



# SAN FRANCISCO PLANNING DEPARTMENT

## Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

Case No.: 2014-002628ENV  
 Project Address: 1125 Mission Street  
 Zoning: MUO (Mixed Use – Office) Zoning District  
 65-X Height and Bulk District  
 Block/Lot: 3727/091  
 Lot Size: 12,000 square feet [0.28 acres]  
 Plan Area: Eastern Neighborhoods Area Plan  
 Project Sponsor: John Kevlin - Reuben, Junius, & Rose – (415) 567-9000  
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### PROJECT DESCRIPTION

The project site is located in San Francisco’s South of Market (SoMa) neighborhood, on the block bounded by Mission Street to the north, Minna Street to the south, Seventh Street to the east, and Julia Street to the west. The project would include the interior conversion of an existing two-story over basement, approximately 35-foot-tall, 36,000 square-foot (sq ft) building, formerly used as an automobile repair facility and parking garage, to office use. The proposed project would create approximately 38,200 gross square feet (gsf) of new office space including interior space for common areas. In addition, the proposed project would include common mezzanine areas for tenants, replacement of exterior roll-up doors and windows at street level, and the addition of 16 bicycle parking spaces for building tenants.

(Continued on next page.)

### EXEMPT STATUS

Exempt per Section 15183 of the California Environmental Quality Act (CEQA) Guidelines and California Public Resources Code Section 21083.3

### DETERMINATION

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

  
 SARAH B. JONES  
 Environmental Review Officer

December 10, 2015  
 Date

cc: John Kevlin, Project Sponsor; Supervisor Jane Kim, District 6; Richard Sucre, Current Planning;  
 Virna Byrd, M.D.F.; Exemption/Exclusion File

## PROJECT DESCRIPTION (continued)

The proposed project would not require excavation or soil disturbance and the existing building's foundation systems would remain. Due to the building's former use as an automobile repair facility and parking garage, two existing curb cuts (each approximately 25 feet wide) are located along the building's Mission Street frontage. The proposed project would remove the existing curb cuts and restore the standard sidewalk dimensions and create two new on-street parking spaces. The proposed project would not include any off-street vehicle parking spaces.

The existing industrial building on the approximately 12,800 sq ft lot was constructed in 1927. The project site is a mid-block through lot, with frontages on both Mission Street and Minna Street. The Interstate 80 freeway is located three-and-a-half blocks south of the project site, and the nearest access ramp is the westbound on-ramp located on the southwest corner of Seventh and Harrison Streets, approximately four blocks southwest of the project site.

## PROJECT APPROVAL

Required approvals for the proposed project include a Planning Code Section 321 (Office Allocation) approval from the Planning Commission and a building permit from the Department of Building Inspection (DBI). Approval of the Office Allocation Application by the Planning Commission would constitute the Approval Action for the proposed project. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

## COMMUNITY PLAN EXEMPTION OVERVIEW

California Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 provide an exemption from environmental review for projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an Environmental Impact Report (EIR) was certified, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. Section 15183 specifies that examination of environmental effects shall be limited to those effects that: a) are peculiar to the project or parcel on which the project would be located; b) were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent; c) are potentially significant off-site and cumulative impacts that were not discussed in the underlying EIR; or d) are previously identified in the EIR, but which, as a result of substantial new information that was not known at the time that the EIR was certified, are determined to have a more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for the project solely on the basis of that impact.

This determination evaluates the potential project-specific environmental effects of the 1125 Mission Street project described above, and incorporates by reference information contained in the Programmatic

EIR for the Eastern Neighborhoods Rezoning and Area Plans (PEIR)<sup>1</sup>. Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Eastern Neighborhoods PEIR.

After several years of analysis, community outreach, and public review, the Eastern Neighborhoods PEIR was adopted in December 2008. The Eastern Neighborhoods PEIR was adopted in part to support housing development in some areas previously zoned to allow industrial uses, while preserving an adequate supply of space for existing and future production, distribution, and repair (PDR) employment and businesses. The Eastern Neighborhoods PEIR also included changes to existing height and bulk districts in some areas, including the project site at 1125 Mission Street.

The Planning Commission held public hearings to consider the various aspects of the proposed Eastern Neighborhoods Rezoning and Area Plans and related Planning Code and Zoning Map amendments. On August 7, 2008, the Planning Commission certified the Eastern Neighborhoods PEIR by Motion 17659 and adopted the Preferred Project for final recommendation to the Board of Supervisors.<sup>2,3</sup>

In December 2008, after further public hearings, the Board of Supervisors approved and the Mayor signed the Eastern Neighborhoods Rezoning and Planning Code amendments. New zoning districts include districts that would permit PDR uses in combination with commercial uses; districts mixing residential and commercial uses and residential and PDR uses; and new residential-only districts. The districts replaced existing industrial, commercial, residential single-use, and mixed-use districts.

The Eastern Neighborhoods PEIR is a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the Eastern Neighborhoods Rezoning and Area Plans, as well as the potential impacts under several proposed alternative scenarios. The Eastern Neighborhoods Draft EIR evaluated three rezoning alternatives, two community-proposed alternatives which focused largely on the Mission District, and a “No Project” alternative. The alternative selected, or the Preferred Project, represents a combination of Options B and C. The Planning Commission adopted the Preferred Project after fully considering the environmental effects of the Preferred Project and the various scenarios discussed in the PEIR. The Eastern Neighborhoods PEIR estimated that implementation of the Eastern Neighborhoods Plan could result in approximately 7,400 to 9,900 net dwelling units and 3,200,000 to 6,600,000 square feet of net non-residential space (excluding PDR loss) built in the Plan Area throughout the lifetime of the Plan (year 2025).

A major issue of discussion in the Eastern Neighborhoods rezoning process was the degree to which existing industrially-zoned land would be rezoned to primarily residential and mixed-use districts, thus reducing the availability of land traditionally used for PDR employment and businesses. Among other topics, the Eastern Neighborhoods PEIR assesses the significance of the cumulative land use effects of the

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<sup>1</sup> Planning Department Case No. 2004.0160E and State Clearinghouse No. 2005032048.

<sup>2</sup> San Francisco Planning Department. Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (FEIR), Planning Department Case No. 2004.0160E, certified August 7, 2008. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed August 17, 2012.

<sup>3</sup> San Francisco Planning Department. San Francisco Planning Commission Motion 17659, August 7, 2008. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=1268>, accessed August 17, 2012.

rezoning by analyzing its effects on the City's ability to meet its future PDR space needs as well as its ability to meet its housing needs as expressed in the City's General Plan.

As a result of the Eastern Neighborhoods rezoning process, the project site has been rezoned to MUO (Mixed Use – Office) District. The MUO District is intended to encourage office uses and housing, as well as small-scale light industrial and arts activities. The proposed project and its relation to PDR land supply and cumulative land use effects is discussed further in the Community Plan Exemption (CPE) Checklist, under Land Use. The 1125 Mission Street site, which is located in the South of Market area of the Eastern Neighborhoods, was designated as a site allowing building(s) up to 65 feet in height.

Individual projects that could occur in the future under the Eastern Neighborhoods Rezoning and Area Plans will undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development and to assess whether additional environmental review would be required. This determination concludes that the proposed project at 1125 Mission Street is consistent with and was encompassed within the analysis in the Eastern Neighborhoods PEIR, including the Eastern Neighborhoods PEIR development projections. This determination also finds that the Eastern Neighborhoods PEIR adequately anticipated and described the impacts of the proposed 1125 Mission Street project and identified the mitigation measures applicable to the 1125 Mission Street project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.<sup>4,5</sup> Therefore, no further CEQA evaluation for the 1125 Mission Street project is required. In sum, the Eastern Neighborhoods PEIR and this Certificate of Exemption for the proposed project comprise the full and complete CEQA evaluation necessary for the proposed project.

## PROJECT SETTING

The project site is within the MUO Zoning District and 65-X Height and Bulk District. The project site contains an existing two-story building that was formerly used as an automobile repair facility and parking garage. The project site is located mid-block and is between two two-story office buildings. The surrounding properties contain a mix of office, commercial/retail uses, vacant lots, and hotels. Adjacent to the project site are a mix of one- to five-story buildings located to the northeast, including a five-story hotel at the corner of Mission Street and Seventh Street. To the southwest of the site, there is a mix of one- to four-story commercial and office buildings, as well as vacant lots. Directly across the site on Mission Street is the Downtown General (C-3-G) Zoning District, which includes height limits ranging from 90 to 240 feet. Buildings across the street from the site consist of several high-rise buildings including the San Francisco Federal Building and a row of high-rise residential buildings towards the southwest along Mission Street. The project site is located three and a half blocks north of the Interstate 80 freeway, and a westbound on-ramp is located four and a half blocks to the southwest, at the intersection of Eight Street and Bryant Street. The major arterial streets surrounding the subject block (Mission, Seventh, Eighth,

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<sup>4</sup> Lisa Chen, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 1125 Mission Street, December 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2014-002628ENV.

<sup>5</sup> Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 1125 Mission Street, December 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2014-002628ENV.

Bryant, Howard, Brannan, and Folsom Streets) are multi-lane streets that serve as primary access routes to and from the Interstate 80, Interstate 280, and Highway 101 freeways.

## POTENTIAL ENVIRONMENTAL EFFECTS

The Eastern Neighborhoods PEIR included analyses of environmental issues including: land use; plans and policies; visual quality and urban design; population, housing, business activity, and employment (growth inducement); transportation; noise; air quality; parks, recreation and open space; shadow; archeological resources; historic architectural resources; hazards; and other issues not addressed in the previously issued initial study for the Eastern Neighborhoods Rezoning and Area Plans. The proposed 1125 Mission Street project is in conformance with the height, use and density for the site described in the Eastern Neighborhoods PEIR and would represent a small part of the growth that was forecast for the Eastern Neighborhoods plan areas. Thus, the plan analyzed in the Eastern Neighborhoods PEIR considered the incremental impacts of the proposed 1125 Mission Street project.

Significant and unavoidable impacts were identified in the Eastern Neighborhoods PEIR for the following topics: land use, historic architectural resources, transportation and circulation, and shadow. The proposed project would remove approximately 36,000 square feet of existing PDR space, and would contribute to the significant and unavoidable land use impact identified in the Eastern Neighborhoods PEIR. The proposed project would result in the addition of 14 vehicle trips and 28 transit trips during the P.M. peak hour to the project area. These trips would add a small increment to the cumulative long term traffic increase on the transportation network and would not considerably contribute to the traffic and transit impacts identified in the PEIR. The project would not involve the vertical expansion of the existing building and would thus not contribute considerably to the shadow impacts identified in the PEIR. The subject building on the project site is not an historic resource or located within an historic district. Therefore, the project would not contribute to the significant impact to historic resources identified in the PEIR.

The Eastern Neighborhoods PEIR identified feasible mitigation measures to address significant impacts related to noise, air quality, archeological resources, historical resources, hazardous materials, and transportation. **Table 1** below lists the mitigation measures identified in the Eastern Neighborhoods PEIR and states whether each measure would apply to the proposed project.

**Table 1 – Eastern Neighborhoods PEIR Mitigation Measures**

| Mitigation Measure                     | Applicability  | Compliance     |
|--|--|----------------|
| <b>F. Noise</b>                        |  |                |
| F-1: Construction Noise (Pile Driving) | Not Applicable: The project would not include the use of impact pile drivers.        | Not Applicable |
| F-2: Construction Noise                | Not Applicable: The project would involve construction within the existing building, | Not Applicable |

| Mitigation Measure  | Applicability   | Compliance  |
|---|---|---|
|   | with no proposed expansion.   |   |
| F-3: Interior Noise Levels  | Not Applicable: The project would not include noise-sensitive uses (office use only).   | Not Applicable  |
| F-4: Siting of Noise-Sensitive Uses                               | Not Applicable: Project would not include siting of noise-sensitive uses (office use only).   | Not Applicable  |
| F-5: Siting of Noise-Generating Uses                              | Not Applicable: Project would not include noise-generating uses (office use only).  | Not Applicable  |
| F-6: Open Space in Noisy Environments                             | Not Applicable: Project would not include open space (office use only).   | Not Applicable  |
| <b>G. Air Quality</b>   |   |   |
| G-1: Construction Air Quality                                     | Applicable: Project required to comply with Construction Dust Control Ordinance; project located in area of poor air quality.                           | The project sponsor has agreed to implement Project Mitigation Measure 1, which would reduce exhaust emissions from construction equipment. |
| G-2: Air Quality for Sensitive Land Uses                          | Not applicable: Project does not propose sensitive receptors at the site (office use only).   | Not Applicable  |
| G-3: Siting of Uses that Emit Diesel Particulate Matter (DPM)     | Not applicable: Project would not include uses that emit DPM (office use only).   | Not Applicable  |
| G-4: Siting of Uses that Emit other Toxic Air Contaminants (TACs) | Not Applicable: Project would not include substantial new sources of TACs.  | Not Applicable  |
| <b>J. Archeological Resources</b>                                 |   |   |
| J-1: Properties with Previous Studies                             | Not Applicable: No previous archeological research design and treatment plan is on file for the project site property.                                  | Not Applicable  |
| J-2: Properties with no Previous Studies                          | Not Applicable: Project site is located in an area with no previous archeological studies on file; however, the project is not proposing any excavation | Not Applicable  |

| Mitigation Measure   | Applicability  | Compliance   |
|--|--|--|
|  | or soil disturbance.   |  |
| J-3: Mission Dolores Archeological District  | Not Applicable: Project is not located within the Mission Dolores Archeological District.  | Not Applicable   |
| <b>K. Historical Resources</b>   |  |  |
| K-1: Interim Procedures for Permit Review in the Eastern Neighborhoods Plan Area   | Not Applicable: plan-level mitigation completed by Planning Department.  | Not Applicable   |
| K-2: Amendments to Article 10 of the Planning Code Pertaining to Vertical Additions in the South End Historic District (East SoMa)                         | Not Applicable: plan-level mitigation completed by Planning Commission.  | Not Applicable   |
| K-3: Amendments to Article 10 of the Planning Code Pertaining to Alterations and Infill Development in the Dogpatch Historic District (Central Waterfront) | Not Applicable: plan-level mitigation completed by Planning Commission.  | Not Applicable   |
| <b>L. Hazardous Materials</b>  |  |  |
| L-1: Hazardous Building Materials  | Applicable: Project includes the interior conversion of existing industrial building and could require disposal of hazardous building materials. | The project sponsor has agreed to remove and properly dispose of any hazardous building materials in accordance with applicable federal, state, and local laws prior to the interior conversion of the existing building (see Project Mitigation Measure 2). |
| <b>E. Transportation</b>   |  |  |
| E-1: Traffic Signal Installation   | Not Applicable: plan level mitigation implemented by San Francisco Municipal Transportation Agency (SFMTA).                                      | Not Applicable   |
| E-2: Intelligent Traffic Management  | Not Applicable: plan level mitigation implemented by SFMTA.  | Not Applicable   |
| E-3: Enhanced Funding  | Not Applicable: plan level mitigation implemented by SFMTA & San Francisco   | Not Applicable   |

| Mitigation Measure                     | Applicability   | Compliance     |
|--|---|----------------|
|  | County Transportation Authority (SFCTA)   |                |
| E-4: Intelligent Traffic Management    | Not Applicable: plan level mitigation implemented by SFMTA & Planning Department. | Not Applicable |
| E-5: Enhanced Transit Funding          | Not Applicable: plan level mitigation implemented by SFMTA.                       | Not Applicable |
| E-6: Transit Corridor Improvements     | Not Applicable: plan level mitigation implemented by SFMTA.                       | Not Applicable |
| E-7: Transit Accessibility             | Not Applicable: plan level mitigation implemented by SFMTA.                       | Not Applicable |
| E-8: Muni Storage and Maintenance      | Not Applicable: plan level mitigation implemented by SFMTA.                       | Not Applicable |
| E-9: Rider Improvements                | Not Applicable: plan level mitigation implemented by SFMTA.                       | Not Applicable |
| E-10: Transit Enhancement              | Not Applicable: plan level mitigation implemented by SFMTA.                       | Not Applicable |
| E-11: Transportation Demand Management | Not Applicable: plan level mitigation implemented by SFMTA.                       | Not Applicable |

Please see the attached Mitigation Monitoring and Reporting Program (MMRP) for the complete text of the applicable mitigation measures. With implementation of Project Mitigation Measures 1 and 2, the proposed project would not result in significant impacts beyond those analyzed in the Eastern Neighborhoods PEIR.



## PUBLIC NOTICE AND COMMENT

A “Notification of Project Receiving Environmental Review” was mailed on September 10, 2015 to adjacent occupants and owners of properties within 300 feet of the project site. No specific comments were received regarding the proposed project, with the exception of individual requests to receive a copy of the environmental determination and to be included in any future notices. The proposed project would not result in significant adverse environmental impacts beyond those identified in the Eastern Neighborhoods PEIR.

## CONCLUSION

As summarized above and further discussed in the CPE Checklist:<sup>6</sup>

1. The proposed project is consistent with the development density established for the project site in the Eastern Neighborhoods Rezoning and Area Plans;
2. The proposed project would not result in effects on the environment that are peculiar to the project or the project site that were not identified as significant effects in the Eastern Neighborhoods PEIR;
3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Eastern Neighborhoods PEIR;
4. The proposed project would not result in significant effects, which, as a result of substantial new information that was not known at the time the Eastern Neighborhoods PEIR was certified, would be more severe than were already analyzed and disclosed in the PEIR; and
5. The project sponsor will undertake feasible mitigation measures specified in the Eastern Neighborhoods PEIR to mitigate project-related significant impacts.

Therefore, the proposed project is exempt from further environmental review pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

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<sup>6</sup> The CPE Checklist is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2014-002628ENV.

**MITIGATION MONITORING AND REPORTING PROGRAM**  
**(Including the Text of the Mitigation Measures Adopted as Conditions of Approval)**

| MITIGATION MEASURES   | Responsibility for Implementation          | Mitigation Schedule   | Monitoring/Report Responsibility  | Status/Date Completed   |
|---|--|---|---|---|
| <b>AIR QUALITY</b>  |  |   |   |   |
| <p><b><i>Project Mitigation Measure 1- Construction Air Quality (Eastern Neighborhoods Mitigation Measure G-1)</i></b><br/>           The project sponsor or the project sponsor's Contractor shall comply with the following:</p> <p><i>A. Engine Requirements</i></p> <ol style="list-style-type: none"> <li>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.</li> <li>Where access to alternative sources of power are available, portable diesel engines shall be prohibited.</li> <li>Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two minute idling limit.</li> <li>The Contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications.</li> </ol> <p><i>B. Waivers.</i></p> <ol style="list-style-type: none"> <li>The Planning Department's Environmental Review Officer or designee (ERO) may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation that the equipment used for onsite power generation meets the requirements of Subsection (A)(1).</li> <li>The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible; the equipment would not produce desired</li> </ol> | <p>Project sponsor/<br/>contractor(s).</p> | <p>Prior to construction activities requiring the use of off-road equipment. Project sponsor/contractor(s) to submit a certification statement.</p> | <p>Project sponsor/<br/>contractor(s) and the Environmental Review Officer (ERO).</p> | <p>Considered complete upon submittal of certification statement.</p> |

**MITIGATION MONITORING AND REPORTING PROGRAM**  
**(Including the Text of the Mitigation Measures Adopted as Conditions of Approval)**

| MITIGATION MEASURES   | Responsibility for Implementation | Mitigation Schedule      | Monitoring/Report Responsibility | Status/Date Completed |        |                   |   |        |                   |   |        |                   |  |  |  |  |
|---|-----------------------------------|--------------------------|----------------------------------|-----------------------|--------|-------------------|---|--------|-------------------|---|--------|-------------------|--|--|--|--|
| <p>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 ERO grants the waiver, the Contractor must use the next cleanest piece of off-road equipment, according to Table below.</p> <p><b>Table – Off-Road Equipment Compliance Step-down Schedule</b></p> <table border="1" data-bbox="172 662 863 836"> <thead> <tr> <th>Compliance Alternative</th> <th>Engine Emission Standard</th> <th>Emissions Control</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Tier 2</td> <td>ARB Level 2 VDECS</td> </tr> <tr> <td>2</td> <td>Tier 2</td> <td>ARB Level 1 VDECS</td> </tr> <tr> <td>3</td> <td>Tier 2</td> <td>Alternative Fuel*</td> </tr> </tbody> </table> <p>How to use the table: If the 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.</p> <p>** Alternative fuels are not a VDECS.</p> <p>C. <i>Construction Emissions Minimization Plan.</i> 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 requirements of Section A.</p> <p>1. 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 reading on</p> | Compliance Alternative            | Engine Emission Standard | Emissions Control                | 1                     | Tier 2 | ARB Level 2 VDECS | 2 | Tier 2 | ARB Level 1 VDECS | 3 | Tier 2 | Alternative Fuel* | <p>Project sponsor/<br/>contractor(s).</p> | <p>Prior to issuance of a permit specified in Section 106A.3.2.6 of the San Francisco Building Code. Project sponsor/contractor(s) to prepare and submit a Plan.</p> | <p>Project sponsor/<br/>contractor(s) and the ERO.</p> | <p>Considered complete on findings by the ERO that Plan is complete.</p> |
| Compliance Alternative  | Engine Emission Standard          | Emissions Control        |                                  |                       |        |                   |   |        |                   |   |        |                   |  |  |  |  |
| 1   | Tier 2                            | ARB Level 2 VDECS        |                                  |                       |        |                   |   |        |                   |   |        |                   |  |  |  |  |
| 2   | Tier 2                            | ARB Level 1 VDECS        |                                  |                       |        |                   |   |        |                   |   |        |                   |  |  |  |  |
| 3   | Tier 2                            | Alternative Fuel*        |                                  |                       |        |                   |   |        |                   |   |        |                   |  |  |  |  |

**MITIGATION MONITORING AND REPORTING PROGRAM**  
**(Including the Text of the Mitigation Measures Adopted as Conditions of Approval)**

| MITIGATION MEASURES   | Responsibility for Implementation  | Mitigation Schedule               | Monitoring/Report Responsibility               | Status/Date Completed   |
|---|------------------------------------|-----------------------------------|--|---|
| <p>installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used.</p> <p>2. 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.</p> <p>3. The Contractor shall make the Plan available to the public for review on-site during working hours. The Contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way.</p> <p><i>D. Monitoring.</i> 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.</p> | Project sponsor/<br>contractor(s). | Submit quarterly reports.         | Project sponsor/<br>contractor(s) and the ERO. | Project sponsor/<br>contractor(s).                                |
| <b>HAZARDOUS MATERIALS</b>  |                                    |                                   |  |   |
| <p><b><i>Project Mitigation Measure 2 – Hazardous Building Materials (Eastern Neighborhoods Mitigation Measure L-1)</i></b></p> <p>The project sponsor shall ensure that any equipment containing PCBs or DEPH, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.</p>  | Project Sponsor                    | Prior to construction activities. | Planning Department                            | Considered complete upon removal of hazardous building materials. |