the proposed 17 Grace street project would remove existing curb cuts on Grace Street and Washburn Street (Figures 2-13). Construction of 15/23 Grace Street would require approximately 140 cubic yards of excavation to a maximum depth of approximately 5 feet and construction of 17 Grace Street would require approximately 143 cubic yards of excavation to a maximum depth of approximately 5 feet. Construction for both projects would last approximately 11 months.

PROJECT APPROVALS

The proposed project would require the following approvals:

- **Building permit** (Department of Building Inspection)
- **Site mitigation plan** (San Francisco Department of Public Health)
- **Stormwater management plan** (San Francisco Public Utilities Commission)

The issuance of the building permit from the Department of Building Inspection is the *approval action* for the project. The approval action date establishes the start of the 30-day appeal period for this CEQA determination pursuant to section 31.04(h) of the San Francisco Administrative Code.

COMMUNITY PLAN EVALUATION OVERVIEW

California Public Resources Code section 21083.3 and CEQA Guidelines section 15183 provide that projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an environmental impact report (EIR) was certified, shall not be subject to additional environmental review except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. Section 15183 specifies that examination of environmental effects shall be limited to those effects that: a) are peculiar to the project or parcel on which the project would be located; b) were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent; c) are potentially significant off-site and cumulative impacts that were not discussed in the underlying EIR; or d) are

¹ Class one bicycle spaces are spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, non-residential occupants, and Employees. Planning Code section 155.1(a).

² Class two bicycle spaces are bicycle racks located in a publicly-accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use. Planning Code section 155.1 (a).

previously identified in the EIR, but which, as a result of substantial new information that was not known at the time that the EIR was certified, are determined to have a more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for the project solely on the basis of that impact.

This determination evaluates the potential project-specific environmental effects of the 15/23 and 17 Grace Street project described above, and incorporates by reference information contained in the programmatic EIR prepared for the Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eight Street Project (Western SoMa PEIR).³ Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Western SoMa PEIR.

The Western SoMa PEIR included analyses of the following environmental issues: land use; aesthetics; population and housing; cultural and paleontological resources; transportation and circulation; noise and vibration; air quality; greenhouse gas emissions; wind and shadow; recreation; public services, utilities, and service systems; biological resources; geology and soils; hydrology and water quality; hazards and hazardous materials; mineral and energy resources; and agricultural and forest resources.

The 15/23 and 17 Grace Street site is located in the Western SoMa Community Plan area. As a result of the Western SoMa rezoning process, the project site was rezoned to a 45-X height and bulk district.

Individual projects that could occur in the future under the Western SoMa Community Plan will undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development, and to assess whether additional environmental review would be required. This determination concludes that the proposed project at 15/23 and 17 Grace Street is consistent with and was encompassed within the analysis in the Western SoMa PEIR. This determination also finds that the Western SoMa PEIR adequately anticipated and described the impacts of the proposed 15/23 and 17 Grace Street project, and identified the mitigation measures applicable to the project. The proposed project is also consistent with the zoning controls and the provisions of the planning code applicable to the project site.^{4,5} Therefore, no further CEQA evaluation for the 15/23 and 17 Grace Street project is required. In sum, the Western SoMa PEIR, this certificate of determination, and the accompanying project-specific initial study comprise the full and complete CEQA evaluation necessary for the proposed project.

PROJECT SETTING

The project site is located in the South of Market neighborhood on the block bordered by Grace Street to the west, Washburn Street to the east, Mission Street to the north and Howard Street to the south. Immediately adjacent parcels are also zoned residential enclave mixed (RED-MX), while surrounding

³ Planning Department Case Nos. 2008.0877E and 2007.1035E, State Clearinghouse No. 2009082031. Available: <<http://www.sf-planning.org/index.aspx?page=1893>>.

⁴ Susan Exline, San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Citywide Planning and Policy Analysis, 15 Grace Street, October 19, 2015. This document and all other documents referenced herein unless otherwise noted are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2014.002016E.

⁵ Jeff Joslin, San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Current Planning Analysis, 17 Grace Street, December 1, 2015.

properties along Grace and Washburn Streets are zoned regional commercial district (RCD) and Western SoMa mixed use-general (WMUG). Nearby properties to the northwest of the project site, along Mission Street, are zoned downtown-general (C-3-G). All immediately adjacent parcels are within a 45-X height and bulk district, while surrounding parcels to the east, north and south are primarily within a 55-X height and bulk district. Properties to the northwest of the project site, along Mission Street, are within a 160-M height and bulk district. Building heights in the project area range from about one to four stories.

Land uses adjacent to the project site include residential along both Grace and Washburn Streets, production, distribution and repair (PDR) uses across Grace Street from the project site, and residential and commercial across Washburn Street.

POTENTIAL ENVIRONMENTAL EFFECTS

The proposed 15/23 and 17 Grace Street project is in conformance with the height, use, and density for the site described in the Western SoMa PEIR and would represent a small portion of the growth that was forecast for the Western SoMa Community Plan. Thus, the project analyzed in the Western SoMa PEIR considered the incremental impacts of the proposed 15/23 and 17 Grace Street project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Western SoMa PEIR.

Significant and unavoidable impacts were identified in the Western SoMa PEIR for the following topics: historic resources, transportation and circulation, noise, air quality, and shadow. The Western SoMa PEIR identified feasible mitigation measures to address significant impacts related to cultural and paleontological resources, transportation and circulation, noise and vibration, air quality, wind, biological resources, and hazards and hazardous materials. **Table 1** (page 9) lists the mitigation measures identified in the Western SoMa PEIR and states whether each measure would apply to the proposed project.

Table 1 – Western SoMa PEIR Mitigation Measures

Mitigation Measure	Applicability	Compliance
D. Cultural and Paleontological Resources		
M-CP-1a: Documentation of a Historical Resource	Not applicable: site is not a historic resource	Not applicable
M-CP-1b: Oral Histories	Not applicable: site is not a historic resource	Not applicable
M-CP-1c: Interpretive Program	Not applicable: site is not a historic resource	Not applicable
M-CP-4a: Project-Specific Preliminary Archeological Assessment	Applicable: soil disturbing activities proposed	A Preliminary Archeological Assessment (PAR) was performed for the proposed project. The PAR determined that the project would be subject to an accidental discovery mitigation measure. Project Mitigation Measure 1 (Procedures for Accidental Discovery of Archeological Resources) agreed to by project sponsor.
M-CP-4b: Procedures for Accidental Discovery of Archeological Resources	Applicable: project proposes excavation.	Project Mitigation Measure 1 (Procedures for Accidental Discovery of Archeological Resources) agreed to by project sponsor.
M-CP-7a: Protect Historical Resources from Adjacent Construction Activities	Not Applicable: adjacent historic resources not present	N/A
M-CP-7b: Construction Monitoring Program for Historical Resources	Not Applicable: adjacent historic resources not present	N/A
E. Transportation and Circulation		
M-TR-1c: Traffic Signal Optimization (8 th /Harrison/I-80 WB off-ramp)	Not applicable: automobile delay removed from CEQA analysis	Not applicable
M-TR-4: Provision of New Loading Spaces on Folsom Street	Not applicable: project would not remove loading spaces along Folsom Street	Not applicable
M-C-TR-2: Impose Development Impact Fees to Offset Transit Impacts	Not applicable: transit ridership generated by project would not considerably contribute to impact	Not applicable
F. Noise and Vibration		
M-NO-1a: Interior Noise Levels for Residential Uses	Not applicable: impacts of the environment on the project no longer a CEQA topic	Not applicable

Mitigation Measure	Applicability	Compliance
M-NO-1b: Siting of Noise-Sensitive Uses	Not applicable: impacts of the environment on the project no longer a CEQA topic	Not applicable
M-NO-1c: Siting of Noise-Generating Uses	Not applicable: project is not proposing a noise-generating use	Not applicable
M-NO-1d: Open Space in Noisy Environments	Not applicable: impacts of the environment on the project no longer a CEQA topic	Not applicable
M-NO-2a: General Construction Noise Control Measures	Applicable: project includes construction activities	Project Mitigation Measure 2 (General Construction Noise Control Measures) agreed to by project sponsor.
M-NO-2b: Noise Control Measures During Pile Driving	Not Applicable: project does not include pile-driving	N/A
G. Air Quality		
M-AQ-2: Transportation Demand Management Strategies for Future Development Projects	Not applicable: project would not generate more than 3,500 daily vehicle trips	Not applicable
M-AQ-3: Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors	Not applicable: superseded by Health Code Article 38	Not applicable
M-AQ-4: Siting of Uses that Emit PM _{2.5} or other DPM and Other TACs	Not applicable: project-related construction and operation would not introduce substantial emissions	Not applicable
M-AQ-6: Construction Emissions Minimization Plan for Criteria Air Pollutants	Not applicable: project does not exceed the BAAQMD screening criteria	Not applicable
M-AQ-7: Construction Emissions Minimization Plan for Health Risks and Hazards	Applicable: project does include construction in an area of poor air quality	Project Mitigation Measure 3 (Construction Emissions Minimization Plan for Health Risks and Hazards) agreed to by project sponsor.
I. Wind and Shadow		
M-WS-1: Screening-Level Wind Analysis and Wind Testing	Not applicable: project would not exceed 80 feet in height	Not applicable
L. Biological Resources		
M-BI-1a: Pre-Construction Special-Status Bird Surveys	Not Applicable: project does not include removal of street trees	N/A

Mitigation Measure	Applicability	Compliance
M-BI-1b: Pre-Construction Special-Status Bat Surveys	Not Applicable: project does not include demolition of existing buildings	N/A
O. Hazards and Hazardous Materials		
M-HZ-2: Hazardous Building Materials Abatement	Not applicable: project does not include demolition of a pre-1970s building	Not applicable
M-HZ-3: Site Assessment and Corrective Action	Not applicable: superseded by Health Code Article 22A (Maher Ordinance)	Not applicable

Please see the attached mitigation monitoring and reporting program for the complete text of the applicable mitigation measures. With implementation of these mitigation measures the proposed project would not result in significant impacts beyond those analyzed in the Western SoMa PEIR.

PUBLIC NOTICE AND COMMENT

A “Notification of Project Receiving Environmental Review” was mailed on April 27, 2017 to adjacent occupants and owners of properties within 300 feet of the project site and to community groups and other interested parties. One comment was received, which regarded existing congestion on Grace Street and the potential of the proposed project to contribute to it. No other comments were received. The effects of the proposed project on transportation, including automobile circulation are addressed in the project-specific initial study. As stated in the initial study, the proposed project would not result in significant adverse impacts on transportation or circulation beyond those identified in the Western SoMa PEIR.

CONCLUSION

As summarized above and further discussed in the initial study:⁶

1. The proposed project is consistent with the development density established for the project site in the Western SoMa Community Plan;
2. The proposed project would not result in effects on the environment that are peculiar to the project or the project site that were not identified as significant effects in the Western SoMa PEIR;
3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Western SoMa PEIR;
4. The proposed project would not result in significant effects, which, as a result of substantial new information that was not known at the time the Western SoMa PEIR was certified, would be more severe than were already analyzed and disclosed in the PEIR; and

⁶ The initial study is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2014.002016E.

5. The project sponsor will undertake feasible mitigation measures specified in the Western SoMa PEIR to mitigate project-related significant impacts.

Therefore, no further environmental review shall be required for the proposed project pursuant to CEQA section 21083.3 and CEQA Guidelines section 15183.

TABLE 1:
 MITIGATION MONITORING AND REPORTING PROGRAM –
 MITIGATION MEASURES FOR 15/23 AND 17 GRACE STREET PROJECT

Mitigation or Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>Cultural and Paleontological Resources</p> <p><u>Project Mitigation Measure 1 – Procedures for Accidental Discovery of Archeological Resources (Mitigation Measure M-CP-4b of the WSOMA PEIR)</u></p> <p>This mitigation measure is required to avoid any potential adverse effect on accidentally discovered buried or submerged historical resources as defined in CEQA Guidelines Section 15064.5(a)(c).</p> <p>The project sponsor shall distribute the San Francisco Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); and to utilities firms involved in soils-disturbing activities within the project site. Prior to any soils-disturbing activities being undertaken, each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, and supervisory personnel. The project sponsor shall provide the ERO with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firms) to the ERO confirming that all field personnel have received copies of the "ALERT" sheet.</p> <p>Should any indication of an archeological resource be encountered during any soils-disturbing activity of the project, the project head foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils-disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.</p> <p>If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the San Francisco Planning Department archeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.</p>	<p>Project sponsor, Planning Department's archeologist, or qualified consultant.</p>	<p>Prior to issuance of building permit and during construction.</p>	<p>Planning Department's ERO or archeologist or qualified archeological consultant.</p>	<p>Considered complete upon submittal of PAR or PASS to Planning Department's ERO or archeologist.</p>

Mitigation Monitoring and Reporting Program

Mitigation or Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>Measures might include preservation in situ of the archeological resource, an archeological monitoring program, or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Environmental Planning (EP) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.</p> <p>The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.</p> <p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning Division of the San Francisco Planning Department shall receive one bound copy, one unbound copy, and one unlocked, searchable PDF copy on a CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution from that presented above.</p>				
Noise				
<p>Project Mitigation Measure 2 – General Construction Noise Control Measures (Mitigation Measure M-NO-2a of the WSOMA PEIR)</p> <p>To ensure that project noise from construction activities is minimized to the maximum extent feasible, the sponsor of a subsequent development project shall undertake the following:</p> <ul style="list-style-type: none"> The sponsor of a subsequent development project shall require the general contractor to ensure that equipment and trucks used for project construction 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). The sponsor of a subsequent development project shall require the general contractor to locate stationary noise sources (such as compressors) as far from adjacent or nearby 	Project sponsor and construction contractor.	During construction period.	Planning Department and DBI.	Considered complete upon completion of construction.

Mitigation Monitoring and Reporting Program

Mitigation or Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>sensitive receptors as possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible.</p> <ul style="list-style-type: none"> The sponsor of a subsequent development project shall require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA. The sponsor of a subsequent development project shall include noise control requirements in specifications provided to construction contractors. Such requirements could include, but not be limited to: performing all work in a manner that minimizes noise to the extent feasible; undertaking the noisiest activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise feasible. Prior to the issuance of each building permit, along with the submission of construction documents, the sponsor of a subsequent development project shall submit to the San Francisco Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include: (1) a procedure and phone numbers for notifying DBI, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise-generating activities (defined as activities generating noise levels of 90 dBA or greater) about the estimated duration of the activity. 				
Air Quality				
<p>Project Mitigation Measure 3 – Construction Emissions Minimization Plan for Health Risks and Hazards (Mitigation Measure M-AQ-7 of the WSOMA PEIR)</p> <p><i>Construction Emissions Minimization Plan.</i> Prior to issuance of a construction permit, the project sponsor 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</p>	Project sponsor and construction contractor.	Prior to issuance of building permit for any demolition or construction activities.	Planning Department.	Considered complete upon submittal of Construction Emissions Minimization Plan

Mitigation Monitoring and Reporting Program

Mitigation or Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>requirements:</p> <p>1. All off-road equipment greater than 25 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:</p> <ul style="list-style-type: none"> a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited; b) All off-road equipment shall have: <ul style="list-style-type: none"> i. Engines that meet or exceed either United States Environmental Protection Agency or California Air Resources Board (ARB) Tier 2 off-road emission standards, <i>and</i> ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS).¹ c) Exceptions: <ul style="list-style-type: none"> i. Exceptions to A(1)(a) <i>may</i> be granted if the project sponsor 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 sponsor shall submit documentation of compliance with A(1)(b) for onsite power generation. ii. Exceptions to A(1)(b)(ii) <i>may</i> be granted if the project sponsor 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 sponsor 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 sponsor must comply with the requirements of A(1)(c)(iii). iii. If an exception is granted pursuant to A(1)(c)(ii), the project sponsor shall 				

¹ Equipment with engines meeting Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement, therefore a VDECS would not be required.

Mitigation Monitoring and Reporting Program

Mitigation or Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule												
<p>provide the next cleanest piece of off-road equipment as provided by the step down schedules in Table A1 below.</p> <p style="text-align: center;">Table A1 Off-Road Equipment Compliance Step down schedule*</p> <table border="1" data-bbox="451 1270 792 1879"> <thead> <tr> <th>Compliance Alternative</th> <th>Engine Emission Standard</th> <th>Emissions Control</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Tier 2</td> <td>ARB Level 2 VDECS</td> </tr> <tr> <td>2</td> <td>Tier 2</td> <td>ARB Level 1 VDECS</td> </tr> <tr> <td>3</td> <td>Tier 2</td> <td>Alternative Fuel*</td> </tr> </tbody> </table> <p>*How to use the table. If the requirements of (A)(1)(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met.</p> <p>** Alternative fuels are not a VDECS</p> <p>d) The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than <i>two</i> 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 areas and at the construction site to remind operators of the two minute idling limit.</p> <p>e) The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.</p>	Compliance Alternative	Engine Emission Standard	Emissions Control	1	Tier 2	ARB Level 2 VDECS	2	Tier 2	ARB Level 1 VDECS	3	Tier 2	Alternative Fuel*				
Compliance Alternative	Engine Emission Standard	Emissions Control														
1	Tier 2	ARB Level 2 VDECS														
2	Tier 2	ARB Level 1 VDECS														
3	Tier 2	Alternative Fuel*														

Mitigation Monitoring and Reporting Program

Mitigation or Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>f) 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>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 sponsor shall provide copies of Plan to members of the public as requested.</p>				