



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

Case No.: 2013.1600E
 Project Address: 340 Bryant Street
 Zoning: MUO (Mixed Use Office) Use District
 65-X Height and Bulk District
 Block/Lot: 3764/061
 Lot Size: 16,505 square feet
 Plan Area: Eastern Neighborhoods Area Plan
 Project Sponsor: John Kevlin – Reuben, Junius, and Rose LLP – (415) 567-9000
 Staff Contact: Kansai Uchida – (415) 575-9048 – kansai.uchida@sfgov.org

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PROJECT DESCRIPTION

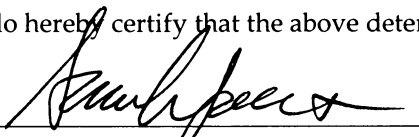
The project site is located in San Francisco’s South of Market (SoMa) neighborhood on the block bounded by Rincon Street to the east, Sterling Street to the west, Interstate 80 to the north, and Bryant Street to the south. The project site is occupied by a four-story, 44-foot-tall, 62,050 square foot (sf) building. The existing building was constructed in 1932 and includes no off-street vehicular parking. The existing building is currently vacant, although it recently (2012) was occupied by industrial tenants. To ensure that the maximum potential environmental impacts are analyzed, the building is assumed to be currently vacant for the purposes of transportation, air quality, and other CEQA impact topics that rely on square footage calculations. The proposed project includes conversion of 46,804 sf of industrial use to office use and common areas, primarily on the upper three floors of the existing building. A total of 45,545 sf of office space would be created. In addition, the proposed project would include the addition of a deck and mechanical equipment on the roof, removal of exterior roll-up doors at street level, removal of the 732-sf ground-floor retail space (for use as industrial space), installation of new windows and signs along the building’s exterior, and addition of 16 bicycle parking spaces. Aside from 1,991 sf of common space, the remaining 14,514 sf of ground-floor space would remain as industrial use.

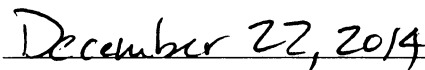
EXEMPT STATUS

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


 Date

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

PROJECT APPROVAL

The proposed project is subject to review by the Planning Commission pursuant to Section 321 of the Planning Code (Office Allocation). 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 340 Bryant Street project described above, and incorporates by reference information contained in the Programmatic EIR for the Eastern Neighborhoods Rezoning and Area Plans (PEIR)¹. 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 340 Bryant 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.^{2,3}

¹ Planning Department Case No. 2004.0160E and State Clearinghouse No. 2005032048

² 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.

³ 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.

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.

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 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 340 Bryant Street site, which is located in the South of Market (SoMa) District of the Eastern Neighborhoods, was designated as a site with building 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 340 Bryant Street is consistent with and was encompassed within the analysis in the Eastern Neighborhoods PEIR. This determination also finds that the Eastern Neighborhoods PEIR adequately anticipated and described the impacts of the proposed 340 Bryant Street project, and identified the mitigation measures applicable to the 340 Bryant Street project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.^{4,5} Therefore, no further CEQA evaluation for the 340 Bryant 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.

⁴ Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 340 Bryant Street, March 25, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1600E.

⁵ Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 340 Bryant Street, October 31, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1600E.

PROJECT SETTING

The project site is within the MUO (Mixed Use Office) Use District and an 65-X Height and Bulk District. Much of the subject block is occupied by Interstate 80, ramps providing access to Interstate 80 and the San Francisco-Oakland Bay Bridge, and other ancillary parcels owned by the State of California Department of Transportation (Caltrans). Bryant Street serves as a primary access route to the Bay Bridge, and on- and off-ramps adjoin the project site on all sides. Interstate 80 forms a barrier between the subject block and areas to the north, with no available pedestrian or auto access across the freeway between 2nd Street (one block west of the project site) and Beale Street (two blocks east of the project site). Buildings on adjacent blocks are primarily low- to mid- rise in scale, ranging from two to eight stories. High-rise residential buildings exist on the opposite side of Interstate 80 to the north and two blocks to the east and south of the project site. Most of the properties to the west and south of the project site are within MUO and P (Public) zoning districts, while land to the east and north is within former redevelopment plan areas. Height districts within a one-block radius range from 40 to 400 feet.

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 340 Bryant 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 340 Bryant Street project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Eastern Neighborhoods PEIR.

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 contribute to the significant unavoidable land use impact identified in the Eastern Neighborhoods PEIR because it would convert 46,804 sf of PDR space to office use and common areas. The PEIR identified cumulative loss of PDR employment and businesses in the Eastern Neighborhoods plan area as a significant unavoidable impact.

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
F. Noise	
F-1: Construction Noise (Pile Driving)	Not Applicable: pile driving not proposed
F-2: Construction Noise	Not Applicable: heavy construction equipment would not be needed
F-3: Interior Noise Levels	Not Applicable: no noise-sensitive uses proposed (office use only)
F-4: Siting of Noise-Sensitive Uses	Not Applicable: no noise-sensitive uses proposed (office use only)
F-5: Siting of Noise-Generating Uses	Not Applicable: no noise-generating uses proposed (office use only)
F-6: Open Space in Noisy Environments	Not Applicable: no noise-sensitive uses proposed (office use only)
G. Air Quality	
G-1: Construction Air Quality	Applicable: only the construction exhaust emissions portion of this mitigation measure is applicable because construction would occur within an Air Pollutant Exposure Zone
G-2: Air Quality for Sensitive Land Uses	Not Applicable: no sensitive uses proposed
G-3: Siting of Uses that Emit DPM	Not Applicable: proposed office use would not emit substantial levels of DPM
G-4: Siting of Uses that Emit other TACs	Not Applicable: proposed office use would not emit substantial levels of other TACs
J. Archeological Resources	
J-1: Properties with Previous Studies	Not Applicable: project site is within this mitigation zone; however, the proposed project is not proposing any excavation or soil disturbance
J-2: Properties with no Previous Studies	Not Applicable: project site is not within this mitigation zone
J-3: Mission Dolores Archeological District	Not Applicable: project site is not located in the Mission Dolores Archeological District
K. Historical Resources	
K-1: Interim Procedures for Permit Review in the Eastern Neighborhoods Plan Area	Not Applicable: plan-level mitigation completed by Planning Department

Mitigation Measure	Applicability
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
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
L. Hazardous Materials	
L-1: Hazardous Building Materials	Applicable: project would involve renovation of an existing building constructed in 1932, and could require disposal of hazardous building materials
E. Transportation	
E-1: Traffic Signal Installation	Not Applicable: plan level mitigation by SFMTA
E-2: Intelligent Traffic Management	Not Applicable: plan level mitigation by SFMTA
E-3: Enhanced Funding	Not Applicable: plan level mitigation by SFMTA & SFTA
E-4: Intelligent Traffic Management	Not Applicable: plan level mitigation by SFMTA & Planning Department
E-5: Enhanced Transit Funding	Not Applicable: plan level mitigation by SFMTA
E-6: Transit Corridor Improvements	Not Applicable: plan level mitigation by SFMTA
E-7: Transit Accessibility	Not Applicable: plan level mitigation by SFMTA
E-8: Muni Storage and Maintenance	Not Applicable: plan level mitigation by SFMTA
E-9: Rider Improvements	Not Applicable: plan level mitigation by SFMTA
E-10: Transit Enhancement	Not Applicable: plan level mitigation by SFMTA
E-11: Transportation Demand Management	Not Applicable: plan level mitigation by SFMTA

Please see the attached Mitigation Monitoring and Reporting Program (MMRP) for the complete text of the applicable mitigation measures. With implementation of these mitigation measures the proposed project would not result in significant impacts beyond those analyzed in the Eastern Neighborhoods PEIR. The MMRP also contains improvement measures that would further reduce the project's less-than-significant impacts.

PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on April 24, 2014 to adjacent occupants and owners of properties within 300 feet of the project site. Overall, concerns and issues raised by the public in response to the notice were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis. Responses to the notice included requests to view public records and to be included in the distribution of environmental documents related to the project. Responses also included the concerns shown in the bulleted list below, along with text in italics to indicating how the identified concerns have been addressed in this environmental document.

- One commenter expressed concern that the project may be incorrectly processed by the Planning Department as an office-to-office conversion project, and that the Planning Department's analysis would not capture the land use effects of PDR space removal. The commenter also expressed concern that the Planning Department would not collect applicable fees supporting transit, area plan preparation, and other municipal services. *The Planning Department is reviewing the proposed project as an industrial-to-office conversion, and this environmental document addresses the land use impacts associated with loss of PDR space in the "Land Use" section of the attached CPE Checklist. All Planning Department fees applicable to the proposed industrial-to-office conversion project would be collected as required by the Planning Code and the Planning Department's Fee Schedule.*
- The same commenter asserted that prior building permits for work at the project site were issued without proper Planning Department review, and that applicable development fees were not collected. *All prior work performed under prior permits is considered an existing condition for the purposes of environmental review. Prior permit review and fee collection concerns would not affect environmental analysis conclusions for the proposed project currently under review.*
- The same commenter requested that appropriate public notice be given prior to a public hearing to discuss the proposed project. *All required public notices and hearings for the proposed project will be performed in accordance with the Planning Code.*
- The same commenter expressed concern about the cumulative impacts of the proposed project with others in the vicinity. *The potential cumulative impacts of the proposed project are discussed in the attached CPE Checklist under the relevant CEQA topic headings.*
- The same commenter expressed concern about the potential air quality impacts on the proposed offices and roof deck that could result from their location adjacent to a freeway, requiring referral to the Bay Area Air Quality Management District (BAAQMD). *The potential air quality impacts of the proposed project are discussed in the "Air Quality" section of the attached CPE Checklist. Offices are not considered sensitive receptors for air quality analysis purposes.⁶*

⁶ BAAQMD considers sensitive receptors as: children, adults or seniors occupying or residing in: 1) residential dwellings, including apartments, houses, and condominiums; 2) schools, colleges, and universities; 3) daycares; 4) hospitals, and 5) senior care facilities. BAAQMD, Recommended Methods for Screening and Modeling Local Risks and Hazards, May 2011, page 12.

- The same commenter asserted that prior construction work on the project site has been performed without full Planning Department review. *Prior projects are not the subject of this environmental document. All prior work performed on the building is considered an existing condition for the purposes of environmental review. Planning Department approvals are subject to a formal appeals process, and any work performed without proper approvals may be reported to the department through the complaint process.*
- The same commenter asserted that the proposed project requires referral to Caltrans, citing traffic hazard concerns associated with locating a roof deck adjacent to a freeway. *The transportation impacts of the proposed project, including the potential for traffic hazards, are discussed in the Transportation and Circulation section of the attached CPE Checklist. Caltrans reviewed the proposed project and requested modifications as part of a transfer of air rights above the existing building to the project sponsor⁷.*
- The same commenter asserted that the project description in the Notification of Project Receiving Environmental Review incorrectly stated that the existing building on the project site is currently vacant, citing prior evictions that had occurred in the building. *The project sponsor verified that the building is currently vacant⁸, and the building was observed to be vacant by Planning Department staff during a site visit on March 28, 2014. The building's eviction history does not affect the environmental analysis conclusions for the proposed project currently under review.*
- Two additional commenters expressed concern about prior evictions and vandalism at the existing building on the project site. *The building's eviction history and prior vandalism would not affect the environmental analysis conclusions. This environmental document addresses the land use impacts associated with loss of PDR space in the "Land Use" section of the attached CPE Checklist.*
- One of the two commenters also asserted that the project description in the Notification of Project Receiving Environmental Review incorrectly stated that no off-street parking currently exists on the project site. *Plans submitted by the project sponsor⁹ and a site visit performed by Planning Department staff on March 28, 2014 confirm that no off-street parking currently exists on the project site. The Caltrans-owned parcel adjoining the project site to the west contains surface parking, which is not part of the project site.*

The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Eastern Neighborhoods PEIR.

CONCLUSION

As summarized above and further discussed in the CPE Checklist¹⁰:

1. The proposed project is consistent with the development density established for the project site in the Eastern Neighborhoods Rezoning and Area Plans;

⁷ Phone conversation with Renata Frey, Caltrans District 4 Real Estate Division – Excess Land Sales, May 23, 2014. Staff notes from this phone conversation are available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2013.1600E.

⁸ John Kevlin, "340 Bryant Neighborhood Notice Project Description" e-mail dated April 14, 2014. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2013.1600E.

⁹ 340 Bryant Street, plans dated June 4, 2014. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2013.1600E.

¹⁰ The CPE Checklist is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2013.1600E.

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.

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

1. MITIGATION AND IMPROVEMENT MEASURES	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
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MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL				
<p><i>Project Mitigation Measure 1 - Construction Air Quality (Eastern Neighborhoods Mitigation Measure G-1)</i></p> <p>A. Construction Emissions Minimization Plan. Prior to issuance of a construction permit, the project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan shall detail project compliance with the following requirements:</p> <ol style="list-style-type: none"> 1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements: <ol style="list-style-type: none"> a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited; b) All off-road equipment shall have: <ol style="list-style-type: none"> i. 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 ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS). c) Exceptions: <ol style="list-style-type: none"> i. Exceptions to A(1)(a) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with A(1)(b) for onsite power generation. ii. Exceptions to A(1)(b)(ii) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with 	<p>Project Sponsor along with Project Contractor of each subsequent development project undertaken pursuant to the Eastern Neighborhoods Rezoning and Area Plans Project.</p>	<p>During construction</p>	<p>Each Project Sponsor to provide Planning Department with monthly reports during construction period.</p>	<p>Considered complete upon receipt of final monitoring report at completion of construction.</p>

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<p>an ARB Level 3 VDECS is: (1) technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception provision apply. If granted an exception to A(1)(b)(ii), the project sponsor must comply with the requirements of A(1)(c)(iii).</p> <p>iii. If an exception is granted pursuant to A(1)(c)(ii), the project sponsor shall provide the next cleanest piece of off-road equipment as provided by the step down schedules in Table 2.</p> <p><i>Table 2 – Off-Road Equipment Compliance Step-down Schedule</i></p> <table border="1"> <thead> <tr> <th><u>Compliance Alternative</u></th> <th><u>Engine Emission Standard</u></th> <th><u>Emissions Control</u></th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Tier 2</td> <td>ARB Level 2 VDECS</td> </tr> <tr> <td>2</td> <td>Tier 2</td> <td>ARB Level 1 VDECS</td> </tr> <tr> <td>3</td> <td>Tier 2</td> <td>Alternative Fuel*</td> </tr> </tbody> </table> <p>How to use the table: If the requirements of (A)(1)(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met.</p> <p>* Alternative fuels are not a VDECS.</p> <p>2. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than two minutes, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the</p>	<u>Compliance Alternative</u>	<u>Engine Emission Standard</u>	<u>Emissions Control</u>	1	Tier 2	ARB Level 2 VDECS	2	Tier 2	ARB Level 1 VDECS	3	Tier 2	Alternative Fuel*				
<u>Compliance Alternative</u>	<u>Engine Emission Standard</u>	<u>Emissions Control</u>														
1	Tier 2	ARB Level 2 VDECS														
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1. MITIGATION AND IMPROVEMENT MEASURES	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>construction site to remind operators of the two minute idling limit.</p> <p>3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.</p> <p>4. The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting shall indicate the type of alternative fuel being used.</p> <p>5. The Plan shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of Plan to members of the public as requested.</p> <p>B. Reporting. Quarterly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include the actual amount of alternative fuel used.</p> <p>Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include the actual amount of alternative fuel used.</p> <p>C. Certification Statement and On-site Requirements. Prior to the commencement of construction activities, the project sponsor must certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications.</p>				

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1. MITIGATION AND IMPROVEMENT MEASURES	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p><i>Project Mitigation Measure 2 – Hazardous Building Materials (Eastern Neighborhoods Mitigation Measure L-1)</i></p> <p>The City shall condition future development approvals to require that the subsequent project sponsors 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>	<p>Project Sponsor/project archeologist of each subsequent development project undertaken pursuant to the Eastern Neighborhoods Areas Plans and Rezoning</p>	<p>Prior to approval of each subsequent project, through Mitigation Plan.</p>	<p>Planning Department, in consultation with DPH; where Site Mitigation Plan is required, Project Sponsor or contractor shall submit a monitoring report to DPH, with a copy to Planning Department and DBI, at end of construction.</p>	<p>Considered complete upon approval of each subsequent project.</p>
PROPOSED IMPROVEMENT MEASURES				
<p><i>Project Improvement Measure 1 – Transportation Demand Management (TDM) Coordinator</i></p> <p>The project sponsor shall identify a TDM coordinator for the project site. The TDM Coordinator shall be responsible for the implementation and ongoing operation of all other TDM measures (Project Improvement Measures 2 and 3) included in the proposed project. The TDM Coordinator could be a brokered service through an existing transportation management association (e.g. the Transportation Management Association of San Francisco, TMA SF), or the TDM Coordinator could be an existing staff member (e.g., property manager); the TDM Coordinator does not have to work full-time at the project site. However, the TDM Coordinator shall be the single point of contact for all transportation-related questions from building occupants and City staff. The TDM Coordinator shall provide TDM training to other building staff about the transportation amenities and options available at the project site and nearby.</p>	<p>Project Sponsor</p>	<p>Continuous</p>	<p>Planning Department, in consultation with the TDM Coordinator</p>	<p>Continuous</p>
<p><i>Project Improvement Measure 2 – Transportation and Trip Planning Information/New-Hire Packet</i></p> <p>The project sponsor shall provide a transportation insert for the new-hire packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes could be</p>	<p>Project Sponsor</p>	<p>Continuous</p>	<p>Planning Department, in consultation with the TDM Coordinator</p>	<p>Continuous</p>

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

1. MITIGATION AND IMPROVEMENT MEASURES	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>purchased, information on the 511 Regional Rideshare Program and nearby bike and car share programs, and information on where to find additional web-based alternative transportation materials (e.g., NextMuni phone app). This new hire packet shall be continuously updated as local transportation options change, and the packet should be provided to each new building occupant. The project sponsor shall provide Muni maps, San Francisco Bicycle and Pedestrian maps upon request.</p>				
<p><i>Project Improvement Measure 3 – Bicycle Parking</i></p> <p>The project sponsor shall provide at least 12 on-site secured bicycle parking spaces and 4 on-site publicly-accessible (visitor) bicycle parking spaces. Within one year after Final Certification of Completion for the subject project, the project sponsor shall contact in writing the San Francisco Municipal Transportation Agency, San Francisco Department of Public Works, and/or Bay Area Bike Share (agencies) to fund the installation of up to 20 new bicycle racks on public right-of-way locations adjacent to or within a quarter mile of the project site (e.g., sidewalks, on-street parking spaces).</p>	Project Sponsor	Continuous	Planning Department, in consultation with the TDM Coordinator	Continuous