SAN FRANCISCO
PLANNING DEPARTMENT

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Addendum #2 to Subsequent Environmental Impact Report

Addendum Date:	November 15, 2016
Case No.:	**2015-009690E**
Project Title:	**Executive Park Amended Subarea Plan and the Yerby Company and Universal Paragon Corporation Development Projects**
EIR:	2006.0422E, certified May 5, 2011
Project Sponsor:	Michael Liu, SingHaiyi US Operations, Inc. for Ocean Landing LLC (415) 445-4558
Lead Agency:	San Francisco Planning Department
Staff Contact:	Julie Moore – (415) 575-8733 Julie.Moore@sfgov.org

1.0 BACKGROUND

Since 1976, the 71-acre Executive Park Subarea Plan Area has been the subject of numerous development plans, environmental analyses, and City actions. In addition to plans, environmental analysis, and approvals in 2011, discussed below, development plans for the area were prepared or amended in 1978, 1980, 1981, 1984, 1992, 2000, 2005, and 2007. Environmental analyses of Executive Park development included an Environmental Impact Report (EIR) in 1976, a Subsequent EIR in 1985, Supplemental EIR in 1999 and EIR Addenda in 1992, 2005, and 2007.[1] During these years, City actions included the approval of the development plans and issuance of permits for the construction of the three existing office buildings and the residential developments of Signature Properties and Top Vision (see **Exhibit A** for the overall layout of Executive Park Subarea Plan Area.)

In 2011, the San Francisco Planning Commission certified the Executive Park Amended Subarea Plan and the Yerby Company and Universal Paragon Corporation Development Projects ("the 2011 Executive Park Plan") Final Subsequent Environmental Impact Report ("2011 SEIR" or "the EIR").[2] The project analyzed in the EIR was the 71-acre Executive Park Subarea Plan Area located in the southeastern part of San Francisco, just east of U.S. Highway 101 and along the San Francisco/San Mateo County boundary. The approval actions taken in 2011 consisted of amendments to the General Plan, the Executive Park Subarea Plan of the Bayview Hunters Point Area Plan, the Planning Code, and the Zoning Map to provide for the transition of the existing office park development within a 14.5-acre southern portion of the Subarea Plan Area (the Yerby and UPC development sites) to a new, primarily residential area with 1,600 residential units and about 73,200 gross square feet (gsf) of retail. The amended Subarea Plan established the

[1] San Francisco Planning Department, *Case No. 2006.422E: Subsequent Environmental Impact Report, Executive Park Amended Subarea Plan and the Yerby Company and Universal Paragon Corporation Development Projects*, certified May 5, 2011. This document (and all other documents cited in this report, unless otherwise noted), is on file with the Planning Department, 1650 Mission Street, Suite 400, San Francisco, and is available for public review as part of Case File No. 2015-009690E.

[2] Ibid.

Executive Park Residential Special Use District, changed the zoning within this area from a C-2 (Community Business) District to an RC-3 (Residential-Commercial Combined, Medium Density) District, and raised the maximum allowable heights throughout the area to heights ranging from 65 to 240 feet. With existing and previously approved developments, the Executive Park Subarea Plan area would potentially accommodate 2,800 residential units. The amended Subarea Plan also addressed land use, streets and transportation, urban design, community facilities and services, and recreation and open space by implementing objectives and policies and providing design guidance for buildings, streets, pathways, and parking, as well as green building approaches.

The project analyzed in the 2011 SEIR also included two specific development projects that would implement and complete the buildout of the proposed amended Subarea Plan: The Yerby Company (Yerby) development project and the Universal Paragon Corporation (UPC) development project. No approvals related to these two developments have occurred. The Yerby Project proposed the demolition of an existing office building and removal of an existing surface parking lot, and construction of five residential-commercial mixed-use buildings, ranging in height from 68–170 feet (6–16 stories) containing approximately 500 residential units and up to 750 below-grade parking spaces. The UPC Project proposed to demolish the two existing office buildings and surface parking, and redevelop the site with 8 residential and commercial mixed-use buildings, ranging from 65-240 feet (6 to 24 stories) containing approximately 1,100 residential units. The Yerby and UPC development projects would also include residential private and common open space, several areas of publicly accessible open space, new streets, alleyways, and pedestrian walkways. The layout of the Yerby and UPC developments (Executive Park Residential Special Use District) is shown on **Exhibit B**.

An addendum to the 2011 SEIR was issued on June 13, 2011 to address minor project revisions.[3] The revised project traded the respective building heights and volumes between Block A and Block B within the Yerby site. As originally proposed in the EIR, Block A contained a 16-story tower; the 2011 Addendum relocated the 16-story tower from Block A to Block B. The amount and types of uses, the proposed street grid, and site access were unchanged from the project analyzed in the EIR.

On September 14, 2016, the Planning Department issued Addendum #2 to the SEIR for an earlier version of this project. Due to subsequent project changes, this document supercedes and replaces the previous Addendum #2.

2.0 PROPOSED MODIFICATIONS TO THE PROJECT

The Yerby Company has transferred its site to Ocean Landing, which is now proposing to construct the Thomas Mellon Waterfront Residences (TMWR) on the former Yerby site. Ocean Landing proposes to increase the number of residential units from 500 units to 585 dwelling units. The building locations and site layout are largely the same as the original project. **Table 1** summarizes the proposed changes between the Yerby Project and the proposed TMWR project. A revised site layout is attached as **Exhibit C**.

[3] San Francisco Planning Department, *Case No. 2006.0422E: Addendum to Environmental Impact Report, Executive Park Amended Subarea Plan and the Yerby Company and Universal Paragon Corporation Development Projects*, June 13, 2011.

As shown in Table 1, the TMWR Project would increase the number of dwelling units from the original Yerby project by 85, primarily in Buildings A and B; however, the total amount of residential square footage would decrease by approximately 10 percent and the overall TMWR project's gross square feet would decline by 4.6 percent. Neighborhood commercial use would increase by 239 percent to 9,845 sf with the establishment of shops and restaurants near the corner of Thomas Mellon Drive, Alana Way and Harney Way. The underground parking and building services area would increase by 1 percent with the addition of 6 vehicle parking spaces, although the parking ratio would decrease from 1.5 spaces per unit to 1.3 spaces per unit. The number of bicycle parking spaces would more than double, resulting in 252 bicycle spaces. Open space would increase slightly, with a shift from private open space to public open space.

Table 1. Comparison of Yerby Project Proposed in 2011 SEIR with the TMWR Project

Project Element	Yerby Project	TMWR Project	Change
Number of buildings	5	5	None
Total Number of Residential Units Units per Building	500 A = 69 B = 102 C = 82 D = 117 E = 130	585 A = 90 B = 174 C = 76 D = 113 E = 133	+85 units
Height (feet), Stories of Buildings A - E	A = 85', 8 B = 65'/170', 6/16 C = 68', 6 D = 68', 6 E = 68', 6	A= 85'-0", 8 B= 65'/170'-0", 17 C= 68'-0", 6 D= 68'-0", 6 E= 66'-8", 6	None: all heights within maximum limits analyzed in EIR
Residential gsf	596,200	535,802	-60,398 sf
Neighborhood commercial gsf	2,900	9,845	+6,945 sf
Amenities gsf [(1)]	17,100	16,114	-986 sf
Underground parking + above grade bldg. services & circulation gsf	300,500 + 125,400 = 425,900	292,711 + 139,730 = 432,441	+ 6,541 sf
Total Project [(2)] gsf	1,042,100	994,202	- 47,898 sf
Common Open Space [(3)] gsf	24,440	27,022	+2,582
Private Open Space	21,600	15,343	-6,257
Publicly Accessible Open Space (Northwest & Southeast Corners)	5,470	10,974	+5,504
Vehicle parking spaces	750	756	+6
Bicycle spaces	123	252	+129
Off-Street Loading Spaces[(4)]	4	0	- 4

Notes:

gsf = gross square feet

The Yerby Project includes the minor project revisions analyzed in the 2011 Addendum.

(1) Yerby Project amenities in the 2011 SEIR described as "common activity space" per building: 4,600 (A); 2,700 (B); 3,800 (C); 6,000 (E). Amenities in TMWR Project: fitness centers, co-working business centers, community room, residential lounges, child play & music rooms, bike storage, personal storage, pet care.

(2) Excludes common and private open spaces, and publicly accessible open spaces (northwest and southeast corners).

(3) Yerby Project common open space described as landscaped courtyards at each building and pedestrian corridor between Buildings D and E. In addition, the Yerby project would provide 5,470 sf of a 18,200 sf publicly accessible park at the southeastern corner of Building C. Common open space in the TMWR Project would include a landscaped pedestrian way and park at northwest side of Building A; mid-block open landscape courtyard between Buildings D & E; a ground-level deck south of Building C and open space at Thomas Mellon/Harney Way.

(4) Per Planning Code Section 249.54(c)(12), off-street loading pursuant to Section 152 through 152.2 is not required within the Executive Park Special Use District.

As discussed above, the 2011 Executive Park Plan includes both the Yerby and the UPC development projects. The Yerby and UPC projects together would total approximately 3.4 million square feet of building space with approximately 1,600 residential units and about 73,000 gsf of neighborhood-serving retail space. With the proposed changes to the TMWR, the modified Executive Park Amended Subarea Plan (Modified Project) would be altered correspondingly. **Table 2** summarizes the Modified Project's key overall changes from the 2011 Executive Park Plan based on the TMWR proposed changes.

Table 2. Comparison of 2011 Executive Park Plan and the Modified Project

Project Element	2011 Executive Park Plan (Yerby & UPC)	Modified Project (TMWR & UPC)	Change
Number of buildings	13	13	None
Total Number of Residential Units	1,600	1,685	+85 units
Residential gsf	1,946,200	1,885,802	-60,398 sf
Retail gsf	73,200	80,145	+6,945 sf
Total Number of Vehicle Parking Spaces	2,427	2,433	+ 6
Parking gsf	916,300	902,696	-13,604 sf
Total Project gsf	3,352,800	3,304,902	-47,898 sf

3.0 PURPOSE OF THE ADDENDUM

Section 31.19(c)(1) of the San Francisco Administrative Code states that a modified project must be reevaluated and that, "If, on the basis of such reevaluation, the Environmental Review Officer determines, based on the requirements of the California Environmental Quality Act (CEQA), that no additional environmental review is necessary, this determination and the reasons therefore shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter." In addition, CEQA Section 21166 and CEQA Guidelines Sections 15162-15164 provide that when an EIR has been prepared for a project, no subsequent or supplemental EIR shall be required unless one or more of the following events occurs: (1) Substantial changes are proposed in the project which will require major revisions of the EIR; (2) Substantial changes occur with respect to the circumstances under which the project is being undertaken will require major revisions in the EIR; or (3) New information, which was not known and could not have been known at the time the EIR was certified as complete, becomes available. The lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of these conditions has occurred.

This addendum evaluates the potential environmental effects of the proposed project changes of the Modified Project described above.

Since certification of the EIR, no changes have occurred in the circumstances under which the Modified Project as currently proposed would be implemented. No new information has emerged that would materially change the analyses or conclusions set forth in the EIR. Therefore, these issues are not discussed further in the addendum.

This addendum also analyzes three mitigation measures that were imposed at the time of project approval for which the City has either adopted comprehensive regulations that address the same impacts or the City has developed additional guidance to facilitate mitigation measure implementation. The analysis evaluates whether the regulations, which will apply to the project would provide the same or more effective mitigation than that provided by the two adopted mitigation measures. These regulations are discussed below in Section 4 and the relevant impact analyses in Section 5.2. The revision to the 2011 SEIR construction air quality mitigation measure is proposed to clarify the requirements needed to meet the performance standard established by the measure. The proposed revised Mitigation and Monitoring Program is presented in Exhibit D, and this topic is discussed further in Section 5.3.

This Addendum will be used to support the following project approvals by City agencies needed for implementation of the TMWR Project:

- Conditional Use Authorization and Planned Unit Development pursuant to Planning Code Sections 303 and 304 (Planning Commission);
- Permit Review in the Executive Park Special Use District pursuant to Planning Code Section 309.2 (Planning Department);
- Approval of street improvements and other public infrastructure improvements (Public Works);
- Approval of traffic control and striping changes, changes to MUNI routes and stops; and improvements in the public right-of-way related to MUNI (Municipal Transportation Agency);

- Roadway changes and reconfiguration, including land exchange and street vacation within the Executive Park Subarea (Board of Supervisors);
- Approval of Tentative and Final Subdivision Maps for the TMWR and UPC development projects (Public Works); and,
- Demolition, site, and building permits for the TMWR and UPC development projects (Department of Building Inspection).

4.0 CHANGES TO APPROACH TO ANALYSIS

This addendum uses an updated approach to analysis from the 2011 SEIR for impacts related to the exposure of sensitive receptors to toxic air contaminants and noise resulting from the project's location near U.S. 101 based on local regulations enacted since the 2011 SEIR was adopted. In addition, this addendum provides an analysis of transportation impacts in accordance with new guidance from the State Office of Planning and Research (OPR) adopted by the San Francisco Planning Commission in March 2016. These regulatory and statutory changes are discussed below.

4.1 Article 38 Amendments

The San Francisco Health Code Article 38 was adopted in 2008 to require new residential construction projects located in areas where models show poor air quality and pollution from roadways to install enhanced ventilation systems to protect residents from the adverse health effects of living in a poor air quality area. Subsequent to certification of the 2011 SEIR, the San Francisco Board of Supervisors amended Health Code, Article 38 (Ordinance 224-14, effective December 8, 2014). The 2014 amendments included revisions to the underlying map and establishment of an Air Pollution Exposure Zone (APEZ). Projects proposing sensitive land uses (residences, day care facilities, senior care facilities, etc.) within the APEZ are required to install an enhanced ventilation system with a Minimum Efficiency Reporting Value (MERV) 13 rating. Under the amended Article 38, the southern portion of the Executive Park Subarea Plan area that was the subject of the 2011 SEIR (the Executive Park Special Use District, including the TMWR and UPC development sites) is included within the APEZ and subject to Article 38 ventilation requirements.

For all proposed sensitive uses within the APEZ as defined by Article 38, such as residential uses proposed by the Modified Project, the Ordinance requires that the project sponsor submit an Enhanced Ventilation Proposal for approval by the Department of Public Health (DPH) that achieves protection from $PM_{2.5}$ (fine particulate matter) equivalent to that associated with a MERV 13 filtration. The Department of Building Inspection (DBI) will not issue a building permit without written notification from the Director of Public Health that the applicant has an approved Enhanced Ventilation Proposal. The regulations and procedures set forth by Article 38 include the requirements of the 2011 SEIR Mitigation Measure M-AQ-2 (Air Pollution from U.S. 101 Traffic). Therefore, this EIR mitigation measure that required MERV 13 filtration for properties within 800 feet from U.S. 101 is no longer necessary to protect sensitive receptors. Air quality impacts of the Modified Project related to siting new sensitive land uses in an APEZ would be less than significant through compliance with San Francisco Health Code Article 38 regulations.

4.2 BAAQMD CEQA Guidelines

At the time of 2011 SEIR preparation, the Bay Area Air Quality Management District (BAAQMD) had recently adopted new CEQA guidelines, the *BAAQMD CEQA Guidelines, 2010.* Those guidelines however, did not apply to the project because the Notice of Preparation for the EIR was issued before the new guidelines were adopted. To provide a comprehensive analysis, the EIR analyzed the air quality effects of the project under the 1999 BAAQMD significance thresholds that were in effect at the time, as well as the more stringent 2010 BAAQMD significance thresholds. The Planning Department recognizes the thresholds established in 2010 as appropriate thresholds for evaluating air quality impacts of criteria air pollutants. Therefore, this Addendum evaluates air quality effects of the Modified Project under the 2010 BAAQMD thresholds used in the EIR.

4.3 San Francisco Noise Regulations

Since certification of the 2011 EIR, San Francisco adopted Ordinance 70-15 (effective June 19, 2015) amending the Building, Administrative, Planning, and Police Codes to require attenuation of exterior noise for new residential structures, including analysis and field testing in some circumstances. The pertinent regulations are codified in the San Francisco Building Code, Section 1207, Sound Transmission. The intent of the regulations is to address noise conflicts between residential uses and noise sources in noise critical areas, such as in proximity to highways, country roads, city streets, railroads, rapid transit lines, airports, nighttime entertainment venues or industrial areas. Residential structures to be located where the day-night average sound level (Ldn) or community noise equivalent level (CNEL) exceeds 60 decibels (dB) require an acoustical analysis with the application of a building permit showing that the proposed design will limit exterior noise to the 45 dB in any habitable room. Noise measurements presented in the EIR indicate that noise levels in the vicinity of the Modified Project exceed 60 dB, primarily due to proximity to Highway 101. Therefore, the project sponsor will be required to submit an environmental noise study demonstrating that the Modified Project can feasibly attain acceptable interior noise levels. This regulation mirrors the noise insulation requirements in Title 24 of the California Building Code, enforced by DBI. Because these noise regulations include the requirements of EIR Mitigation Measure M-Noise-2 (Interior Noise Levels), this mitigation measure is no longer necessary to reduce noise impacts to a less-than-significant level. Noise impacts of the Modified Project related to siting new sensitive land uses in a noisy environment would be less than significant through compliance with California Title 24 and San Francisco Building Code Section 1207 regulations.

4.4 CEQA Section 21099

CEQA Section 21099(b)(1) requires that OPR develop revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects that promote the "reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." CEQA Section 21099(b)(2) states that upon certification of the revised CEQA Guidelines for determining transportation impacts pursuant to Section 21099(b)(1), automobile delay, as described solely by level of service (LOS) or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment under CEQA.

In January 2016, OPR published for public review and comment a *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA*[4] (proposed transportation impact guidelines) recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric. VMT measures the amount and distance that a project might cause people to drive, accounting for the number of passengers within a vehicle.

OPR's proposed transportation impact guidelines provide substantial evidence that VMT is an appropriate standard to use in analyzing impacts to protect environmental quality and a better indicator of greenhouse gas, air quality, and energy impacts than automobile delay. Acknowledging this, San Francisco Planning Commission Resolution 19579,[5] adopted on March 3, 2016:

- Found that automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion, shall no longer be considered a significant impact on the environment pursuant to CEQA, because it does not measure environmental impacts and therefore it does not protect environmental quality.
- Directed the Environmental Review Officer to remove automobile delay as a factor in determining significant impacts pursuant to CEQA for all guidelines, criteria, and list of exemptions, and to update the Transportation Impact Analysis Guidelines for Environmental Review and Categorical Exemptions from CEQA to reflect this change.
- Directed the Environmental Planning Division and Environmental Review Officer to replace automobile delay with VMT criteria which promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses; and consistent with proposed and forthcoming changes to the CEQA Guidelines by OPR.

Planning Commission Resolution 19579 became effective immediately for all projects that have not received a CEQA determination and all projects that have previously received CEQA determinations, but require additional environmental analysis. Accordingly, this Addendum provides a VMT impact analysis of the transportation effects of the Modified Project in Section 5.1, Transportation. The Addendum also provides a discussion of automobile delay, based on impacts considered in the 2011 SEIR, for informational purposes. Automobile delay may be considered by decision-makers, independent of the environmental review process, as part of their decision to approve, modify, or disapprove the proposed project.

5.0 ANALYSIS OF POTENTIAL ENVIRONMENTAL EFFECTS

The 2011 SEIR analyzed the environmental effects of implementing the Executive Park Amended Subarea Plan and the Yerby and UPC development projects as well as the environmental effects under alternatives to the proposed plan: the No Project alternative; Development under Existing Zoning and Height and Bulk Controls; and Alanna Way Realignment.

---

[4] This document is available online at: https://www.opr.ca.gov/s_sb743.php.

[5] San Francisco Planning Department, *Planning Commission Resolution No. 19579, Transportation Sustainability Program – Align Component, Case No. 2012.0726E*, March 3, 2016.

The proposed Thomas Mellon Waterfront Residences (the former Yerby project) has been modified to increase density, as described in Section 2.0, Proposed Modifications to the Project; however, as shown in the analysis below, this would not create new impacts or substantially increase the severity of the physical impacts of implementing the Modified Project, and no new information has emerged that would materially change the analyses or conclusions set forth in the 2011 SEIR and Addendum. Further, the Modified Project, as demonstrated below, would not result in any new significant environmental impacts, substantial increases in the significance of previously identified effects, or necessitate implementation of additional or considerably different mitigation measures than those identified in the EIR. The effects associated with the Modified Project would be substantially the same as those reported for the project in the EIR and would neither increase the severity of any significant impacts associated with the development, nor result in new or substantially different environmental effects. The following discussion provides the basis for this conclusion.

5.1 Less-than-Significant Impacts

The EIR identified less-than-significant environmental impacts as they relate to land use, aesthetics, population and housing, transportation, noise, air quality, greenhouse gases, wind, shadow, recreation, water supply, and police and fire services. The Modified Project would not result in any significant impacts in subtopics of these environmental topic areas, as discussed below.

Land Use

The EIR found that the 2011 Executive Park Plan would result in less-than-significant impacts related to land use. The land uses would not change under the Modified Project. The Modified Project would not materially alter the development site plan; it would only increase the number of dwelling units by 85 units, or approximately 5 percent, primarily in the 17-story building on Block B. The Modified Project also includes increases of 6,945 sf in commercial space and 2,219 sf open space areas. Development of the 2011 Executive Park Plan would have resulted in a mixture of medium density residential use in five buildings, together with lesser amounts of commercial space and public and private open space. The Modified Project would result in essentially the same type, density and mix of land uses. Relative to the originally analyzed project, the proposed revisions would not change the future character of the vicinity or result in incompatible land uses. Therefore, the modifications to the development project would not change the analysis or conclusions reached in the EIR and would have less-than-significant land use impacts.

Aesthetics

The EIR and 2011 Addendum found that the 2011 Executive Park Plan would result in less-than-significant impacts related to aesthetics. The Modified Project would not change the height or location of the proposed residential buildings from that analyzed in the EIR. Therefore, the proposed revisions would not result in impacts on scenic resources or the visual character of the vicinity. The Modified Project would not change the analysis and conclusions reached in the EIR and would have less-than-significant aesthetics impacts.

Population and Housing

The EIR found that the 2011 Executive Park Plan would result in less-than-significant population and housing impacts. The Modified Project would increase the number of dwelling units by 85, which would increase the population in the Subarea Plan area at full buildout by about 193 people above the 6,520 people anticipated in the EIR.[6] The net population increase in the plan area of less than one percent would not change the analysis or conclusions reached in the EIR. Therefore, the Modified Project would have less-than-significant population and housing impacts.

Transportation

Vehicle Miles Traveled Analysis

As discussed above in Section 4.4, since preparation of the 2011 EIR, the San Francisco Planning Commission has adopted the use of the VMT metric to evaluate the impacts of projects. Accordingly, the impacts of the Modified Project are analyzed below using the guidelines set forth in the San Francisco Guidelines and Planning Commission Resolution 19579 and supporting materials. Although an addendum focuses on how the project, new information, or changes in circumstances may have changed the impact conclusions in the original EIR analysis, because the 2011 EIR did not evaluate impacts based on the VMT metric, the analysis in this addendum first uses the VMT screening criteria to determine whether the entire Executive Park Plan project (assuming the modifications), is presumed to have a significant impact on VMT. If not, no further analysis is required of how the Modified Project would affect VMT as compared to the original 2011 Executive Park Plan project.

According to the impact assessment methodology adopted by the Planning Commission, a project would have a significant transportation effect on the environment if it would cause substantial additional VMT. OPR's proposed transportation impact guidelines[7] provide guidance for establishing significance thresholds for Area Plans, such as the Executive Park Amended Subarea Plan. The OPR guidance considers that a land use plan may have a significant impact on transportation if it is not consistent with the relevant Regional Transportation Plan/Sustainable Communities Strategy (SCS). For this purpose, consistency with the SCS means the following must be true:

- Development specified in the plan is also specified in the SCS (e.g., the plan does not specify developing in outlying areas specified as open space or Priority Conservation Area in the SCS); and,
- Taken as a whole, development specified in the plan leads to a VMT that is equal to or less than the VMT per capita and VMT per employee specified in the SCS.

The Metropolitan Transportation Commission's 2013 Regional Transportation Plan, *Plan Bay Area*, adopted in July 2013, is the region's SCS. *Plan Bay Area* set a VMT per capita reduction target of 10 percent below the Bay Area 2005 regional average VMT levels by 2040 for residential development. No

[6] Based on the 2.27 persons per household forecast for 2025, from ABAG *Projections 2009*, as calculated in the 2011 SEIR.

[7] OPR, *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA, Implementing Senate Bill 743 (Steinberg, 2013),* January 20, 2016.

VMT per employee target was set.[8] The Executive Park Amended Subarea Plan area is located within a Priority Development Area in *Plan Bay Area*. Therefore, if the Executive Park plan area is located within an area that is projected to have a residential VMT per capita 10 percent or more below 2005 VMT levels by 2040, the development is presumed not to have a significant VMT impact under CEQA.

The Metropolitan Transportation Commission used a regional activity-based travel model, Travel Model One, to estimate VMT for *Plan Bay Area*.[9] The following VMT data was used in *Plan Bay Area*.[10] The estimated 2005 VMT per capita by place of residence for the transportation analysis zone in which the project site is located was 13.1.[11] The future 2040 VMT per capita by place of residence for the transportation analysis zone in which the project site is located is 9.9,[12] a 24 percent reduction in VMT per capita compared to 2005.

The travel analysis zone geographic area from Travel Model One includes both the Executive Park Plan and Visitacion Valley Redevelopment Plan (aka Schlage Lock site). Therefore, the following analysis further relies on the San Francisco County Transportation Authority's San Francisco Chained Activity Model Process (SF-CHAMP) to estimate VMT for the transportation analysis zone in which the project site is located. The geographic area for the transportation analysis zone in which the project site is located from SF-CHAMP nearly matches the area of the Executive Park Plan project.

SF-CHAMP uses 2040 residential and job growth estimates prepared by Association of Bay Area Governments and adjusted by the San Francisco Planning Department. The land use scenario uses projections from the Sustainable Communities Strategy: Jobs-Housing Connections from *Plan Bay Area*. SF-CHAMP includes transportation network changes that are reasonably foreseeable transportation projects included in the latest adopted Regional Transportation Plan, San Francisco Transportation Plan and/or are actively undergoing environmental review or is anticipated to take undertake environmental in the near future because sufficient projection definition has been established. [13]

Using SF-CHAMP projections, the future 2040 VMT per capita in the Executive Park Plan area is estimated to be 10.2, a 22 percent reduction in VMT per capita compared to 2005. Thus, development specified in the 2011 Executive Park Plan would lead to a VMT reduction greater than the VMT per capita reduction specified in the SCS and, therefore, the Executive Park Plan project would not have a significant VMT impact. Accordingly, no additional VMT analysis of the Modified Project is necessary.

---

[8] Association of Bay Area Governments and Metropolitan Transportation Commission, Plan Bay Area. Available online at: http://files.mtc.ca.gov.s3.amazonaws.com/pdf/Plan_Bay_Area_FINAL/pbafinal/index.html.

[9] Documentation regarding Travel Model One and the use of Travel Model One for Plan Bay Area is available online. Association of Bay Area Governments and Metropolitan Transportation Commission, Model Documentation and Presentations, available online at: http://analytics.mtc.ca.gov/foswiki/Main/Development. Association of Bay Area Governments and Metropolitan Transportation Commission, Model Documentation and Presentations, available online at: http://analytics.mtc.ca.gov/foswiki/Main/PlanBayArea.

[10] Note: the VMT per capita outputs presented in this paragraph represent resident, non-commercial travel, consistent with OPR's proposed transportation impact analysis guidelines, whereas the VMT per capita outputs presented in *Plan Bay Area* includes commercial travel.

[11] Data available online at: http://analytics.mtc.ca.gov/foswiki/Main/VmtPerCapita.

[12] Data available online at: http://analytics.mtc.ca.gov/foswiki/Main/PlanBayAreaVmtPerCapita.

[13] Manoj Madhavan and Chris Espiritu, San Francisco Planning Department, Memo to Transportation Team, "CEQA – 2040 SF-CHAMP Modeling Methodology Assumptions", April 25, 2016.

2011 SEIR Updates

The EIR found that the 2011 Executive Park Plan would result in less-than-significant impacts related to project impacts on pedestrian and bicycling conditions. A transportation analysis of the Modified Project was conducted that included updated trip generation, mode split, trip distribution, and impact assessment.[14] The Modified Project could result in increased pedestrian activity within the Executive Park area, primarily between the residential units and the expanded commercial areas, and to the neighborhood's transit and shuttle stops. As part of the updated street network, sidewalks would be provided on all new or revised streets, and crosswalks would be striped at all intersections. Given the low existing bicyclist volumes in the area, the EIR anticipated that the project's bicycle activity could be accommodated on the existing streets and bicycle facilities. According to the transportation analysis, the Modified Project would generate up to 35 additional transit trips and 13 trips by other modes (including walking and bicycling) during the weekday p.m. peak hour than the 2011 Executive Park Plan. This modest increase would not substantially change the analysis or conclusions reached in the EIR related to these pedestrian and bicycling conditions; therefore the Modified Project would have less-than-significant impacts on pedestrian and bicycling conditions.

The EIR found that the 2011 Executive Park Plan would result in less-than-significant impacts related to parking and loading. The Modified Project proposes an increase of 6 vehicle parking spaces, a less than one percent increase. The Modified Project proposes to eliminate off-street loading in the TMWR in accordance with the Executive Park Special Use District (Planning Code Section 249.54(c)(12) and provide seven on-street loading spaces. The provision of on-street loading spaces, instead of off-street loading spaces, would continue to provide adequate space for retail deliveries, trash pick-up, residential moving, and general deliveries.[15] The Modified Project's parking and loading provisions would not materially alter the EIR conclusions and would continue to have less-than-significant impacts on parking and loading.

The EIR found that the construction activities for the 2011 Executive Park Plan would not result in a significant transportation impact. Construction of the Yerby Project was estimated to last approximately 46 months, with the highest truck traffic during the excavation and concrete pouring, approximately 100 round-trip truck trips per day and approximately 100 workers per day. Construction of the Modified Project, which contains less overall square footage than the 2011 Executive Park Plan, would be similar to that of the original project and would not change the analysis or conclusions reached in the EIR and would have a less-than-significant transportation impact.

The EIR found that the 2011 Executive Park Plan would not result in a significant impact related to event conditions at Candlestick Park stadium. Because Candlestick Park stadium is no longer present, this impact is not relevant to the Modified Project.

[14] Kittelson & Associates, Inc. *Supplementary Transportation Impact Analysis for Modified Yerby Project ("Thomas Mellon Waterfront Residences") at Executive Park*, November 3, 2016.

[15] Ibid.

Noise

The EIR found that the 2011 Executive Park Plan would result in a 0.3 dBA increase in traffic noise along roadways that would be used to access the project, a less-than-significant impact. According to the EIR, a 5 dB increase is the minimum required for a change in community reaction. The proposed revisions do not alter the configuration of project access routes. According to the transportation analysis performed for the Modified Project, the additional 85 units proposed would result in up to 83 additional p.m. peak hour ehicles above the 1,131 vehicle trips estimated for the 2011 Executive Park Plan.[16] This represents an increase of approximately seven percent. These vehicles would be distributed along local roadways and would not be expected to appreciably increase traffic noise, given the slight increase in projected traffic. The Modified Project would not change the analysis or conclusions reached in the EIR and the noise impacts would be less than significant.

Air Quality

The EIR found that the 2011 Executive Park Plan would result in less-than-significant impacts related to construction dust, vehicle trips contributing to carbon monoxide levels, exposure of sensitive receptors to toxic air contaminants (TACs), odors, and conflicts with adopted air quality plans. The proposed revisions, which slightly reconfigure and increase by 85 units, the number of residential units while reducing overall square footage, would not substantially alter project construction dust effects, TAC exposures, odors, or conflict with adopted air quality plans. Because the project is over one half acre, the San Francisco's Dust Control Ordinance requires that the project sponsor submit a Dust Control Plan for approval by the San Francisco Department of Public Health. The site-specific Dust Control Plan would require implementation of additional dust control measures such as installation of dust curtains and windbreaks and to provide independent third-party inspections and monitoring, provide a public complaint hotline, and suspend construction during high wind conditions.

Project traffic under the Modified Project operations would continue to be well below the Bay Area Air Quality Management District (BAAQMD) carbon monoxide screening thresholds. According to the transportation impact analysis for the Modified Project,[17] the Modified Project would result in up to 83 new p.m. peak hour vehicle trips above the original project. The increase of 83 vehicles to the approximately 10,000 vehicles per peak hour at the study intersections with the highest volumes under the project and cumulative scenarios,[18] would be below the BAAQMD screening criteria of 44,000 vehicles per hour[19] and, therefore, would not have the potential to increase localized carbon monoxide concentrations to such an extent as to exceed ambient carbon monoxide air quality standards. The additional 83 peak hour vehicle trips would result in a nominal change in local concentrations of TACs and associated local health risks and impacts would continue to be less than significant. The Modified Project would not change the analysis or conclusions reached in the EIR and these air quality impacts would be less than significant.

---

[16] Kittelson & Associates, *Supplementary Transportation Impact Analysis for Modified Yerby Project ("Thomas Mellon Waterfront Residences") at Executive Park*, November 3, 2016

[17] Ibid.

[18] Planning Department, *Case No. 2006.0422E Draft SEIR, Executive Park Amended Subarea Plan and the Yerby Company and Universal Paragon Corporation Development Projects*. October 13, 2010. Page V.G.38.

[19] BAAQMD, *CEQA Air Quality Guidelines*, Updated May 2011.

Greenhouse Gases

The EIR found that the 2011 Executive Park Plan would result in less-than-significant greenhouse gas (GHG) emissions impacts. Project operational emissions were estimated to result in 4.2 MTCO2E[20] per service population per year, which is below the BAAQMD threshold of 4.6 MTCO2E. GHGs would increase with population increase under the Modified Project, but, on a GHGs per service population basis, would be substantially similar to the EIR findings and therefore would be less than significant. Construction emissions from the Modified Project would be about the same. Similar to the original proposal, the Modified Project would not conflict with San Francisco's Climate Action Plan or GHG reduction goals. The Modified Project would not change the analysis or conclusions reached in the EIR and would have less-than-significant GHG impacts.

Wind and Shadow

The EIR found that the 2011 Executive Park Plan would result in less-than-significant impacts related to wind and shadow. Because the proposed revisions do not change the height or location of buildings from that analyzed in the 2011 Addendum, the Modified Project would not change the analysis or conclusions reached in the EIR and wind and shadow impacts would be less than significant.

Recreation

The EIR found that the 2011 Executive Park Plan would result in less-than-significant impacts on existing neighborhood and regional parks or other recreational facilities in the vicinity that could result from an increase in use from new residents. On-site recreational space created under the 2011 Executive Park Plan would consist largely of pedestrian paths, small parks or plazas. Residents within the Plan area were expected to utilize off-site recreational areas, but not to a level would result in physical deterioration of those off-site areas, and hence the 2011 Plan was found to have a less-than-significant impact. The Modified Project would not substantially change any of those original conclusions. In light of the number of existing open space and recreational facilities serving the vicinity, the project's contribution to the Visitation Valley Community Facilities and Infrastructure Fee and Fund, and the less than one percent increase in the residential population that would result due to proposed revisions, the Modified Project would not cause an increase in the physical deterioration of recreational resources in the vicinity. In addition, the EIR and 2011 Addendum found that the wind effects of the development projects would not substantially degrade the recreational value of the nearby windsurfing recreational resource at Candlestick Point State Recreation Area. The Modified Project would not alter building heights and location and, therefore, would not result in substantial changes in wind patterns. The Modified Project would not change the analysis or conclusions reached in the EIR and the recreation impacts would be less than significant.

Water Supply

The EIR found that implementation of the Executive Park Plan would result in a water demand of about 189,900 gallons per day. The proposed revisions would increase the water demand by about 12,000 gallons per day (a less than one percent increase) based on the consumption of 62 gallons per capita per day[21] for an estimated additional 193 residents. The City would continue to have sufficient water supply

[20] Metric tons of carbon dioxide equivalent

[21] Based on the residential use factor of the 2005 Urban Water Management Plan referenced in the 2011 SEIR.

to accommodate this modest increase from the Executive Park development as described in the EIR and updated by the 2013 Water Supply Availability Study.[22] The Modified Project would not change the analysis or conclusions reached in the EIR and would have less-than-significant water supply impacts.

Public Services

The EIR found that the 2011 Executive Park Plan would result in less-than-significant impacts related to police and fire protection services. The slight increase in the residential population within the same overall land use plan would not substantially increase the need for police and fire protection services compared to the 2011 Executive Park Plan. The Modified Project would not change the analysis or conclusions reached in the EIR and the impacts on police and fire protection services would be less than significant.

Other Environmental Topics

The Initial Study for the 2011 SEIR also determined that the following effects of the Executive Park Plan and development projects would be less than significant: Land Use (division of established community); Aesthetics (light and glare); Population and Housing (displacement of housing or people); Cultural and Paleontological Resources (historic architectural resources, unique paleontological or geoarcheological resources); Transportation and Circulation (air traffic patterns); Noise (groundborne vibration and noise, aircraft noise, existing noise); Recreation (construction of new facilities and degrade existing recreational sources); Utilities and Service Systems (wastewater and stormwater); Public Services (schools and community facilities); Biological Resources (special status species, sensitive natural communities, wetlands, conflicts with local ordinances and adopted conservation plans); Geology and Soils (fault hazards, seismic ground shaking, landslides, soil erosion, soils, and unique geologic features); Hydrology and Water Quality; Hazards and Hazardous Materials (routine use of hazardous materials, hazardous emissions near schools, location on a hazardous materials site or in vicinity of airport, emergency response, and fire hazards); Mineral and Energy Resources; and Agricultural Resources. The Modified Project would not change the analysis or conclusions reached in the Initial Study/EIR and the impacts on these other environmental topics would be less than significant.

5.2 Effects That Can Be Avoided or Reduced to a Less-than-Significant Level with Mitigation Measures

The EIR found that the Executive Park Plan has the potential to result in significant impacts in subtopics of the following environmental topic areas that can be avoided or reduced to a less-than-significant level with mitigation measures incorporated: Archeology, Transportation, and Air Quality. The Executive Park Plan Mitigation Monitoring and Reporting Program (MMRP) describes the mitigation measures adopted as conditions of approval, the responsible party(ies) for implementation of those measures, and the responsible party(ies) for monitoring and reporting. As discussed in Section 4.0, certain mitigation measures are no longer necessary due to the promulgation of air quality and noise regulations. In addition, the San Francisco Planning Department has clarified the equipment requirements to achieve the performance standard required by the construction air quality mitigation measure. The project sponsor

[22] San Francisco Public Utilities Commission, *2013 Water Availability Study for the City and County of San Francisco,* May 2013. Available at http://sfwater.org/modules/showdocument.aspx?documentid=4168

has agreed to these mitigation measure modifications.[23]. A proposed Revised MMRP is attached as **Exhibit D**, with revisions shown in underline and strikethrough. The Modified Project, with the proposed Revised MMRP, would not result in new impacts or require new mitigation measures to address more severe environmental impacts in these topic areas.

Archaeology

The EIR found that the Executive Park Plan has the potential to result in significant impacts on archaeological resources or human remains due to disturbance of known archaeological resources and anticipated human remains that may be present at the site. The Modified Project would have the same potential impacts. Mitigation Measure M-CP-1 (Archaeological Testing, Monitoring, Data Recovery and Reporting), as described in the MMRP would reduce potential impacts on archaeological resources to less-than-significant levels. The Modified Project would not increase the severity of the cultural resource impact, result in new or substantially different effects, or require new or modified mitigation measures for archaeological resources.

Transportation

The EIR found that the Executive Park Plan would increase ridership in the Executive Park Shuttle service, which could cause a significant impact on the shuttle service capacity. The Modified Project would have the same potential impact, and is anticipated to result in an additional 35 new person-trips by transit during the weekday p.m. peak hour. As a result, the Modified Project would result in a demand for one to two additional shuttle trips during the peak hours.[24] Mitigation Measure M-TR-3 (Executive Park Shuttle Service) as described in the MMRP would reduce this impact to a less-than-significant level by requiring additional shuttle service levels when warranted to accommodate the expected transit demand. The Modified Project's transit ridership increase would not result in new or substantially different effects, or require new or modified mitigation measures to reduce this impact to a less-than-significant level.

As discussed in Section 4.4, the City and County of San Francisco no longer considers automobile delay, as described by LOS or traffic congestion, to be a significant impact on the environment under CEQA. The following discussion is provided for informational purposes. The EIR found that the Executive Park Plan would deteriorate the operating conditions at the Tunnel Avenue/ Blanken Avenue intersection. Mitigation Measure M-TR-1 (Tunnel Avenue/ Blanken Avenue) would reduce the significant impact at this intersection to a less-than-significant level. Mitigation Measure M-TR-1 would restripe and signalize the intersection. In addition, the EIR found that the project's traffic would represent a cumulatively considerable contribution to adverse cumulative conditions at the Tunnel Avenue/ Blanken Avenue intersection. Mitigation Measure M-TR-12 (Tunnel Avenue/ Blanken Avenue) would signalize the intersection and prohibit left turns from Blanken Avenue, which would reduce this impact to a less-than-significant level. According to the transportation analysis, the Modified Project would add up to 83 vehicle trips during the weekday p.m. peak hour, distributed throughout the streets that provide access to Executive Park. With implementation of the signalization improvements required by these mitigation

[23] San Francisco Planning Department, Agreement to Implement Mitigation Measures, September 14, 2016.

[24] Kittelson & Associates, *Supplementary Transportation Impact Analysis for Modified Yerby Project ("Thomas Mellon Waterfront Residences") at Executive Park*, November 3, 2016

measures, it is anticipated that the Tunnel Avenue/ Blanken Avenue intersection could accommodate the additional vehicle trips associated with the Modified Project.[25] Therefore, the Modified Project would not change the analysis or the conclusions reached in the EIR regarding impacts on the Tunnel Avenue/ Blanken Avenue intersection.

The EIR evaluated the contribution of the Executive Park Plan to the 2030 cumulative conditions at various nearby intersections and transportation facilities that would result from the planned developments in the vicinity. The 2030 cumulative scenario assumes a number of roadway improvement measures identified in earlier studies have been implemented. In addition, the EIR evaluated two alternative cumulative scenarios that include a diamond interchange option, and Harney Way alternatives without a westbound right-turn pocket at Executive Park Boulevard East (Alternative A) and with a right-turn pocket (Alternative B). Under 2030 Cumulative Conditions Alternative A, Tunnel/Blanken signalization would be required as Mitigation Measure M-TR-21 to reduce cumulative impacts at the Tunnel/ Blanken intersection to a less-than-significant level. Under this Alternative A scenario, the EIR also found that the Executive Park Plan would contribute to significant cumulative impacts at the Harney Way/ Executive Park Boulevard East intersection, which would be reduced to a less-than-significant level with implementation of Mitigation Measure M-TR-22 (Harney Way/ Executive Park Boulevard East) which would create a right-turn pocket to improve intersection efficiency. It is anticipated that the additional 83 vehicle trips during the weekday p.m. peak hour associated with the Modified Project would not result in new significant intersection impacts under the 2030 cumulative scenario alternatives evaluated in the 2011 EIR.[26] Therefore, the Modified Project would not result in a substantially more severe impact, or change the analysis or EIR conclusions with respect to the cumulative impacts at the Tunnel/ Blanken and Harney Way/ Executive Park Boulevard East intersections.

Air Quality

The EIR found that the Executive Park Plan has the potential to expose sensitive receptors to toxic air contaminants resulting from vehicular exhaust due to the project's proximity to Highway 101. The Modified Project would have the same potential impacts. Mitigation Measure M-AQ-2 (Air Pollution from U.S. 101 Traffic), was applied to reduce potential air quality impacts to less-than-significant levels by requiring that all new residential units within 800 feet of U.S. 101 be equipped with a ventilation system that achieves performance compliant with Article 38 requirements. As discussed above in Section 3.1, Article 38 has been updated since the EIR and the proposed development is located entirely within an Air Pollutant Exposure Zone and is therefore subject to Article 38 ventilation and filtration requirements. Because the regulations and procedures set forth by Article 38 would provide the same protections as EIR Mitigation Measure M-AQ-2 (Air Pollution from U.S. 101 Traffic), this measure is no longer necessary to reduce air quality impacts on sensitive receptors and has been removed from the MMRP. The Modified Project, including its Revised MMRP, would not increase the severity of these air quality impacts, result in new or substantially different effects, or require new or modified mitigation measures for this impact.

[25] Ibid.
[26] Ibid.

Other Environmental Topics

The Initial Study for the 2011 SEIR also determined that the following effects of the Executive Park Plan would be reduced to a less-than-significant level by mitigation measures included in the project: Noise (construction noise, interior noise levels); Biological Resources (migratory birds); Geology and Soils (liquefaction potential, sea level rise and groundwater); Hydrology and Water Quality (stormwater runoff); Hazards and Hazardous Materials (hazardous materials in soil, naturally occurring asbestos dust). The Modified Project would have the same potential impacts. Mitigation Measures Noise-1 (Construction Noise), Bio-1 (Protection of Birds During Tree Removal), Geo-1 (Liquefaction Potential, Excavation and Dewatering), Geo-2 (Sea Level Rise and Groundwater), Stormwater-1 (Minimizing Stormwater/Wastewater Runoff), Haz-1 (Hazardous Materials/Contaminated Soil), and Haz-2 (Dust Program for Asbestos-Containing Serpentine Materials) would reduce impacts from the Modified Project to less-than-significant levels. The Modified Project would not change the analysis or conclusions reached in the Initial Study/EIR and the impacts on these other environmental topics would be less than significant with implementation of mitigation measures.

With respect to the project's impact on interior noise levels, the Initial Study/EIR applied Mitigation Measure Noise-2 (Interior Noise Levels) to reduce the effect of the project's siting of noise-sensitive receptors in a noisy environment by requiring the project sponsor to conduct an acoustical study and demonstrate the feasibility of meeting the 45 dB interior noise limit in any habitable room required by Title 24. As discussed in Section 3.3, because the interior noise standard is required by law, Mitigation Measure Noise-2 is not necessary to reduce exterior noise impacts on project residents. Noise impacts on sensitive receptors would be less than significant with compliance with the San Francisco and California Building Codes. Removal of Mitigation Measure Noise-2 would not result in any new or more severe noise impacts associated with the Modified Project.

5.3 Significant and Unavoidable Impacts

The EIR found that the Executive Park Plan has the potential to result in significant impacts in the subtopics of transportation, noise, and air quality that cannot be avoided or reduced to a less-than-significant level with mitigation measures. The Modified Project, with the proposed Revised MMRP (as discussed above), would not result in new impacts or substantially more severe impacts in these topic areas.

Transportation

As discussed in Section 4.4, the City and County of San Francisco no longer considers automobile delay, as described by LOS or traffic congestion, to be a significant impact on the environment under CEQA. The following discussion is provided for informational purposes. The 2011 EIR found that the Executive Park Plan would have the potential to result in significant and unavoidable transportation impacts on various aspects of the transportation network in the project area. These include baseline plus project impacts on the U.S. 101 mainline north of Alanna Way/ Harney Way (southbound) and 2030 cumulative impacts on intersection operation, U.S.101 freeway segment operation and on-ramps including the following: Bayshore Boulevard/ Tunnel Avenue; Bayshore Boulevard/ Blanken Avenue; Alanna Way/ Beatty Road; Harney Way/ Alanna Way/ Thomas Mellon Drive; Geneva Avenue/ U.S. 101 southbound ramp; Geneva Avenue/ U.S. 101 northbound ramp; U.S. 101 mainline northbound, both north and south of Alanna Way/

Harney Way; U.S. 101 northbound on-ramp at Harney Way; U.S. 101 southbound on-ramp at Alanna Way. Because mitigation is considered infeasible for most of these impacts, or would not reduce impacts to a less-than-significant level in the case of Mitigation Measures M-TR-23 (Geneva Avenue/ U.S. 101 Southbound Ramps) and M-TR-24 (Geneva Avenue/ U.S. 101 Northbound Ramps), these transportation impacts remain significant and unavoidable.

The transportation analysis of the Modified Project found that it would have similar impacts to those identified in the EIR. As discussed earlier, the Modified Project would result in an increase of 83 vehicle trips during the weekday p.m. peak hour, a relatively small contribution to the roadway volume, which would result in minimal change in intersection operation conditions and percent contributions to poorly performing critical movements.[27] Implementation of the Modified Project would neither substantially increase the severity of significant transportation impacts, nor result in new or different effects. Therefore, the Modified Project would not change the analysis or conclusions reached in the EIR with respect to transportation.

Noise

The 2011 EIR found that project-related traffic, in combination with that from other development projects proposed in nearby areas, would result in significant cumulative traffic noise impacts along project access routes. Because some of the existing homes along the Blanken Avenue access route likely predate the State's noise standards and there are no practical means of retrofitting off-site homes or installing noise barriers, the EIR found this impact to be significant and unavoidable. The Modified Project would increase vehicle trips by 83 during the p.m. peak hour. Because these trips would be distributed along the local roadway network and would be a nominal addition, traffic noise effects along Blanken Avenue would not substantially increase beyond the already-identified significant level disclosed in the EIR. The new homes developed as part of the Modified Project would be subject to California Title 24 noise standards (California Building Code Section 1207) and the San Francisco noise standards (San Francisco Building Code Section 1207) that require noise insulation features to be included to reduce indoor noise levels to 45 dBA.

Air Quality

The 2011 EIR found that average daily construction equipment exhaust emissions could exceed the BAAQMD 2010 CEQA thresholds for ozone precursors which would affect regional air quality. In addition, construction equipment exhaust emissions could expose the closest sensitive receptors to significant concentrations of toxic air contaminants, including diesel particulate matter (DPM) and fine particulate matter ($PM_{2.5}$), at concentrations exceeding BAAQMD's health risk thresholds. Given the preliminary construction details available, the Executive Park Plan project's construction emissions were conservatively assumed for phased construction activity over the years 2011-2021, and assumed that simultaneous construction of the Yerby and UPC development projects could occur. Even with implementation of all feasible mitigation for equipment exhaust emissions as required by Mitigation Measure M-AQ-1 (Construction Exhaust Emissions), project construction air quality impacts were considered significant and unavoidable.

[27] Ibid.

Construction activities for the Modified Project would be similar to those estimated for the Executive Park Plan. The total square footage of the Modified Project would be slightly less and consequently the amount and duration of construction activities would be similar. Because UPC has not yet submitted any entitlement applications, it appears that simultaneous construction of the Modified Project and the UPC development would not occur, reducing the construction-related air quality impacts. However, the construction emissions of DPM and $PM_{2.5}$ could still be exceeded during Modified Project construction. Mitigation Measure M-AQ-1 (Construction Exhaust Emissions) is required for the project. This mitigation measure, derived from the 2011 BAAQMD CEQA Guidelines, establishes a performance standard for construction emissions reductions and requires the project sponsor to develop a plan demonstrating that construction equipment would achieve this performance standard. The San Francisco Planning Department has clarified how the performance standard can be achieved to facilitate implementation of the measure. The revised Mitigation Measure M-AQ-1 (Construction Exhaust Emissions) provides equal or better mitigation for construction exhaust emissions than that provided in the 2011 SEIR. The revised mitigation language is presented in the MMRP, attached as Exhibit D). The Modified Project, with the revised Mitigation Measure M-AQ-1, would not increase the severity of these air quality impacts, result in new or substantially different effects, or require new mitigation measures for construction air quality effects.

The 2011 EIR found that operational emissions due to vehicle trips and project area sources (such as natural gas use, consumer products, and architectural coatings) would result in an increase in criteria pollutant emissions that would exceed BAAQMD thresholds for ozone precursors and large particulate matter (PM_{10}). Ozone precursors include reactive organic gases (ROG) and nitrogen oxides (NOx). Even with incorporation of feasible transportation demand measures, impacts of project emissions on regional air quality would remain significant and unavoidable. Criteria pollutant emissions of the Modified Project were estimated based on the relative increase in vehicle trips and residential units, and decrease in project square footage, as compared with the 2011 Executive Park Plan. The 2011 Executive Park Plan was anticipated to result in approximately 16,000 net new trips per weekday, and 1,131 vehicle trips per weekday peak hour.[28] The Modified Project would result in an increase of 83 vehicle trips per weekday p.m. peak hour.[29] As noted in Section 2.0, the Modified Project would result in an increase of 85 units and a decrease of about 20,000 square feet in building area. These changes would result an increase in ROG emissions of 1.3 percent, and increases in NOx and PM between 6 and 6.5 percent.[30] ROG and NOx interact to form ground level ozone. The increases in ROG and NOx would increase ground level ozone; this impact on regional air quality was identified as significant and unavoidable in the EIR. Similarly, PM emissions were identified as significant and unavoidable in the EIR. The slight increases in ROG, NOx, and PM from the Modified Project would not substantially alter the severity of the Modified Project's operational air quality impacts, result in new or substantially different effects, or require new or substantially more stringent mitigation measures for air quality effects.

[28] Ibid.
[29] Ibid.
[30] San Francisco Planning Department, *Estimated Daily Emissions for the Modified Project* , November 9, 2016

5.4 Mitigation Measures

Mitigation measures established in the 2011 EIR for the Executive Park Plan would still apply to the Modified Project, with some exceptions. As discussed above, two of the mitigation measures are no longer necessary to reduce impacts to a less-than-significant level because regulations have been enacted that encompass the requirements of those mitigation measures. A third mitigation measure has been modified to clarify the requirements for meeting the performance standard specified by the measure. A revised MMRP for the Executive Park Plan describing the mitigation measures, implementing and reporting responsibilities is attached as Exhibit D.

6.0 CONCLUSION

Based on the foregoing, it is concluded that the analyses conducted and the conclusions reached in the final EIR certified on May 5, 2011 remain valid. The proposed revisions to the project would not cause new significant impacts not identified in the EIR, and no new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the proposed project that would cause significant environmental impacts to which the project would contribute considerably, and no new information has become available that shows that the project would cause significant environmental impacts. Therefore, no supplemental environmental review is required beyond this addendum.

Date of Determination:

11/15/16

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

Lisa M. Gibson
Acting Environmental Review Officer

cc: Michael Liu, SingHaiyi U.S. Operations, Inc.
for Ocean Landing LLC
Michael J. Burke, SSL Law Firm LLP
Matthew Snyder, Citywide Planning
Ella Samonsky, Current Planning
Kenya Wheeler, SFMTA
Oscar Gee, SFDPW
Jonathan Scharfman, UPC
Bulletin Board / Master Decision File
Distribution List

Exhibits

Exhibit A. San Francisco Planning Department, *Draft Subsequent Environmental Impact Report, Executive Park Amended Subarea Plan and The Yerby Company and Universal Paragon Corporation development Projects, Case No. 2006.0422E,* October 13, 2010. Figure III-2: Executive Park Subarea Plan Properties.

Exhibit B. Ibid, Figure III-5: Proposed Yerby and UPC Development Projects – Combined Site Plan

Exhibit C. Ocean Landing LLC, Thomas Mellon Waterfront Residences Overall Site Plan, August 24, 2016.

Exhibit D. Revised Mitigation Monitoring and Reporting Program, Executive Park Amended Subarea Plan and Thomas Mellon Waterfront Residences and UPC Development Projects, August 2016.

EXHIBIT A. EXECUTIVE PARK SUBAREA PLAN AREA BOUNDARIES

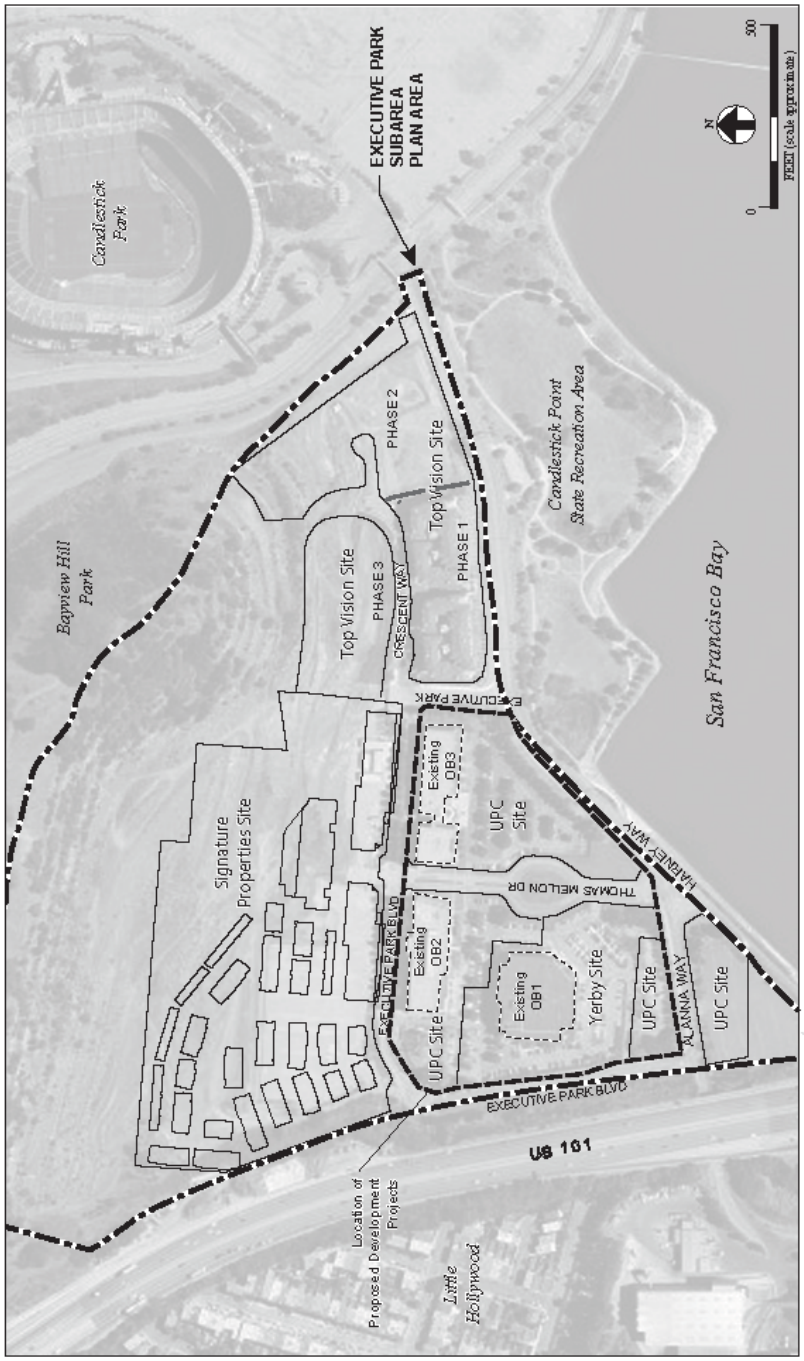

FIGURE III-2: EXECUTIVE PARK SUBAREA PLAN AREA PROPERTIES

III.5

EXHIBIT B. YERBY AND UPC DEVELOPMENT PROJECTS SITE PLAN IN 2011 EIR

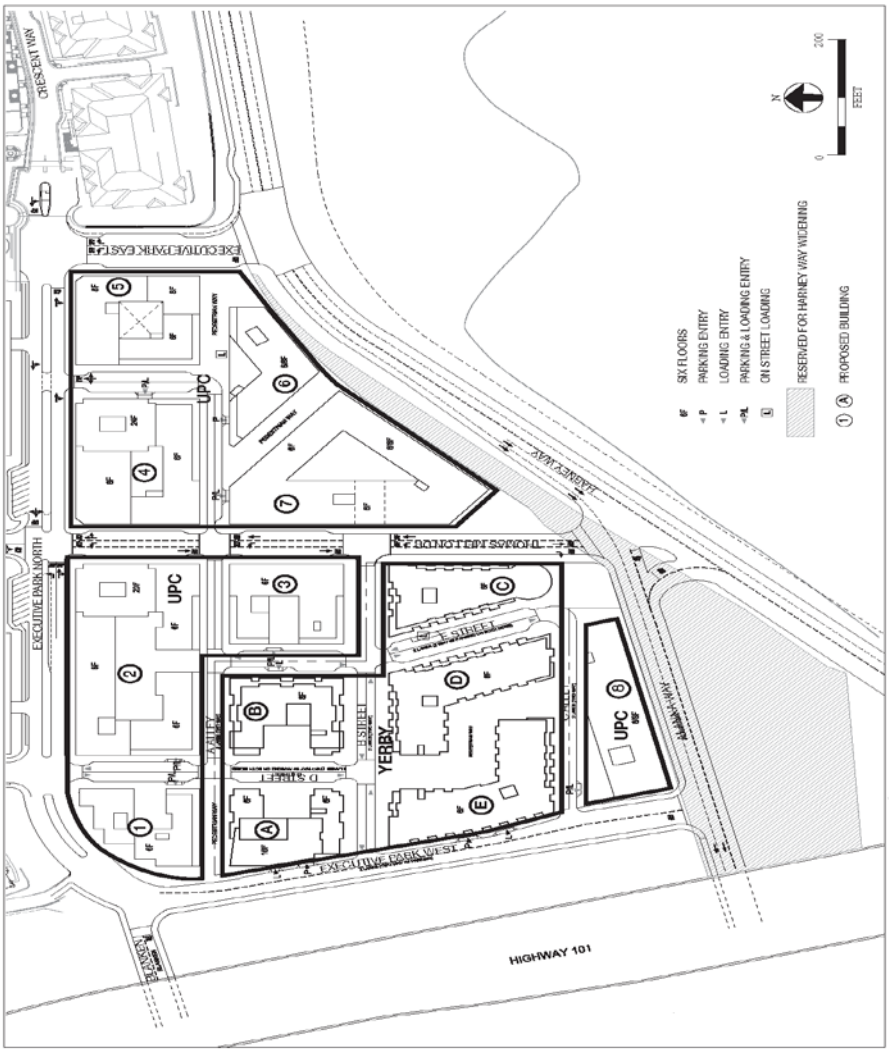

FIGURE III-5: PROPOSED YERBY AND UPC DEVELOPMENT PROJECTS - COMBINED SITE PLAN

III. 17

EXHIBIT C – PROPOSED THOMAS MELLON WATERFRONT RESIDENCES SITE PLAN

EXHIBIT D – REVISED MITIGATION MONITORING AND REPORTING PROGRAM
EXECUTIVE PARK AMENDED SUBAREA PLAN
THOMAS MELLON WATERFRONT RESIDENCES AND UPC DEVELOPMENT PROJECTS
November 15, 2016
[Revisions shown in underline-strikethrough]

EXHIBIT D
MITIGATION MONITORING AND REPORTING PROGRAM
(Includes Text for Adopted Mitigation and Improvement Measures)

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
MITIGATION MEASURES FOR THE EXECUTIVE PARK SUBAREA PLAN AREA AND ~~YERBY~~TMWR AND UPC DEVELOPMENT PROJECTS				
Archaeological Resources				
M-CP-1: Archaeological Testing, Monitoring, Data Recovery and Reporting Based on a reasonable presumption that archaeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archaeological consultant from the Planning Department ("Department") pool of qualified archaeological consultants as provided by the 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 and the requirements of the ARDTP (Archeo-Tec, Archaeological Research Design and Treatment Plan for the Executive Park Project, March 2009) at the direction of the Environmental Review Officer (ERO). In instances of inconsistency between the requirements of the project ARDTP and the requirements of this mitigation measure, the requirements of this archaeological mitigation measure shall prevail. 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 project for up to a maximum of four weeks cumulative, as measured from the commencement of site grading to the issuance of a Certificate of Occupancy. 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). The Department shall initiate further consultation with Native American/Ohlone representatives through the California State Native American Heritage Commission (NAHC) regarding the significance of the	Project sponsor to retain qualified archaeological consultant	Prior to and during construction	Archaeological consultant to prepare Archaeological Monitoring Program (AMP) in consultation with the ERO. Consultant to prepare Archaeological Data Recovery Program with consultation in the ERO. If applicable, upon discovery of human remains and/or associated or unassociated funerary objects, the consultant shall notify the Coroner of the City and County of San Francisco, and in the event of the Coroner's determination that the human remains, notification of the California State Native American Heritage Commission who shall appoint a Most Likely Descendant (MLD) who shall make reasonable efforts to develop an agreement for the	Archaeological consultant with the ERO as indicated. Considered complete after review and approval of the Final Archaeological Resources Report by the ERO.

EXHIBIT D
MITIGATION MONITORING AND REPORTING PROGRAM
(Includes Text for Adopted Mitigation and Improvement Measures)

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
remains CA-SFR-7 shell mound and appropriate investigation and treatment protocols. Any NAHC-recognized Ohlone participant in the Department consultation shall be given the opportunity to review and comment on any draft archaeological testing, monitoring, or data recovery plan required by this measure prior to document approval. <u>Archaeological Testing Program</u> 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 an 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 sponsor either: A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archaeological resource; or B) 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			treatment of human remains and/or associated or unassociated funerary objects. Archaeological consultant to prepare draft and final Archeological Resources Report reports. The ERO to review and approve the Final Archeological Resources Report	

EXHIBIT D
MITIGATION MONITORING AND REPORTING PROGRAM
(Includes Text for Adopted Mitigation and Improvement Measures)

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
feasible. <u>Archaeological Monitoring Program (AMP)</u> If the ERO in consultation with the archaeological consultant determines that an archaeological monitoring program shall be implemented the archaeological monitoring program shall minimally include the following provisions: • The archaeological consultant, project sponsor, 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; • 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; • 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 the project archaeological consultant, determined that project construction activities could have no effects on significant archaeological deposits; • The archaeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; • If an intact archaeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archaeological				

EXHIBIT D
MITIGATION MONITORING AND REPORTING PROGRAM
(Includes Text for Adopted Mitigation and Improvement Measures)

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
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 significance of the encountered archaeological deposit, and present the findings of this assessment to the ERO. Whether or not significant archaeological resources are encountered, the archaeological consultant shall submit a written report of the findings of the monitoring program to the ERO. <u>Archaeological Data Recovery Program</u> The archaeological data recovery program shall be conducted in accord with an archaeological data recovery plan (ADRP). The archaeological consultant, project sponsor, 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 non-destructive methods are practical. The scope of the ADRP shall include the following elements:				

EXHIBIT D
MITIGATION MONITORING AND REPORTING PROGRAM
(Includes Text for Adopted Mitigation and Improvement Measures)

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
• *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 De-accession Policy*. Description of and rationale for field and post-field discard and de-accession 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, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities. <u>Human Remains and Associated or Unassociated Funerary Objects</u> 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 Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The ERO, archaeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated				

EXHIBIT D
MITIGATION MONITORING AND REPORTING PROGRAM
(Includes Text for Adopted Mitigation and Improvement Measures)

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
or unassociated funerary objects (CEQA Guidelines Sec. 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. <u>Final Archaeological Resources Report</u> 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 Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive two copies (bound and unbound) and one unlocked, searchable PDF copy on a CD or DVD 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 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.				
Transportation				
M-TR-1: Tunnel Avenue / Blanken Avenue The intersection would meet signal warrants during both the weekday AM and PM peak hours. The signal would need to be part of the Bayshore Boulevard /	Study and design by SFMTA	Monitor the Tunnel/Blanken intersection biannually by undertaking traffic	SFMTA Planning Department	Completed upon implementation of signalization and restriping of

EXHIBIT D
MITIGATION MONITORING AND REPORTING PROGRAM
(Includes Text for Adopted Mitigation and Improvement Measures)

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
Third Street system, and the timing plan would be optimized to minimize queues along Blanken Avenue between Bayshore Boulevard and Tunnel Avenue. The northbound and southbound left turns would be provided with protected phasing, and the corresponding right turns would be provided with overlap phasing. On-street parking would be removed and left-turn pockets installed along Tunnel Avenue and right-turn pockets installed along Blanken Avenue. On the northbound approach, on-street parking would need to be removed on the east side of Tunnel Avenue to accommodate a left-turn pocket. On the southbound approach, parking would need to be removed on the west side of Tunnel Avenue to accommodate a left-turn pocket. On the eastbound approach, parking would need to be removed on the south side of Blanken Avenue to accommodate a right-turn pocket. On the westbound approach, parking would need to be removed on the north side of Blanken Avenue to accommodate a right-turn pocket. To evaluate the feasibility of this measure, a preliminary signal timing / phasing plan was developed and queues at the intersection evaluated. The supplemental analysis indicated that signalization and restriping of this intersection is feasible. After implementing this mitigation measure, the intersection would operate at LOS D in both the AM and PM peak hours under Baseline plus Project Conditions	Project sponsor shall pay its fair share	counts after implementation of the intersection improvements associated with the Visitacion Valley Redevelopment Plan (i.e., signalization). When LOS degrades to unacceptable levels, signalize and restripe intersection as indicated.		intersection.
M-TR-3: Executive Park Shuttle Service Increase outbound shuttle service in the weekday AM peak hour and inbound shuttle service in the weekday PM peak hour. The shuttle operations plan should be sufficient to accommodate the expected transit demand—i.e., 105 inbound and 271 outbound transit trips in the weekday AM peak hour and 283 inbound and 197 outbound transit trips in the weekday PM peak hour. Assuming the current shuttle capacities, this would require approximately five (5) inbound and 13 outbound trips in the weekday AM peak hour and 14 inbound and ten (10) outbound trips in the weekday PM peak hour (average headways of about four to five minutes). Lower service levels could be provided during the midday, evening, and weekend periods. These changes to the shuttle service would be	Project sponsor shall pay for and operate additional shuttle service. Project sponsor shall pay its fair share of ongoing operation of shuttle service.	Prior to issuance of Certificate of Occupancy for any building within the ~~Yerby~~TMWR and UPC development sites	Each year, project sponsor and other Executive Park property owners shall submit written reports to the Planning Department describing the current weekly operations of the shuttle service, and any revisions that have been made to the shuttle	Ongoing throughout the life of the project.

EXHIBIT D
MITIGATION MONITORING AND REPORTING PROGRAM
(Includes Text for Adopted Mitigation and Improvement Measures)

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
implemented as needed, based on the percentage of buildout of the proposed project along with a revised route and stop pattern to make the Bayshore Caltrain Station a permanent stop and include two additional stops—one on Bayshore Boulevard near Arleta Avenue to improve connections to the T-Third Street and the various bus lines and one stop on Bayshore Boulevard between Leland and Visitacion Avenues to improve access to the Visitacion Valley commercial area. The location of these stops would be coordinated with MTA and the Visitacion Valley community. Since these measures were previously identified as project-related mitigation measures in the 1999 FSEIR and were included in the Conditions of Approval for the project in the 1985 FSEIR, it was assumed that these measures would be included as part of the proposed project and not represent new mitigation measures. However, they would still be considered required mitigation for the proposed project.			service during the previous year.	
M-TR-12: Tunnel Avenue/ Blanken Avenue The intersection would meet the MUTCD peak hour signal warrant in both the AM and PM peak hours. In addition to the mitigations proposed under Mitigation Measure TR-1, left turns from Blanken Avenue would need to be prohibited in both directions and the eastbound and westbound approaches programmed to run concurrently instead of on split phases. This would have minimal effect on the eastbound approach, since the volumes on the eastbound left movement are very low and alternative access is provided via Bayshore Boulevard / Tunnel Avenue. On the westbound approach, the volumes on the westbound left movement are also very low and could be prohibited without substantial impacts on neighboring roadways. It is expected that this traffic would switch to Lathrop Avenue—one block south of Blanken Avenue—or find alternative routes to reach the freeway (e.g., via eastbound Blanken Avenue, Executive Park Boulevard West, and Alanna Way). After implementing these measures, the intersection would operate at LOS C in the weekday AM peak hour and LOS D in the weekday PM peak hour. The ~~Yerby~~TMWR Project sponsor and UPC Project sponsor would be required to make a fair-share contribution to the implementation of this mitigation	SFMTA Project sponsor shall pay its fair share	Prior to issuance of Certificate of Occupancy for any building within the ~~Yerby~~TMWR and UPC development sites	SFMTA Planning Department	Completed upon payment of fair-share contribution to Tunnel Avenue/Blanken Avenue signalization and restriping.

EXHIBIT D
MITIGATION MONITORING AND REPORTING PROGRAM
(Includes Text for Adopted Mitigation and Improvement Measures)

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
measure.				
M-TR-21: Tunnel Avenue/ Blanken Avenue The intersection would meet the MUTCD peak hour signal warrant in both the AM and PM peak hours. If the mitigation measure described in Mitigation Measure TR-12 for 2030 Cumulative Conditions without Improvements were implemented, the intersection would operate at LOS C in the weekday AM peak hour and LOS D in the weekday PM peak hour. The ~~Yerby~~TMWR Project sponsor and UPC Project sponsor would be required to make a fair-share contribution to the implementation of this mitigation measure.	SFMTA Project sponsor shall pay its fair share	Prior to issuance of Certificate of Occupancy for any building within the ~~Yerby~~TMWR and UPC development sites	SFMTA Planning Department	Completed upon payment of fair-share contribution
M-TR-22: Harney Way/ Executive Park Boulevard East The poor operations of this intersection in the weekday PM peak hour would be a result of conflict on the westbound approach (specifically westbound right turns) with the Harney BRT. Due to a shared westbound through-right lane at this intersection, all movements along westbound Harney Way must be stopped during the BRT phase, reducing the efficiency of the signal and the vehicle throughput at the intersection. If instead, an exclusive right-turn pocket were provided, right-turns and through movements along westbound Harney Way could be segregated and given separate phases and the through movements could occur concurrently with the BRT phase, reducing delay and improving intersection operations.	SFMTA Project sponsor shall pay its fair share	Prior to issuance of Certificate of Occupancy for any building within the ~~Yerby~~TMWR and UPC development sites	SFMTA Planning Department	Completed upon payment of fair-share contribution

EXHIBIT D
MITIGATION MONITORING AND REPORTING PROGRAM
(Includes Text for Adopted Mitigation and Improvement Measures)

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
TR-23: Geneva Avenue / U.S. 101 SB Ramps The City of Brisbane and Caltrans, as part of the Harney Interchange Project, shall account for existing traffic, background traffic growth, and the most recent forecasts of traffic expected to be associated with each of several adjacent development projects, including the proposed project. The San Francisco County Transportation Authority (SFCTA) shall coordinate with the City of Brisbane and Caltrans to ensure project-generated vehicle trips are accounted for in the Harney Interchange analyses and design. Mitigations and associated fair-share funding measures for cumulative regional roadway system impacts, including freeway segment impacts, shall be formulated through the current interjurisdictional Bi-County Transportation Study effort being led by the SFCTA, or through an equivalent process developed by SFCTA in coordination with the City of Brisbane and Caltrans. The project applicant shall contribute its fair share to the entire Harney Interchange Project, including the Geneva Avenue extension.	Project sponsor/ San Francisco County Transportation Authority (SFCTA) / SFMTA / SFDPW / Caltrans / City of Brisbane	Ongoing as part of the Harney Interchange Project	SFMTA/SFCTA	Completed upon payment of fair-share contribution to the Harney Interchange Project.
M-TR-24: Geneva Avenue / U.S. 101 NB Ramps The City of Brisbane and Caltrans, as part of the Harney Interchange Project, shall account for existing traffic, background traffic growth, and the most recent forecasts of traffic expected to be associated with each of several adjacent development projects, including the proposed project. The San Francisco County Transportation Authority (SFCTA) shall coordinate with the City of Brisbane and Caltrans to ensure project-generated vehicle trips are accounted for in the Harney Interchange analyses and design. Mitigations and associated fair-share funding measures for cumulative regional roadway system impacts, including freeway segment impacts, shall be formulated through the current interjurisdictional Bi-County Transportation Study effort being led by the SFCTA, or through an equivalent process developed by SFCTA in coordination with the City of Brisbane and Caltrans. The project applicant shall contribute its fair share to the entire Harney Interchange Project, including the Geneva Avenue extension.	Project sponsor/ San Francisco County Transportation Authority (SFCTA) / SFMTA / SFDPW / Caltrans / City of Brisbane	Ongoing as part of the Harney Interchange Project	SFMTA/SFCTA	Completed upon payment of fair-share contribution to the Harney Interchange Project.
Other Applicable Transportation Measures				

EXHIBIT D
MITIGATION MONITORING AND REPORTING PROGRAM
(Includes Text for Adopted Mitigation and Improvement Measures)

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
Improvements Included as Part of the Proposed Amended Executive Park Subarea Plan As part of the Proposed Amended Executive Park Subarea Plan, modifications to some of the internal intersections would be required to support the new development and would be the responsibility of the Executive Park property owners, including: • Establishing STOP signs and turn pockets at the intersection of Executive Park Boulevard North and Executive Park Boulevard East, and • Establishing an eastbound left-turn pocket at the Executive Park Boulevard North and Thomas Mellon Drive intersection.	The Project Sponsor and other owners of Executive Park	Prior to the issuance of a Certificate of Occupancy	The Project Sponsor and other owners of property within Executive Park shall submit drawings and specifications for all such proposed improvements to SFMTA for approval before completion	Considered complete upon receipt by DBI of a writing from SFMTA indicating completion of such improvements as approved
Update and Enhance the Executive Park Transportation Management Plan The Executive Park Transportation Management Plan (TMP) shall be updated and enhanced. The TMP shall include, but not be limited to, the following elements: • **Transportation Coordinator** – As part of their responsibilities, the coordinator should conduct annual surveys of residents to determine the aggregated mode split and place of work, and to identify additional measures that would help residents. In addition, the Transportation Coordinator should manage and operate the TMP measures described below; • **Executive Park Residents Website** – Maintained by the Transportation Coordinator, this website should present all shuttle, transit, and carpool information, as described below; • **Shuttle** – As discussed above, the Executive Park shuttle should be expanded to include new stops within Executive Park and in the Visitacion Valley neighborhood and provide substantial increases in service levels. In addition, new shuttle vehicle types should be	Project Sponsor along with the other owners of property at Executive Park	TMP approval prior to issuance of Certificate of Occupancy for any building within the ~~Yerby~~TMWR and UPC development sites; Timing of mitigation components to be specified within TMP.	Each year, the Project Sponsor and other Executive Park owners shall submit written reports to the Planning Department describing the current, weekly operations of the TMP, and any revisions that have been made to the TMP during the previous year.	The obligation endures throughout the life of the Project, but shall be considered complete each year upon receipt by the Planning Department of the yearly report.

EXHIBIT D
MITIGATION MONITORING AND REPORTING PROGRAM
(Includes Text for Adopted Mitigation and Improvement Measures)

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
considered to provide additional space and rider amenities; • **Carpool Services** – A carpool match program should be established, which would allow residents to access a bank of information regarding who is available to drive and ride in carpools. Also, designated casual carpool locations should be identified, to allow drivers a convenient location to pick up passengers. The carpool matching and information entry should be on the Executive Park website and real-time (i.e., if a person is going to be leaving for work, they can log in and see if anybody else is looking to leave at the same time); • **Carsharing Services** – Individual developers should coordinate with one of the various carshare providers to provide carshare spaces throughout the neighborhoods. This would reduce the demand for parking, as not every unit would need to have their own vehicle. Although carshare providers typically provide information on vehicle locations and availability, these should also be included on the Executive Park website. It should be noted that carshare doesn't result in a significant decrease in auto use; instead, it gives some security to residents who don't want to own a vehicle and take transit or carpool to work; • **Real-Time Transit Information** – Real-time information on the current status and arrival times of the Executive Park shuttle, T-Third Street, Caltrain, and BART should be included on the Executive Park website. This could be maintained through the Muni Nextbus, BART, and Caltrain websites. In addition, message boards at Executive Park shuttle stops or at the commercial center should be provided to present arrival times and the current status of the various transit operators (such as whether there are any major system delays). In addition, links to the transit provider websites should be maintained; • **Transit Pass Sales** – A transit store should be included among the new commercial establishments at Executive Park, or agreements made with an independent merchant to sell transit passes (monthly				

EXHIBIT D
MITIGATION MONITORING AND REPORTING PROGRAM
(Includes Text for Adopted Mitigation and Improvement Measures)

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
Muni Fast Pass, one-time fares, BART tickets, Caltrain tickets, etc.); and, • **Other Programs** – As appropriate, the Transportation Coordinator should pursue other major tasks, such as coordinating with developers to provide residents with discounted transit passes (or inclusion of transit passes as part of Homeowners Association fees) and incentives for residents who don't own vehicles; working with businesses to encourage hiring of local residents; and investigating the establishment of HOV bypass lanes on the U.S. 101 on-ramps from Harney Way and Alanna Way / Beatty Road.				
Previous Mitigation Measures Required for Executive Park Property Owners As required by mitigation measures from the 1985 SEIR, Executive Park property owners are required to make local roadway improvements when warranted by poor operating conditions. These include the following short-term and long-term improvements. These measures were also previously identified as project-related mitigation measures in the *1999 FSEIR*. It is assumed that these measures are included as part of the proposed project and not represent new mitigation measures. However, they would still be considered required mitigation for the proposed project. Signalization of Harney Way / Executive Park Boulevard East; • Signalization and reconfiguration of Harney Way / Alanna Way / Thomas Mellon Drive intersection; • Widening of Harney Way by one lane; • Signalization of Executive Park Boulevard West / Alanna Way and the restriping of the southbound approach from one shared lane to one exclusive left lane and one exclusive right lane; • Widening of Alanna Way by one lane and two lanes; and,	The Project Sponsor and other owners of Executive Park	As such improvements become necessary with the completion of other projects in the cumulative scenarios studied in the EIR. However, if the measures are found not unnecessary, they will not need to be implemented. The reimbursement agreements with the City shall provide for such contingencies.	The Project Sponsor and other owners of property within Executive Park shall submit drawings and specifications for all such proposed improvements to SFMTA for approval before completion	Considered complete upon receipt by DBI of a writing from SFMTA indicating completion of such improvements as approved

EXHIBIT D
MITIGATION MONITORING AND REPORTING PROGRAM
(Includes Text for Adopted Mitigation and Improvement Measures)

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
• Signalization of Alanna Way / Beatty Road.				
EIR Alternative C: Realignment of Alanna Way (If Selected) The proposed Amended Subarea Plan and EIR Alternative C include a reconfiguration of the roadways that provides access into Executive Park. As a means to improve access between the east and west sides of the freeway and enhance regional circulation, augment the neighborhood character of the area, and improve local intersection operations, the following modifications would occur: • Between Executive Park Boulevard West and Thomas Mellon Drive, Alanna Way currently runs east-west and connects to the intersection of Harney Way / Alanna Way / Thomas Mellon Drive. Instead, Alanna Way would be bent to the southeast to create a new intersection with Harney Way about 250 feet to the south of Thomas Mellon Drive; • With the removal of the Alanna Way approach, the intersection of Harney Way / Thomas Mellon Drive would be reconfigured into a "T" intersection, with Thomas Mellon Drive bent slightly to the southeast; and, • Traffic signals would be established at the intersections of Executive Park Boulevard West / Alanna Way and Harney Way / Alanna Way.	The Project Sponsor and other owners of Executive Park	Prior to issuance of Certificate of Occupancy for any building within the ~~Yerby~~TMWR and UPC development sites	SFMTA Planning Department	Completed upon payment of fair-share contribution
Noise				
Mitigation Measure Noise-1: Construction Noise Pile driving might be required for the ~~Yerby~~TMWR and UPC development projects. If pile driving is required, the project sponsors shall require construction contractors to pre-drill site holes to the maximum depth feasible based on soil conditions. The project sponsors shall also require that contractors schedule pile-driving activity for times of the day that would be in accordance with the provisions of the San Francisco Noise Ordinance and in consultation with the Director of Public Works, to disturb the fewest people. Contractors shall be required to use construction equipment with state-of-the-	Project sponsor and construction contractor	Throughout all phases of project construction during periods when pile driving is taking place	Planning Department	

EXHIBIT D
MITIGATION MONITORING AND REPORTING PROGRAM
(Includes Text for Adopted Mitigation and Improvement Measures)

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
art noise shielding and muffling devices. At least 48 hours prior to pile-driving activities, the project sponsors shall notify building owners and occupants within 200 feet of the development site by fliers posted on each floor in each building and distributed by building management of the dates, hours, and expected duration of such activities.				
~~**Mitigation Measure Noise-2: Interior Noise Levels**~~ ~~The project sponsors shall conduct site-specific acoustical studies for all of the proposed buildings. The studies shall be consistent with the requirements of the State Building Code, and shall identify appropriate noise-reduction measures to be incorporated into project final design. Each noise study must be submitted to and approved by the San Francisco Department of Building Inspection prior to the issuance of a building permit. Potential noise-reduction techniques may include, but are not limited to: (a) incorporation of air circulation systems in all affected units so that windows can remain closed to maintain interior noise levels of less than 45 dBA Ldn; and (b) incorporation of sound-rated windows and construction methods in residential units.~~	~~Project sponsor shall retain qualified acoustical consultant~~	~~Prior to issuance of a building permit for each building within the Yerby and UPC development sites.~~	~~Acoustical consultant to submit reports to Department of Building Inspection~~ ~~Building designers to follow the recommendations of the acoustical consultant. DBI to review plans to ensure recommendations are included in plans~~	
Air Quality				
Mitigation Measure M-AQ-1: Construction Exhaust Emissions The development project sponsors shall include in contract specifications a requirement for the following BAAQMD-recommended measures: • Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 2 minutes and as required by the California airborne toxics control measures, Title 13, Section 2485 of California Code of Regulations. Clear signage shall be provided for construction workers at all access points. • All construction equipment, diesel trucks, and generators shall be equipped with best available control technology for emission reductions of particulate matter and NOx.	Project sponsor and construction contractor	For each phase of construction, submit emissions reduction strategies and construction specifications related to construction equipment prior to issuance of the site permit for that phase. Construction contractor	Planning Department	

EXHIBIT D
MITIGATION MONITORING AND REPORTING PROGRAM
(Includes Text for Adopted Mitigation and Improvement Measures)

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
• All construction equipment shall be maintained and properly tuned in accordance with manufacturers' specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. • ~~Develop and adhere to a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NOx reduction and 45 percent PM reduction compared to the most recent California Air Resources Board fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available.~~ • ~~All contractors shall use equipment that meets the California Air Resources Board's most recent certification standard for off-road heavy duty diesel engines.~~ • All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards, and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement. The ERO may waive the equipment requirements if: a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS. If the		shall submit quarterly reports regarding implementation of emissions reduction strategies during construction.		

EXHIBIT D
MITIGATION MONITORING AND REPORTING PROGRAM
(Includes Text for Adopted Mitigation and Improvement Measures)

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed

ERO grants the waiver, the Contractor must use the next cleanest piece of off-road equipment, according to Table below.

Table – Off-Road Equipment Compliance Step-down Schedule

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*

How to use the table: If the ERO determines that the equipment requirements cannot be met, then the project sponsor would need to meet Compliance Alternative 1. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 1, then the Contractor must meet Compliance Alternative 2. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the Contractor must meet Compliance Alternative 3.

** Alternative fuels are not a VDECS.

- Construction Emissions Minimization Plan. Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the Contractor will meet the off-road emissions requirements. 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. The description 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, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter

EXHIBIT D
MITIGATION MONITORING AND REPORTING PROGRAM
(Includes Text for Adopted Mitigation and Improvement Measures)

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used. The ERO shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the Contractor agrees to comply fully with the Plan. • Monitoring. After start of Construction Activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.				
~~**Mitigation Measure M-AQ-2: Air Pollution from U.S. 101 Traffic.**~~ ~~The development project sponsors shall ensure that all new residential units within 800 feet of a U.S. 101 traveled lane are equipped with a ventilation system that achieves performance compliant with the requirements in San Francisco *Health Code* Article 38.~~	~~Project sponsor and construction contractor~~	~~Prior to issuance of a building permit for each building within the Yerby and UPC development sites.~~	~~Department of Public Health and Department of Building Inspection~~	
Biological Resources				
Mitigation Measure Bio-1: Protection of Birds during Tree Removal The project sponsors would implement the following protective measures to assure implementation of the Migratory Bird Treaty Act and compliance with state regulations during tree removal. Pre-construction surveys for nesting birds shall be conducted by a qualified ornithologist or wildlife biologist to ensure that no nests will be disturbed during project implementation. A pre-construction survey shall be conducted	Project sponsor to retain qualified ornithologist or wildlife biologist	A pre-construction survey shall be conducted no more than 14 days prior to the initiation of demolition/constructio n activities during the early part of the	Planning Department in consultation with California Department of Fish and Wildlife	

EXHIBIT D
MITIGATION MONITORING AND REPORTING PROGRAM
(Includes Text for Adopted Mitigation and Improvement Measures)

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
no more than 14 days prior to the initiation of demolition/construction activities during the early part of the breeding season (January through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). During this survey, the qualified person shall inspect all trees in and immediately adjacent to the impact areas for nests. If an active nest is found close enough to the construction area to be disturbed by these activities, the ornithologist or wildlife biologist, in consultation with CDFG, shall determine the extent of a construction-free buffer zone to be established around the nest.		breeding season (January through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August).		
Geology and Soils				
Mitigation Measure Geo-1: Liquefaction Potential, and Excavation, and Dewatering The UPC and ~~Yerby~~TMWR development project sponsors would incorporate features into the project foundation designs to address the potential for liquefaction in the soils beneath portions of the development sites, the potential for soil instability, and the potential for groundwater inflow during excavation. The specific measures to be implemented would be specified in the geotechnical reports prepared as part of the final project design. Based on the preliminary geotechnical studies completed for the projects, these features may include (but are not limited to): soil cement columns, reinforced concrete mat foundations, pre-densification, drilled piers, or driven concrete or steel piles, shoring to prevent soils from becoming unstable during excavation, and drawing down groundwater to a depth of at least three feet below the bottom of excavation. The measures specified would incorporate all applicable California Building Code requirements.	Project sponsor	Prior to issuance of a building permit for each building within the ~~Yerby~~TMWR and UPC development sites.	Department of Building Inspection	
Mitigation Measure Geo-2: Sea Level Rise and Groundwater The UPC and ~~Yerby~~TMWR development project sponsors would incorporate features into the project foundation designs to address the potential for rising groundwater levels due to predicted global sea level rise. The specific measures to be implemented would be specified in the geotechnical reports prepared as part of the final project design. Based on the preliminary	Project sponsor	Prior to issuance of a building permit for each building within the ~~Yerby~~TMWR and UPC development sites.	Department of Building Inspection	

EXHIBIT D
MITIGATION MONITORING AND REPORTING PROGRAM
(Includes Text for Adopted Mitigation and Improvement Measures)

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
geotechnical studies completed for the projects, the projects would include an appropriate long-term design groundwater level for use in the design of the proposed buildings and other site improvements. Using a predicted sea level rise of 3 feet by 2100, the long-term design groundwater level would be Elevation -3.6 feet in the southern and southeastern portions of the development sites.				
Hydrology and Water Quality				
Mitigation Measure Stormwater-1: Minimizing Stormwater/Wastewater Runoff The project sponsors shall implement design features and stormwater control techniques to achieve no net increase in stormwater runoff from the project site. Potential stormwater control techniques would include, but would not be limited to, vegetated swales, porous pavement, green roofs, and catch basins. The measures implemented would be consistent with the San Francisco Green Building Ordinance (Chapter 13C of the San Francisco Building Code). The sponsors shall work with SFPUC staff to explore and implement feasible techniques prior to detailed project design.	Project sponsor in consultation with SFPUC	Prior to issuance of a building permit for each building within the ~~Yerby~~TMWR and UPC development sites.	Department of Building Inspection	

EXHIBIT D
MITIGATION MONITORING AND REPORTING PROGRAM
(Includes Text for Adopted Mitigation and Improvement Measures)

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
Hazards and Hazardous Materials				
Mitigation Measure Haz-1: Hazardous Materials/Contaminated Soil **Step 1: Determination of Presence of Contaminated Soil** The development sites contain undocumented fill. Therefore, prior to approval of a building permit for the proposed project, the project sponsor shall hire a consultant to collect soil samples (borings) from areas on the site in which soil would be disturbed and test the soil samples for contamination (including, but not limited to, substances such as total lead, petroleum hydrocarbons, and heavy metals). The consultant shall analyze the soil borings as discrete, not composite samples. The consultant shall prepare a report that includes the results of the soil testing and a map that shows the locations from which the consultant collected the soil samples. The project sponsor shall submit the report on the soil testing with the appropriate fee. These fees shall be charged pursuant to Section 31.47(c) of the *San Francisco Administrative Code*. DPH shall review the soil testing report to determine whether soils on the project site are contaminated at or above potentially hazardous levels. If DPH determines that the soils on the project site are not contaminated at or above a potentially hazardous level, no further mitigation measures with regard to contaminated soils on the site would be necessary. **Step 2: Preparation of Site Mitigation Plan** If based on the results of the soil tests conducted, DPH determines that the soils on the project site are contaminated at or above potentially hazardous levels, the DPH shall determine if preparation of a Site Mitigation Plan (SMP) is warranted. If such a plan is requested by the DPH, the SMP shall include a discussion of the type and level of contamination of soils on the project site and mitigation measures for managing contaminated soils on the site, including, but not limited to: 1) the alternatives for managing contaminated soils on the site (e.g., encapsulation, partial or complete removal, treatment, recycling for	Project sponsor to retain qualified professional consultant for Steps 1, 2 and 4. Construction contractor to carry out and report on activities required in Step 3.	Soil report and SMP shall be approved by the San Francisco Department of Public Health prior to permit issuance for each phase, with a copy to the Planning Department. Construction contractor to provide annual reports to Department of Public Health (or quarterly reports if required by SMP), with copies to the Planning Department, of activities carried out pursuant to Step 3 for each construction phase Consultant to submit closure report to DPH for approval pursuant to Step 4 for each phase; a copy of the approved report shall be provided to the Planning Department	Department of Public Health	

EXHIBIT D
MITIGATION MONITORING AND REPORTING PROGRAM
(Includes Text for Adopted Mitigation and Improvement Measures)

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
reuse, or a combination); 2) the preferred alternative for managing contaminated soils on the site and a brief justification; and 3) the specific practices to be used to handle, haul, and dispose of contaminated soils on the site. The SMP shall be submitted to the DPH for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file. **Step 3: Handling, Hauling, and Disposal of Contaminated Soils** a. Specific work practices: If based on the results of the soil tests conducted, DPH determines that the soils on the project site are contaminated at or above potentially hazardous levels, the construction contractor shall be alert for the presence of such soils during excavation and other construction activities on the site (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by local, state, and federal regulations, including OSHA work practices) when such soils are encountered on the site. b. Dust suppression: Soils exposed during excavation for site preparation and construction activities shall be kept moist throughout the time they are exposed, both during and after work hours. c. Surface water runoff control: Where soils are stockpiled, Visqueen (a type of polyethylene film) shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather. d. Soils replacement: If necessary, clean fill or other suitable material(s) shall be used to bring portions of the project site, where contaminated soils have been excavated and removed, up to construction grade. e. Hauling and disposal: Contaminated soils shall be hauled off the project site by waste hauling trucks appropriately certified with the				

EXHIBIT D
MITIGATION MONITORING AND REPORTING PROGRAM
(Includes Text for Adopted Mitigation and Improvement Measures)

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at a permitted hazardous waste disposal facility registered with the State of California. **Step 4: Preparation of Closure/Certification Report** After excavation and foundation construction activities are completed, the project sponsors shall prepare and submit a closure/certification report to DPH for review and approval. The closure/certification report shall include the mitigation measures in the SMP for handling and removing contaminated soils from the project site, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.				
Mitigation Measure Haz-2: Dust Program for Asbestos-Containing Serpentine Materials The project sponsors would implement the following protective measures to assure implementation of the California Air Resources Board Asbestos Airborne Toxic Control Measure (ATCM) for construction-related activities (California Code of Regulations, Title 17, Section 93105). The construction contractor would be required to submit the appropriate notification forms and prepare an asbestos dust mitigation plan specifying measures that would be taken to ensure that no visible dust crosses the property boundary during construction. The plan must specify the following measures: • Prevent and control visible track-out from the property. • Ensure adequate wetting or covering of active storage piles. • Control disturbed surface areas and storage piles that would remain inactive for seven days. • Control traffic on on-site unpaved roads, parking lots, and staging	Project sponsor to submit ATCM to BAAQMD. BAAQMD to approve ATCM Project sponsor and construction contractor(s) to implement ATCM	Prior to issuance of a building permit Prior to issuance of a building permit During each phase of construction	BAAQMD and Department of Building Inspection BAAQMD and Department of Building Inspection Department of Building Inspection	

EXHIBIT D
MITIGATION MONITORING AND REPORTING PROGRAM
(Includes Text for Adopted Mitigation and Improvement Measures)

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
areas, including a maximum vehicle speed of 15 miles per hour. • Control earthmoving activities. • Control off-site transport of dust emissions that contain naturally occurring asbestos-containing materials. • Stabilize disturbed areas following construction. In addition, excavated materials containing over one percent friable asbestos would be treated as hazardous waste, and would be transported and disposed of in accordance with applicable State and Federal regulations. The asbestos dust mitigation plan must be submitted to and approved by the BAAQMD prior to the beginning of construction, and the site operator must ensure the implementation of all specified dust mitigation measures throughout the construction project. The BAAQMD may require air monitoring for off-site migration of asbestos dust during construction activities and may change the plan on the basis of the air monitoring results. Compliance with the asbestos ATCM would reduce impacts from airborne asbestos to less-than-significant levels.				
IMPROVEMENT MEASURES FOR THE ~~YERBY~~TMWR AND UPC DEVELOPMENT PROJECTS				
Noise				
Improvement Measure Noise-1: Construction Noise The project sponsors shall require the construction contractors to implement noise control techniques to minimize disturbance to adjacent residential receptors during project construction. Specific noise control measures shall include the following: (1) The contractors shall implement feasible noise controls to reduce the noise levels generated by construction equipment. Feasible noise controls include improved mufflers; equipment redesign; and use of intake silencers, ducts, engine enclosures, and acoustically-attenuating	Project sponsor and construction contractor(s)	During each phase of construction	Department of Public Health and Planning Department	

EXHIBIT D
MITIGATION MONITORING AND REPORTING PROGRAM
(Includes Text for Adopted Mitigation and Improvement Measures)

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
shields or shrouds. (2) Equipment used for project construction shall be hydraulically or electrically powered impact tools (e.g., jack hammers and pavement breakers) wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. However, where use of pneumatically-powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler could lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used where feasible, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used such as drilling rather than impact equipment whenever feasible. (3) Stationary noise sources shall be located as far from existing sensitive receptors as possible. If stationary sources must be located near existing receptors, they shall be adequately muffled and enclosed within temporary sheds. (4) To the extent feasible, concrete crushers shall be located so that existing buildings block noise for adjacent receptors. Portable sound blankets shall be used wherever feasible to reduce noise generated by concrete crushers. Such blankets can provide up to a 10-dBA noise reduction. (5) During construction of new buildings, the exterior facades facing existing sensitive receptors shall be enclosed as early in the construction process as feasible. (6) During all construction phases, there shall be close coordination between construction staff and staff of the residential buildings. Residential building staff shall be made aware of the construction schedule and activities. (7) During all construction phases, locations of access roads, delivery routes, and loading areas shall be selected to minimize exposure to				

EXHIBIT D
MITIGATION MONITORING AND REPORTING PROGRAM
(Includes Text for Adopted Mitigation and Improvement Measures)

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
adjacent residential receptors. (8) A designated complaint coordinator shall be responsible for responding to noise complaints during the construction phase. The name and phone number of the complaint coordinator shall be conspicuously posted at construction areas and on all advanced notifications. This person shall maintain a log of complaints received and take steps to resolve complaints, including periodic noise monitoring, if necessary, to ensure that significance thresholds are not exceeded by project construction activities.				