

**MITIGATION MONITORING AND REPORTING PROGRAM –  
VISITACION VALLEY MODIFIED DEVELOPMENT PROGRAM**

<b>Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Monitoring Responsibility</b>	<b>Monitoring Actions/Schedule</b>
<b>Transportation and Traffic</b>				
<p><b>Mitigation 8-1A:</b> <i>Tunnel Avenue/Blanken Avenue:</i> Signalize intersection upon the following: LOS reaches LOS E or F, the intersection meets Caltrans signal warrants, and a traffic study by San Francisco Municipal Transportation Agency (SFMTA) finds that the signalization would not result in unacceptable interference with Bayshore Boulevard traffic and Muni operations. The Project impacts at this intersection would be reduced to <i>less than significant</i>.</p>	SFMTA and project sponsor(s)	Once the mitigation measure is triggered as described, the measure must be constructed prior to the issuance of the certificate of occupancy for any building in the first development phase that includes Parcel 5 and/or Parcel 6 that, after completion, would cause the above-listed conditions to be met.	SFMTA	<p>Biannual monitoring of intersection operations beginning at the first development phase that includes Parcel 5 and/or Parcel 6.</p> <p>SFMTA to carry out feasibility study. If feasible, SFMTA to design and install traffic signal.</p>
<p><b>Mitigation 8-1B: Intersection Operation.</b> <i>Bayshore Boulevard/Leland Avenue southbound left-turn:</i> Eliminate the proposed left-turn from southbound Bayshore Boulevard into Zone 1 at Leland Avenue. Implementation of this measure would eliminate the identified potential significant impacts at this intersection to traffic, transit and bicycle conditions (i.e., would reduce Project impact at this location to a <i>less-than-significant level</i>). However, removal of this left-turn location would have a significant secondary impact, forcing Project vehicular traffic to utilize the left-turn locations at Visitacion and Sunnysdale Avenues, which would exacerbate anticipated queuing impacts at these two remaining left-turn locations.</p>	SFMTA	Prior to Phase 1 Phase Approval	SFMTA	Confirm establishment as part of infrastructure plans in Phase 1 approval
<p><b>Mitigation 8-1C: Transportation Management Plan.</b> <i>Implement a Transportation Management Plan for Zone 1.</i> To reduce the amount of auto use and auto ownership rates, and thereby reduce the traffic impacts of Zone 1 development, future applicants for developments in Zone 1 shall prepare, fund, and implement project-specific Transportation Management Plans (TMP). The TMPs could include the</p>	Project Sponsor(s)	Development Agreement has been revised to incorporate this measure.	SFMTA	Developer to submit periodic status reports to the SFMTA for review.

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<p>following elements:</p> <ul style="list-style-type: none"> <li>▪ Identification of a transportation coordinator,</li> <li>▪ Establishment of a resident website,</li> <li>▪ Carpool match services,</li> <li>▪ Carshare hubs,</li> <li>▪ Real-time transit information,</li> <li>▪ Reduced fee transit pass program,</li> <li>▪ Parking supply reductions,</li> <li>▪ Unbundled parking supply, and/or</li> <li>▪ Metered/paid parking.</li> </ul> <p>Also see similar measures in <i>Mitigation 9-2</i> (chapter 9, Air Quality) of this EIR.</p> <p>After the first phase of Zone 1 development of 450 residential units, the Project will conduct a follow-up analysis of the Bayshore Boulevard corridor and the Tunnel/Blanken intersection. This analysis will revisit the status of neighboring projects, account for any shifts in travel patterns, mode share, and transit service (as described in subsection 8.2.4) within the Project Area, and reconsider the range of mitigations available for travel on Bayshore Boulevard, Tunnel Avenue, Blanken Avenue, and affected intersections--including revised signal phasing, pedestrian improvements, and/or traffic calming measures. This future study may provide opportunities to revise TMP elements and explore additional mitigation options based on revised information regarding Cumulative conditions. This study shall also study pedestrian volumes in Zone 1 and along Bayshore Boulevard. While implementation of this measure would reduce impacts on the adjacent intersections and roadways to an unspecified but limited degree, the Project impacts would still remain <i>significant and unavoidable</i>.</p>				

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<p><b>Mitigation 8-4: 2025 Cumulative Impacts on Intersection Operation.</b></p> <p><i>Bayshore Boulevard/Tunnel Avenue:</i> Modify signal timing by shifting one second from the southbound left-turn movement to the northbound/southbound through movements. Prior to implementation of this mitigation measure, assess transit and traffic coordination along Bayshore Boulevard to ensure that the changes would not substantially affect MUNI transit operations, signal progressions, pedestrian minimum green time requirements, and programming limitations of signals. <i>Implementation of this mitigation would still result in a cumulative effect that is significant and unavoidable for weekday AM/PM peak hours.</i></p> <p><i>Alana Way/Beatty Avenue:</i> Signalize the intersection, restripe the southbound Alana Way approach to create exclusive left- through and right turn approach to create exclusive left-, through and right-turn lanes; and restripe the eastbound Beatty Avenue approach to create two lanes. If this intersection is reconfigured as part of the Brisbane Baylands the developer will pay an in lieu fee for other transportation improvements. <i>Implementation of this mitigation would still result in a cumulative effect that is significant and unavoidable for weekday AM/PM peak hours.</i></p>	SFMTA and individual project sponsor(s)	Prior to issuance of first certificate of occupancy for any residential or commercial space within the second phase of development.	SFMTA and individual project sponsor(s)	Upon incorporation of measures in Phase 2 Phase Application submitted to Planning Department.
<p><b>Mitigation 8-6: 2025 Cumulative Impacts on Freeway On-Ramp Operation.</b> These projected 2025 cumulative freeway on-ramp operating condition impacts are anticipated to be resolved by the construction of the proposed new ramps at Geneva Avenue, a planned regional transportation improvement measure. Project fair contribution to these improvements to these planned improvements would be required. Currently there are no interjurisdiction formulated improvement projects or associated funding programs for the affected freeway segments towards which the Project Developer could be required to make a fair share contribution. The ongoing Bi-County Transportation Study is currently investigating inter-regional cumulative transportation network improvement needs and priorities, and is intended to identify an associated interjurisdictional fair share calculation procedure. The Planning Department will continue to participate in the current Bi-County Transportation Planning Study, and will continue to advocate and participate in similar interjurisdictional study, planning and fair share funding efforts. Project fair-share contribution to the planned regional improvements would reduce the anticipated 2025 cumulative freeway on-ramp impacts to a <i>less-than-significant level</i>.</p>	Project sponsor(s), Planning Department, Interagency Plan Implementation Committee	<p>The project's Bi-County contribution will be met through impact fees, paid by individual project sponsors, collected by the Planning Department, and allocated by the City's Interagency Plan Implementation Committee.</p> <p>Prior to issuance of building permits for each building.</p>	Planning Department	At building permit issuance by Department of Building Inspection.



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<p>locations, but not to a less-than-significant level.</p> <p>In addition, to encourage additional transit riders (thereby further reducing the amount of vehicular activity), the Project could implement the following measures:</p> <ul style="list-style-type: none"> <li>▪ Consistent with the Design for Development, implement building design features that promote the primary access to new Project Area buildings from transit stops and pedestrian areas, and discourage the location of primary access points to new Project Area buildings through parking lots and other auto-oriented entryways.</li> <li>▪ Implement recommendations of the <i>San Francisco Better Streets Plan</i> in the Project Area, which are designed to make the pedestrian environment safer and more comfortable for pedestrians, including traffic calming strategies, sidewalk corner bulbs, and other features.</li> </ul> <p>Provide transit amenities at key light rail and bus stops in the Project Area, including “Next Bus” passenger information, accurate and usable passenger information and maps, and adequate light, shelter, and sitting areas.</p>				SFMTA for review.
<p><b>Mitigation 8-10: Impacts on Bicycle Conditions.</b> To mitigate this potential impact to the Bayshore Boulevard bicycle lane, do not provide the proposed new southbound left-turn into Zone 1 at Leland Avenue. To mitigate additional bicycle impacts establish an internal connection from Zone 1 to the east side of Bayshore Boulevard/Geneva intersection. This mitigation would reduce the Project’s impact on bicycle conditions to a <i>less-than-significant</i> level.</p>	SFMTA and individual project sponsor(s)	Prior to issuance of first certificate of occupancy for any residential or commercial space within the final phase of development	SFMTA, Planning Department	Confirm this has been included in final phase application plans.
<b>Air Quality</b>				
<p><b>Mitigation 9-1B:</b> For all <i>remediation, grading, or construction</i> activity in the Project Area, require implementation of the following dust control measures by construction (also remediation) contractors, where applicable:</p> <ul style="list-style-type: none"> <li>▪ Water all active remediation and construction areas at least twice daily, or as needed to prevent visible dust plumes from blowing off-</li> </ul>	Project Sponsor(s) and project contractor(s) of each subsequent development project	Continuous throughout demolition activity	DBI, BAAQMD, Planning	Continuous throughout demolition activity

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<p>site.</p> <ul style="list-style-type: none"> <li>▪ Cover all trucks hauling soil, sand, and other loose materials.</li> <li>▪ Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.</li> <li>▪ Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites.</li> <li>▪ Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.</li> <li>▪ Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).</li> <li>▪ Limit the area subject to excavation, grading, and other construction activity at any one time.</li> </ul> <p>The above measures may be revised or supplemented over time by new BAAQMD regulations. Implementation of these measures would reduce the impacts to a <i>less-than-significant level</i>.</p>				
<p><b>Mitigation 9-1C:</b> The following are measures to control emissions by diesel-powered construction (including remediation and demolition) equipment used by contractors, where applicable:</p> <ul style="list-style-type: none"> <li>▪ Ensure that emissions from all on-site, diesel-powered construction equipment do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired or replaced immediately.</li> <li>▪ The contractor shall install temporary electrical service whenever possible to avoid the need for independently powered equipment (e.g., compressors).</li> <li>▪ Diesel equipment standing idle for more than three minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were on-site and away from residences.</li> <li>▪ Properly tune and maintain equipment for low emissions.</li> <li>▪ Use late model heavy-duty diesel-powered equipment at each construction site to the extent that the equipment is readily available in the San Francisco Bay Area.</li> </ul>	<p>Project Sponsor(s) and project contractor(s) of each subsequent development project</p>	<p>During construction activity requiring diesel-powered equipment</p>	<p>DBI, BAAQMD, Planning</p>	<p>During construction activity requiring diesel-powered equipment</p>

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<ul style="list-style-type: none"> <li>▪ Use diesel-powered equipment that has been retrofitted with after-treatment products (e.g., engine catalysts) to the extent that it is readily available in the San Francisco Bay Area.</li> <li>▪ Replant vegetation in disturbed areas as quickly as possible.</li> <li>▪ Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.</li> <li>▪ Install wind breaks, or plant trees/vegetation wind breaks at windward side(s) of construction sites.</li> <li>▪ Suspend excavation and grading where winds (instantaneous gusts) exceed 25 miles per hour.</li> <li>▪ Use low-emission diesel fuel and/or biodiesel for all heavy-duty diesel-powered equipment operating and refueling at each construction site to the extent that the fuel is readily available and cost effective in the San Francisco Bay Area (this does not apply to diesel-powered trucks traveling to and from the site).</li> </ul> <p>Utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent that the equipment is readily available and cost-effective in the San Francisco Bay Area.</p>				
<p><b>Mitigation 9-2:</b> Apply the following emissions control strategies where applicable to Project-facilitated discretionary mixed use, residential, commercial, and cultural development activities within the Project Area in order to reduce overall emissions from traffic and area sources.</p> <p><i>Transportation Emissions</i></p> <ul style="list-style-type: none"> <li>▪ New or modified roadways should include bicycle lanes where reasonable and feasible.</li> <li>▪ Provide transit information kiosks.</li> <li>▪ Where practical, employment-intensive development proposals (e.g., retail) shall include measures to encourage use of public transit, ridesharing, van pooling, use of bicycles, and walking, as well as to minimize single passenger motor vehicle use.</li> <li>▪ Develop parking enforcement and fee strategies that encourage alternative modes of transportation.</li> <li>▪ Parking lots or facilities should provide preferential parking for electric or alternatively fueled vehicles.</li> <li>▪ Implement and enforce truck idling restrictions of three minutes.</li> </ul>	Project Sponsor(s)	Continuous throughout demolition activity	Planning Department, BAAQMD, MTA	Upon completion of demolition activity

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<p>▪ Require large commercial land uses (e.g., 10,000 square feet or 25 employees) that would generate home-to-work commute trips to implement Transportation Demand Management (TDM) programs. Components of these programs should include the following (also see similar measures in <i>Mitigation 8-1C</i> [chapter 8, Transportation and Circulation] of this EIR):</p> <ul style="list-style-type: none"> <li>- a carpool/vanpool program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of vanpool vehicles, etc.;</li> <li>- a transit use incentive program for employees, such as on-site distribution of passes and/or subsidized transit passes for local transit systems;</li> <li>- a guaranteed ride home program; and/or</li> <li>- a parking cash-out program for employees (where non-driving employees receive transportation allowance equivalent to the value of subsidized parking).</li> </ul> <p><i>Building Emissions:</i></p> <ul style="list-style-type: none"> <li>▪ Require energy efficient building designs that exceed State Title 24 building code requirements.</li> <li>▪ Discourage use of gasoline-powered landscape equipment, especially two-stroke engines and motors (which burn and leak oil), for public park maintenance.</li> <li>▪ Allow only low-emitting fireplaces for residential uses, such as those that burn only natural gas (standard City requirement for multi-family residences).</li> </ul> <p>The above measures may be revised or supplemented over time by new BAAQMD regulations. Implementation of these measures would reduce the remediation-, demolition-, and construction-related air quality impacts of diesel-powered equipment to a <i>less-than-significant level</i>.</p>				



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<b>Cultural and Historical Resources</b>				
<p><b>Mitigation 10-1: Destruction or Degradation of Historical Resources.</b> The following mitigation measures should be considered if proposed changes to a historical resource are not in accordance with the Secretary of the Interior’s standards.</p> <p><i>a) Documentation.</i> In consultation with a Planning Department Preservation Technical Specialist, the individual project applicant shall have documentation of the affected historical resource and its setting prepared. Generally, this documentation shall be in accordance with one of three documentation levels associated with the Historic American Building Survey (HABS) or Historic American Engineering Record (HAER). The Specialist, possibly in consultation with the National Park Service Regional Office, can decide the most appropriate form of documentation, depending on the significance of the affected resource. The three possible documentation level protocols are described under this mitigation in chapter 10 of this EIR.</p> <p>The agreed-upon documentation shall be filed with the San Francisco History Center at the Main Library, as well as with other local libraries and historical societies, as appropriate.</p>	Project Applicant	Initiate before any demolition	Planning Department	Initiate before any demolition
<p><i>(b) Oral Histories.</i> The individual project applicant shall undertake an oral history project that includes interviews of several long-time residents of Visitacion Valley and former employees of the Schlage Lock Factory. This program shall be conducted by a professional historian in conformance with the Oral History Association’s <i>Principles and Standards</i> (<a href="http://alpha.dickinson.edu/oha/pub_eg.html">http://alpha.dickinson.edu/oha/pub_eg.html</a>). In addition to transcripts of the interviews, the oral history project shall include a narrative project summary report containing an introduction to the project, a methodology description, and brief summaries of each conducted interview. Copies of the completed oral history project shall be submitted to the San Francisco History Room of the Main Library.</p>	Project Applicant	Initiate before approval of any demolition permit and ongoing after demolition	Planning Department	Initiate before demolition and ongoing after demolition

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<p><i>(c) Relocation.</i> If preservation of the affected historical resource at the current site is determined to be impossible, the building shall, if feasible, be stabilized and relocated to another nearby site appropriate to its historic setting and general environment. A moved building or structure that is otherwise eligible may be listed in the California Register if it was moved to prevent its demolition at its former location and if the new location is compatible with the original character and use of the historical resource. After relocation, the building’s preservation, rehabilitation, and restoration, as appropriate, shall follow the Secretary of the Interior’s standards to ensure that the building retains its integrity and historical significance.</p>	Project Applicant	Before approval of any demolition permit for applicable building	Planning Department	Initiate before demolition and ongoing after demolition
<p><i>(d) Salvage.</i> If the affected historical resource can neither be preserved at its current site nor moved to an alternative site and is to be demolished, the individual project applicant shall consult with a San Francisco Planning Department Preservation Technical Specialist and other local historical societies regarding salvage of materials from the affected historic resource for public information or reuse in other locations. Demolition may proceed only after any significant historic features or materials have been identified and their removal completed.</p>	Project Applicant	Before approval of any demolition permit for applicable building	Planning Department	Initiate before demolition and ongoing after demolition
<p><i>(e) Commemoration.</i> If the affected historical resource can neither be preserved at its current site nor moved to an alternative site and is to be demolished, the individual project applicant shall, with the assistance of a Planning Department Preservation Technical Specialist or other professionals experienced in creating historical exhibits, incorporate a display featuring historic photos of the affected resource and a description of its historical significance into the publicly accessible portion of any subsequent development on the site. In addition, the factory machinery in Schlage Plants 1 and 2 should be cleaned and moved to a public space (such as a park or plaza on-site) for public viewing.</p>	Project Applicant	Condition for demolition permit for applicable building; ongoing implementation as required by measure	Planning Department	Initiate before demolition and ongoing after demolition
<p><i>(f) Contribution to a Historic Preservation Fund.</i> If an affected historical resource can neither be reserved at its current site nor moved to an alternative site and is demolished, the project applicant may be eligible to mitigate project-related impacts by contributing funds to the City to be applied to future historic preservation activities, including survey work,</p>	Project Applicant	Ongoing implementation as required by measure	Planning Department	Initiate before demolition and ongoing after demolition

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<p>research and evaluation, and rehabilitation of historical resources within Visitacion Valley in accordance with the Secretary’s Standards. Contribution to the preservation fund would be made only after the documentation, oral history, salvage, and commemoration mitigations specified above had been completed. The details of such an arrangement would be formulated on a case-by-case basis, and could also include in-kind implementation of historic resource preservation. As part of any such arrangement, the project applicant shall clearly demonstrate the economic infeasibility of other mitigation measures that would mitigate impacts to historical resources, including preservation, relocation, and project modification.</p> <p>While implementation of these measures would reduce impacts on historical resources, the impact would remain <i>significant and unavoidable</i>.</p>				
<p><b>Mitigation 10-2: Disturbance of Known Archaeological Resources.</b> The project sponsor shall retain the services of a qualified archaeological consultant having expertise in California prehistoric and urban historical archeology. The archaeological consultant shall consult with the Environmental Planning archaeologist at the San Francisco Planning Department to determine project locations and activities that may affect archaeological deposits/features associated with known archaeological resource sites. Project activities determined to potentially affect these resources shall be subject to an archaeological testing program (ATP) as specified under this mitigation heading in chapter 10 of this EIR. In addition, the consultant shall be available to conduct an archaeological monitoring program (AMP) and/or archaeological data recovery program (ADRP) and, if necessary, a human remains treatment program and final archaeological resources report (FARR) as specific under this mitigation heading in Chapter 10 of this EIR. The archaeological consultant’s work shall be conducted in accordance with this measure at the direction of the City’s Environmental Review Officer (ERO).</p> <p>All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, shall be considered draft reports, subject to revision until final</p>	Project Sponsor(s), Project Archaeologist	Prior to preparation of the ATP & project soils disturbance (including demolition and excavation)	ERO	Sufficiently in advance of project for preparation & ERO review & approval of ATP

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<p>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. At the direction of the ERO 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.</p> <p><u>Archaeological Testing Program.</u> The archaeological consultant shall prepare and submit to the ERO for review and approval an archaeological testing plan (ATP). An 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 project, the testing method to be used, and the locations recommended for testing.</p> <p>The purpose of the archaeological testing program will be to determine to the extent possible the presence or absence of archaeological resources to identify and to evaluate whether any archaeological resource encountered on the site constitutes a historical resource under CEQA.</p>	<p>Project Archaeologist</p>	<p>Prior to preparation of the ATP &amp; project soils disturbance (including demolition and excavation). NAHC and Native American consultation prior to preparation of the ATP</p>	<p>ERO</p>	<p>Sufficiently in advance of project for preparation &amp; ERO review &amp; approval of ATP</p>
<p>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 archaeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include notification of designated members of the community as appropriate, archaeological data recovery program.</p>	<p>Project Archaeologist</p>	<p>Following completion of archaeological testing</p>	<p>ERO</p>	<p>Prior to project construction demolition and remediation</p>
<p>If the ERO determines that a significant archaeological resource is present and that the resource could be adversely affected by the project, at the discretion of the project sponsor either:</p> <p>A. The project shall be re-designed so as to avoid any adverse</p>	<p>Project Archaeologist</p>	<p>Determination as data recovery requirement</p>	<p>ERO</p>	<p>Prior to project Construction, demolition and remediation and archaeological data</p>





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<p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> <li>• <i>Field Methods and Procedures.</i> Descriptions of proposed field strategies, procedures, and operations.</li> <li>• <i>Cataloguing and Laboratory Analysis,</i> Description of selected cataloguing system and artifact analysis procedures.</li> <li>• <i>Discard and Deaccession Policy.</i> Description of and rationale for field and post-field discard and deaccession policies.</li> <li>• <i>Interpretive Program.</i> Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.</li> <li>• <i>Security Measures.</i> Recommended security measures to protect the archeological resource from vandalism, looting, and nonintentionally damaging activities.</li> <li>• <i>Final Report.</i> Description of proposed report format and distribution of results.</li> <li>• <i>Curation.</i> Description of the procedures and recommendations for die 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</li> </ul> <p><u>Human Remains, 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, including 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 archeological 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 or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.</p>	<p>Project Archaeologist, ERO in consultation with the Coroner of the City and County of San Francisco, Native American Heritage Commission, and Most Likely</p>	<p>Upon identification of human remains</p>	<p>ERO</p>	<p>On discovery of human remains</p>





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<p>historical archaeology. The archaeological consultant shall undertake an archaeological monitoring program (AMP), and if triggered by the AMP, an archaeological data recovery program (ADRP), human remains treatment program, and/or final archaeological resources report (FARR), as specified under this mitigation heading in chapter 10 of this EIR and detailed in Mitigation 10-2. The archaeological consultants work shall be conducted in accordance with this measure at the direction of the City's Environmental Review Officer (ERO).</p> <p>Implementation of this measure would reduce the impact to a <i>less-than-significant level</i>.</p>				
<p><b>Mitigation 10-4: Accidental Discovery.</b> For individual development projects in Zone 2, the project applicant shall consult with the Environmental Planning archaeologist at the San Francisco Planning Department prior to any development activity and, at the direction of the Planning Department, shall undertake the following measures to avoid any potentially significant adverse impact on possible buried or submerged cultural resources.</p> <p>The project sponsor shall distribute the San Francisco Planning Department archaeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc., firms); and utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the City's Environmental Review Officer (ERO) with assigned affidavit from the responsible parties (prime contractor, subcontractors, and utilities firm) to the ERO confirming that all field personnel have received copies of the "ALERT" Sheet.</p> <p>Should any indication of an archaeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the</p>	Project Sponsor(s)	Prior to grading and demolition permits; ongoing implementation as required by measure	Planning Department	Ongoing implementation as required by measure

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<b>Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Monitoring Responsibility</b>	<b>Monitoring Actions/Schedule</b>
<p>discovery until the ERO has determined what additional measures should be undertaken. Notification shall also include designated members of the community as appropriate.</p> <p>If the ERO determines that an archaeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archaeological consultant. The archaeological consultant shall advise the ERO as to whether the discovery is an archaeological resource, retains sufficient integrity, and is of potential scientific/historical/ cultural significance. If an archaeological resource is present, the archaeological consultant shall identify and evaluate the archaeological resource. The archaeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.</p> <p>Measures might include: preservation in situ (in place) of the archaeological resource; an archaeological monitoring program; or an archaeological testing program. If an archaeological monitoring program or archaeological testing program is required, it shall be consistent with the City's Environmental Planning (EP, formerly Major Environmental Analysis or "MEA") division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archaeological resource is at risk from vandalism, looting, or other damaging actions.</p> <p>The project archaeological consultant shall submit a Final Archaeological Resources Report (FARR) to the ERO pursuant to the FARR content and distribution requirements described under this mitigation measure in chapter 10 of this EIR.</p> <p>Implementation of this measure would reduce the impact to a <i>less-than-significant level</i>.</p>				
<p><b>Mitigation 10-5: Disturbance of Paleontological Resources</b> If any paleontological resources are encountered during site grading or other construction activities, all ground disturbances shall be halted until the</p>	Project Sponsor(s)	If triggered by 10-2;10-3 or 10-4	Planning Department	Ongoing implementation as required by measure



**MITIGATION MONITORING AND REPORTING PROGRAM –  
VISITACION VALLEY MODIFIED DEVELOPMENT PROGRAM (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p>for commercial land use, such as a retail center, the majority of the site will be paved and there will be little or no contact with contaminated soil. Industrial clean-up levels would likely be applicable. If the slated development activity could involve human contact with soils, such as may be the case with residential use, then Step 3 should be completed. If no human contact is anticipated, then no further mitigation is necessary.</p> <p>Step 3. Should the Phase 2 investigation reveal high levels of hazardous materials in the site soils, mitigate health and safety risks according to City of San Francisco, RWQCB, and DTSC regulations. This would include site-specific health and safety plans prepared prior to undertaking any building or utility construction. Also, if buildings are situated over soils that are significantly contaminated, undertake measures to either remove the chemicals or prevent contaminants from entering and collecting within the building. If remediation of contaminated soil is infeasible, a deed restriction would be necessary to limit site use and eliminate unacceptable risks to health or the environment.</p> <p><i>(b) Surface or Groundwater Contamination.</i> In order to reduce potential health hazards due to construction personnel or future occupant exposure to surface water or groundwater contamination, developers would complete the following steps for each site proposed for disturbance as part of a Project-facilitated construction activity in Zone 2:</p> <p>Step 1. Investigate the site to determine whether it has a record of hazardous material discharge into surface or groundwater, and if so, characterize the site according to the nature and extent of contamination that is present before development activities proceed at that site.</p> <p>Step 2. Install drainage improvements in order to prevent transport and spreading of hazardous materials that may spill or accumulate on-site.</p>				

**MITIGATION MONITORING AND REPORTING PROGRAM –  
VISITACION VALLEY MODIFIED DEVELOPMENT PROGRAM (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p>Step 3. If investigations indicate evidence of chemical/environmental hazards in site surface water and/or groundwater, then mitigation measures acceptable to the RWQCB and DTSC would be required to remediate the site <u>prior</u> to development activity.</p> <p>Step 4. Inform construction personnel of the proximity to recognized contaminated sites and advise them of health and safety procedures to prevent exposure to hazardous chemicals in surface water/groundwater.</p> <p>Compliance by future, individual, site-specific developments in Zone 2 with established regulations (accomplished through the steps outlined above) would adequately assure that associated potential health and safety impacts due to exposure to existing soil and groundwater contamination would be <i>less-than-significant</i>.</p>	Project Sponsor(s)	Applicant for Development	DPH/DTSC/RWQCB	RWQCB prior to site development; DPH and depending on the improvement DBI or DWP
<b>Hydrology and Water Quality</b>				
<p><b>Mitigation 12-1A: Potential Water Quality Impact Due to Increased Stormwater Runoff.</b> To comply with anticipated SFPUC regulations regarding stormwater runoff from Zone 1, the developer(s) shall refine the individual development design(s) for Zone 1 as necessary to: (1) provide retention storage facilities and/or detention treatment facilities as needed to ensure that at least 80 percent of total annual runoff either remains on-site or receives an approved level of water quality treatment before discharge into the combined sewer system; and (2) provide a minimum of 25 percent of the surface of setbacks to be pervious. Implementation of these measures would reduce the water quality impact associated with future development of Zone 1 to a <i>less-than-significant level</i>.</p> <p><b>Mitigation 12-1B.</b> Stormwater design requirements similar to those described above for the Zone 1 development shall also be applied to individual infill developments in Zone 2 that meet the proposed SFPUC minimum size criteria. Implementation of these measures would reduce the water quality impact associated with future development of these parcels to a <i>less-than-significant level</i>.</p>	Project Sponsor(s)	Submit as part of subdivision improvement plans	DPW;DBI, SFPUC	Review as part of design and construction plans

**MITIGATION MONITORING AND REPORTING PROGRAM –  
VISITACION VALLEY MODIFIED DEVELOPMENT PROGRAM (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p><b>Mitigation 12-2: Increased Risk of Soil Erosion and Contaminant Spills During Project Remediation and Construction.</b> For future development within Zone 1, design requirements and implementation measures for minimizing Project-generated erosion and for controlling fuel/hazardous material spills would be set forth in the Zone 1 SWPPP, in accordance with SWRCB and RWQCB design standards. During construction, the SFPUC would monitor implementation of the approved SWPPP. This plan shall include, at a minimum, the following or similar actions:</p> <ul style="list-style-type: none"> <li>▪ Following demolition of existing improvements, stabilize areas not scheduled for immediate construction with planted vegetation or erosion control blankets;</li> <li>▪ Collect stormwater runoff into stable drainage channels from small drainage basins, to prevent the buildup of large, potentially erosive stormwater flows;</li> <li>▪ Direct runoff away from all areas disturbed by construction;</li> <li>▪ Use sediment ponds or siltation basins to trap eroded soils before runoff is discharged into on-site channels or the combined sewer system;</li> <li>▪ To the extent possible, schedule major site development work involving excavation and earthmoving activities during the dry season (May through September);</li> <li>▪ Develop and implement a program for the handling, storage, use, and disposal of fuels and hazardous materials. The program should also include a contingency plan covering accidental hazardous material spills;</li> <li>▪ Restrict vehicle cleaning, fueling, and maintenance to designated areas for containment and treatment of runoff; and</li> <li>▪ After construction is completed, inspect all on-site drainage facilities for accumulated sediment, and clear these facilities of debris and sediment as necessary.</li> </ul> <p>Implementation of these measures would reduce the risk of soil erosions and contaminant spills during Project remediation and construction to a <i>less-than-significant level</i>.</p>	<p>SFPUC and individual Project Sponsor(s)</p>	<p>Infrastructure plans with Phase 1</p>	<p>SFPUC and DWP</p>	<p>Review as part of design and construction plans</p>
<b>Noise</b>				
<p><b>Mitigation 13-1: Project-Facilitated Remediation-, Demolition-, and</b></p>	<p>Project Sponsor(s)</p>	<p>Provide information</p>	<p>DPW; DBI</p>	<p>DPW/DBI to review</p>

**MITIGATION MONITORING AND REPORTING PROGRAM –  
VISITACION VALLEY MODIFIED DEVELOPMENT PROGRAM (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p><b>Construction-Period Noise.</b> Reduce program-related individual project remediation-, demolition-, and construction-period noise impacts on nearby residences and businesses by incorporating conditions in project demolition and construction contract agreements that stipulate the following conventional noise abatement measures:</p> <ul style="list-style-type: none"> <li>▪ <i>Remediation and Construction Plans.</i> For major noise generating remediation and construction activities, prepare detailed remediation and construction plans identifying schedules. The plans shall identify a procedure for coordination with nearby noise</li> <li>▪ <i>Remediation and Construction Scheduling.</i> Ensure that noise generating remediation and construction activity is limited to between the hours of 7:00AM to 8:00PM, Monday through Friday, and noise levels generated by construction are prohibited on Saturdays, Sundays, and holidays (San Francisco Municipal Code Section 2908)</li> <li>▪ <i>Remediation and Construction Equipment Noise Limits.</i> Limit all powered remediation and construction equipment to a noise level of 80 dBA or less when measured at a distance of 100 feet or an equivalent sound level when measured at some other convenient distance (San Francisco Municipal Code Section 2907)</li> <li>▪ <i>Impact Tools and Equipment.</i> Equip all impact tools and equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment. Equip all pavement breakers and jackhammers with acoustically attenuating shields or shrouds that are in good condition and appropriate for the equipment (San Francisco Municipal Code Section 2907)</li> <li>▪ <i>Equipment Locations.</i> Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a remediation or construction site.</li> <li>▪ <i>Remediation and Construction Traffic.</i> Route all remediation and construction traffic to and from the sites via designated truck routes where possible. Prohibit remediation- and construction-related heavy truck traffic in residential areas where feasible.</li> <li>▪ <i>Quiet Equipment Selection.</i> Use quiet equipment, particularly air compressors wherever possible.</li> </ul>	and project contractor(s)	regarding compliance prior to building permit issuance		information prior to prior to construction site permit

**MITIGATION MONITORING AND REPORTING PROGRAM –  
VISITACION VALLEY MODIFIED DEVELOPMENT PROGRAM (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<ul style="list-style-type: none"> <li>▪ <i>Temporary Barriers.</i> Construct solid plywood fences around remediation and construction sites adjacent to residences, operational businesses, or noise-sensitive land uses.</li> <li>▪ <i>Temporary Noise Blankets.</i> Temporary noise control blanket barriers should be erected, if necessary, along building facades of construction sites. This mitigation would only be necessary if conflict occurred which were irresolvable by proper scheduling. (Noise control blanket barriers can be rented and quickly erected.)</li> </ul> <p><i>Noise Disturbance Coordinator.</i> For Zone 1 remediation and larger individual construction projects, the City may choose to require project designation of a “Noise Disturbance Coordinator” who would be responsible for responding to any local complaints about remediation or construction noise. The Disturbance Coordinator would determine the cause of the noise complaint (e.g. starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the Disturbance Coordinator at the remediation/construction schedule. (The project sponsor should be responsible for designating a Noise Disturbance Coordinator, posting the phone number, and providing schedule notices. The Noise Disturbance Coordinator would work directly with an assigned City staff member).</p> <p>Implementation of these measures would reduce this intermittent, short-term, Project remediation- and construction period noise impact to a <i>less-than significant level</i>.</p>				
<p><b>Mitigation 13-2: Project-Facilitated Groundborne Vibration Levels.</b> Prior to the development of habitable buildings within 110 feet of the centerline of the nearest railroad tracks, or within 55 feet of the light rail tracks, a site-specific vibration study shall be required demonstrating that ground borne vibrations associated with rail operations either (1) would not exceed the applicable FTA ground borne vibration impact assessment criteria (see Table 13.5 of this EIR), or (2) can be reduced to below the applicable FTA criteria thresholds through building design and construction measures (e.g., stiffened floors). Implementation of this measure would reduce this potential intermittent vibration impact to a <i>less than significant level</i>.</p>	Project Sponsor(s) and construction contractor(s)	Design Review Approval	DPW, DBI	DPW/DBI to review information prior to issuance of construction site permit





**MITIGATION MONITORING AND REPORTING PROGRAM –  
VISITACION VALLEY MODIFIED DEVELOPMENT PROGRAM (Continued)**

<b>Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Monitoring Responsibility</b>	<b>Monitoring Actions/Schedule</b>
Planning Department would reduce potential Project related noise impacts on new residential uses to a <i>less-than significant level</i> .				
<b>Utilities and Service Systems</b>				
<p><b>Mitigation 15-1: Solid Waste Diversion Impacts.</b> The City shall require that final architectural designs for individual developments permitted in the Project Area indicate adequate space in buildings to accommodate three-bin recycling containers, as detailed under this mitigation in section 15.3 (Solid Waste Disposal/Recycling) of this EIR. The City shall ensure that these provisions are included in Project-facilitated building construction prior to issuance of a Certificate of Occupancy. Implementation of this measure would reduce this impact to a <i>less-than-significant level</i>.</p>	Project Sponsor(s)	Each development or schematic design application	Department of the Environment	Review within each design document

## IMPROVEMENT MEASURES – VISTACION VALLEY MODIFIED DEVELOPMENT PROGRAM

Improvement Measures	Improvement Responsibility	Improvement Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<b>Transportation and Circulation</b>				
<b>Improvement Measure for Impacts 8-1 and 8-9</b> Add bus signal prioritization for all signal improvements along Bayshore Boulevard to improve transit and traffic flows.	SFMTA	Concurrently with other improvements to each applicable intersection	SFMTA	
<b>Improvement Measure for Impacts 8-1</b> <b>Bayshore Boulevard/Visitacion:</b> MTA will study the possibility of restriping the existing Visitacion Avenue connection to the west side of Bayshore Boulevard (now two travel lanes—one eastbound and one westbound) to create three lanes—one shared left through eastbound lane, one exclusive right-turn eastbound lane, and one westbound through lane. There are secondary impacts on traffic and bus operation associated with these striping changes. Implementation of this improvement measure is contingent upon future bus operations and parking demand.	SFMTA	Prior to issuance of first certificate of occupancy for any residential or commercial space within the second phase of development	SFMTA	
<b>Improvement Measure for Impacts 8-1</b> <b>Bayshore Boulevard/Sunnydale:</b> MTA will study the possibility of restriping the existing Sunnydale Avenue connection to the west side of Bayshore Boulevard (now two travel lanes—one eastbound and one westbound) to create three lanes—one shared left through eastbound lane, one exclusive right-turn eastbound lane, and one westbound through lane. There are secondary impacts on traffic and bus operation associated with these striping changes. Implementation of this improvement measure is contingent upon future bus operations and parking demand.	SFMTA	Prior to issuance of first certificate of occupancy for any residential or commercial space within the second phase of development	SFMTA	
<b>Improvement Measure for Impacts 8-1A and 8-9</b> Study shared use of LRV lane by buses to alleviate transit and traffic conflicts and improve anticipated delays for bus routes.	SFMTA	Prior to issuance of first certificate of occupancy for any residential or commercial space within the second phase of development	SFMTA	

## IMPROVEMENT MEASURES FOR WESTERN SOMA COMMUNITY PLAN AND REZONING OF ADJACENT PARCELS (Continued)

Improvement Measures	Improvement Responsibility	Improvement Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p><b>Improvement Measure for Impact 8-3 Queuing Impacts</b> Study new Brisbane roadway connections that will be developed south of the site to improve access and alleviate queuing congestion.</p>	SFMTA/City of Brisbane	Prior to issuance of first certificate of occupancy for any residential or commercial space within the second phase of development	SFMTA	
<p><b>Improvement Measure for Impacts 8-1, 8-3 and 8-9</b> Study bus route configuration and bus stop relocations to minimize traffic and transit delays along Bayshore Boulevard.</p>	SFMTA	Prior to issuance of first certificate of occupancy for any residential or commercial space within the first phase of development	SFMTA	
<p><b>Improvement Measure for Impact 8-8</b> Study transportation incentives to promote rail travel for Visitacion Valley residents, once Caltrain electrification takes place and Bayshore station receives more trains.</p>	SFMTA/Project Sponsor(s)	Prior to issuance of first certificate of occupancy for any residential or commercial space within the first phase of development	Project Sponsor(s)	Subject to Caltrain electrification schedule
<p><b>Improvement Measure for Impact 8-8</b> Facilitate the construction of a temporary pathway to the Caltrain Station from Bayshore Boulevard.</p>	City of Brisbane	Prior to issuance of first certificate of occupancy for any residential or commercial space within the first phase of development	Project Sponsor(s)	

## IMPROVEMENT MEASURES FOR WESTERN SOMA COMMUNITY PLAN AND REZONING OF ADJACENT PARCELS (Continued)

Improvement Measures	Improvement Responsibility	Improvement Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p><b>Improvement Measure for Impact 8-8</b> The City will work with the Bi-County Study team and CalTrans to explore the utilization of HOV lanes and ramp meters in San Mateo to reduce SOV.</p>	SFMTA	Prior to issuance of first certificate of occupancy for any residential or commercial space within the first phase of development	SFMTA	
<p><b>Improvement Measure for Pedestrian Safety Condition</b> In addition to the traffic calming measures described in the Design for Development, implement Bayshore Boulevard pedestrian safety measures, such as speed radar signs on Bayshore, enhanced crosswalk marking, additional signage and motorist education for the Visitacion Valley neighborhood.</p>	SFMTA	Prior to issuance of first certificate of occupancy for any residential or commercial space within the first phase of development	SFMTA	