



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

Case No.: 2014.1121ENV
 Project Address: 1601 Mission Street
 Zoning: C-3-G (Downtown – General Commercial) Use District
 Van Ness and Market Downtown Residential Special Use District
 120-R-2 Height and Bulk District
 Block/Lot: 3514/043
 Lot Size: 27,760 square feet
 Plan Area: Market and Octavia Area Plan
 Project Sponsor: Jessie Stuart, Trumark Urban
 (415) 370-1767
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PROJECT DESCRIPTION

The project site is a trapezoidal-shaped parcel at the intersection of Mission Street and South Van Ness Avenue in the South of Market neighborhood and the Market Octavia Plan Area. With frontages on both Mission Street and South Van Ness Avenue, the project site is currently occupied by Tower Car Wash and Chevron Gas Station. The proposed project would demolish the existing structures and facilities and construct a 120-foot-tall, 12-story mixed-use building containing 220 dwelling units; 7,336 square feet of retail space; 97 below-grade vehicle parking spaces that would be accessed from South Van Ness Avenue; and 145 bicycle parking spaces. The project would include an additional 20 feet in height for a mechanical penthouse and solarium. The project would create a publicly accessible mid-block alley and include public realm improvements such as sidewalk furnishings, pedestrian-oriented street lighting, bike racks, and landscaping. (Continued on the 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

March 16, 2016
 Date

cc: Jessie Stuart, Project Sponsor
 Supervisor Jane Kim, District 6
 Tina Chang, Current Planner
 Pilar LaValley, Preservation Planner

Historic Preservation Distribution List
 Citywide Distribution List
 Virna Byrd, M.D.F.
 Exemption/Exclusion File

PROJECT DESCRIPTION (CONTINUED)

Originally constructed in 1932 with extensive alterations made in 1995-96, the property consists of two two-story buildings totaling 4,429 square-feet (sf), a corner tower structure connected by a canopy, and a separate fuel pump canopy. The smaller building contains an auto detailing stop with an office above, while the larger building contains a covered car wash, an office, convenience store, and restrooms.

The proposed 273,418 sf building would contain 220 residences (234,257 sf). Open space would be provided as private balconies in some units, common open space on the roof, and a publically accessible mid-block alley bisecting the lot and connecting Mission Street to South Van Ness Avenue. The ground floor would include three to five retail spaces totaling 7,336 sf, a residential lobby, a bike lounge, 71 Class 1 bicycle parking spaces, and 14 Class 2 bicycle parking spaces. The basement level would include parking for 97 vehicles (including two disabled access and 2 carshare spaces) via stackers and 60 Class 1 bicycle parking spaces.

The project sponsor anticipates a 24-month construction period. Construction would involve excavation of the entire lot to a depth of 25 feet, resulting in approximately 21,000 cubic yards of material requiring offsite disposal. The project would involve conventional construction equipment and would not involve pile driving. The geotechnical report prepared for the proposed project presents several recommendations for foundations,¹ and the project sponsor anticipates that the project will involve the recommended mat foundation with over-excavation, in which the soil between the bottom of the foundation and the bearing layer would be removed and replaced with either lean concrete or structural engineered fill (compacted soil).

PROJECT APPROVALS

The project would require the following actions by the Planning Commission:

- **Downtown Project Authorization** pursuant to Planning Code Section 309 with exceptions to the requirements for ground level wind currents (Section 148).
- **Conditional Use Authorization** pursuant to Section 303 for 97 parking spaces, which exceed the principally permitted amount of one parking space for every four dwelling units (Section 151.1).

The project would require the following actions by City Departments:

- **San Francisco Planning Department.** Variance from Section 140 of the Planning Code, for exposure of the bottom eight floors of residences onto the courtyard on the southwestern portion of the property, and from Section 145.1, which requires that active uses be located in the first 25 feet of building depth on the ground floor.
- **Department of Building Inspection (DBI).** Demolition, grading, and building permits for the demolition of the existing building and construction of the new building.
- **Department of Public Health (DPH).** Approval of a site mitigation plan prior to the commencement of any excavation work.

¹ Rollo & Ridley, *Geotechnical Investigation, 1601 Mission Street, San Francisco, California*, November 5, 2015. This document (and all other documents cited in this certificate unless otherwise noted) is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2014.1121ENV.

- **San Francisco Public Works (SFPW).** Street and sidewalk permits for any modifications to public streets and sidewalks.
- **San Francisco Public Utilities Commission (SFPUC).** Approval of a stormwater control plan and any changes to sewer laterals.

The Downtown Project Authorization pursuant to Planning Code Section 309 is 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 1601 Mission Street project described above, and incorporates by reference information contained in the Programmatic EIR for the *Market and Octavia Area Plan* (Market and Octavia PEIR).² 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 Market and Octavia PEIR.

On April 5, 2007, the Planning Commission certified the Market and Octavia PEIR by Motion No. 17406.^{3, 4} The PEIR analyzed amendments to the San Francisco General Plan to create the *Market and Octavia Area Plan* and amendments to the Planning Code and Zoning Maps, including the creation of the Hayes-Gough Neighborhood Commercial Transit (NCT) District. The PEIR analysis was based upon an assumed development and activity that were anticipated to occur under the *Market and Octavia Area Plan*. The 1601 Mission Street project is in conformance with the height, use, and density for the site described in the Market and Octavia PEIR and would represent a small part of the growth that was forecast for the Market and Octavia plan area. Thus, the plan analyzed in the Market and Octavia PEIR considered the

² San Francisco Planning Department Case No. 2003.0347E, State Clearinghouse No. 2004012118.

³ San Francisco Planning Department, *Market and Octavia Area Plan Final Environmental Impact Report*, Case No. 2003.0347E, certified April 5, 2007. This document, and other cited Market and Octavia Area Plan documents, are available online at www.sf-planning.org/index.aspx?page=1714.

⁴ San Francisco Planning Commission Motion No. 17406, April 5, 2007. Available at <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=568>.

incremental impacts of the 1601 Mission Street project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Market and Octavia PEIR.

In May 2008, subsequent to the certification of the PEIR, the Board of Supervisors approved and the Mayor signed into law revisions to the Planning Code, Zoning Maps, and General Plan that constituted the “project” analyzed in the Market and Octavia PEIR. The legislation created several new zoning controls, which allow for flexible types of new housing to meet a broad range of needs, reduce parking requirements to encourage housing and services without adding cars, balance transportation by considering people movement over auto movement, and build walkable whole neighborhoods meeting everyday needs. The *Market and Octavia Area Plan*, as evaluated in the PEIR and as approved by the Board of Supervisors, accommodates the proposed use, design, and density of the 1601 Mission Street project.

Individual projects that occur under the *Market and Octavia Area Plan* 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 is required. This determination concludes that the proposed project at 1601 Mission Street is consistent with and was encompassed within the analysis in the Market and Octavia PEIR. This determination also finds that the Market and Octavia PEIR adequately anticipated and described the impacts of the proposed 1601 Mission Street project, and identified the mitigation measures applicable to the 1601 Mission Street project. The proposed project is consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.⁵ Furthermore, the project takes into consideration many of the principles outlined in the plan, including the active ground floor use, unit size mix, and transit-oriented design, and it is consistent with the requirement of residential with a mix of unit sizes. The retail space complies with the use size limits and would encourage neighborhood-serving uses at the pedestrian level. The mid-block alley would contribute to the quality of streets as public space, consistent with objectives of the plan.⁶ Therefore, no further CEQA evaluation for the 1601 Mission Street project is required. Overall, the Market and Octavia 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 trapezoidal shaped project site is level and contains two two-story buildings and canopies. The project vicinity is characterized by a mix of office, residential, and light industrial uses. Existing development on the triangular-shaped project block (bounded by Mission Street, South Van Ness Avenue, and Plum Street) consists an 11-story building containing 230 residences over ground-floor commercial uses, a seven-story commercial building, and several one- and two-story commercial buildings. Across Mission Street from the project site is a single-story car rental facility and parking lot and several five- and six-story office buildings. On the block across Van Ness Avenue from the project site is a two-story building currently used as a public storage facility, a four-story building undergoing renovation for use by a social service agency, and several one-and two-story commercial buildings.

The project site is in an area of transition. Directly north of the project site, across Mission Street and on the east side of South Van Ness Avenue, is the proposed site of the 39-story 1500 Mission Street mixed-

⁵ Jeff Joslin, San Francisco Planning Department, *Community Plan Exemption Eligibility Determination, Current Planning, Case No. 2014.1121ENV, 1601 Mission Street*, February 18, 2016.

⁶ Adam Varat, San Francisco Planning Department, *Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, Case No. 2014.1121ENV, 1601 Mission Street*, January 22, 2016.

use building, currently under evaluation. Also across Mission Street from the project site and on the west side of South Van Ness Avenue is 30 Otis Street, a 27-story mixed use development currently under evaluation. Five other eight- to 40-story buildings are proposed within two blocks to the north of the project site.

The project site is well served by public transportation. The San Francisco Municipal Railway (Muni) operates numerous transit lines within one-quarter mile of the project site, including the 14 and 14R along Mission Street and the 47 and 49 along Van Ness Avenue. The Van Ness Muni Metro stop is one block from the project site at Van Ness Avenue and Market Street, and at least 15 surface buses and the F Line historic streetcar operate along Market Street. The nearest BART regional transit station is Civic Center, at the intersection of Eighth and Market Streets, is about a half mile walk from the project site.

POTENTIAL ENVIRONMENTAL EFFECTS

The Market and Octavia PEIR analyzed environmental issues including: plans and policies; land use and zoning; population, housing, and employment; urban design and visual quality; shadow and wind; cultural (historic and archeological) resources; transportation; air quality; noise; hazardous materials; geology, soils, and seismicity; public facilities, services, and utilities; hydrology; biology; and growth inducement. The 1601 Mission Street project is in conformance with the height, use, and density for the site described in the Market and Octavia PEIR and would represent a small part of the growth that was forecast for the area covered by the *Market and Octavia Area Plan*. Thus, the plan analyzed in the Market and Octavia PEIR considered the incremental impacts of the 1601 Mission Street project. As a result, the project would not result in any new or substantially more severe impacts than were identified in the Market and Octavia PEIR.

The Market and Octavia PEIR identified significant impacts related to shadow, wind, archeological resources, transportation, air quality, hazardous materials, and geology, soils, and seismicity. Mitigation measures were identified for these impacts and reduced all of these impacts to less-than-significant levels with the exception of those related to shadow (impacts on two open spaces: the War Memorial Open Space and United Nations Plaza) and transportation (project- and program-level as well as cumulative traffic impacts at nine intersections; project-level and cumulative transit impacts on the 21 Hayes Muni line). The 1601 Mission Street project is not near and would not shadow the War Memorial Open Space or United Nations Plaza. Traffic and transit ridership generated by the 1601 Mission Street project would not make a considerable contribution to the significant cumulative traffic and transit impacts identified in the Market and Octavia PEIR.

The Market and Octavia PEIR identified feasible mitigation measures to address significant impacts related to shadow, wind, archeological resources, transportation air quality, hazardous materials, and geology, soils and seismicity. The existing building on the project site, constructed in 1932, was determined not to be a historic resource. **Table 1** lists the mitigation measures identified in the Market and Octavia PEIR and states whether each measure would apply to the proposed project.

Table 1 – Market and Octavia PEIR Mitigation Measures

Mitigation Measure	Applicability	Compliance
A. Shadow		
A1: Parks and Open Space Not Subject to Section 295	Applicable: The project exceeds a height of 50 feet.	Completed: The Planning Department generated a shadow fan and determined that the proposed project would not shadow any parks or open spaces.
B. Wind		
B1: Buildings in Excess of 85 Feet in Height	Applicable: The project involves new construction of a 120-foot-tall building. The requirements of this mitigation measure have been complied with as part of this environmental review process. No further mitigation is required.	Completed: The project sponsor has designed the project to minimize its effects on ground-level wind conditions.
B2: All New Construction	Applicable: The project involves new construction of a 120-foot-tall building. The requirements of this mitigation measure have been complied with as part of this environmental review process. No further mitigation is required.	Completed: The project sponsor has designed the proposed project to minimize its effects on ground-level wind conditions.
C. Archeological Resources		
C1: Soil-Disturbing Activities in Archeologically Documented Properties	Not applicable: The project site not in an archeologically documented property.	N/A
C2: General Soil-Disturbing Activities	Applicable: The project would include soil-disturbing activities.	Completed: The Planning Department has conducted a Preliminary Archeological Review. The project sponsor has agreed to implement a mitigation measure-related archeological testing (see Project Mitigation Measure 1).

Mitigation Measure	Applicability	Compliance
C3: Soil-Disturbing Activities in Public Street and Open Space Improvements	Not applicable: The project would not include soil-disturbing activities associated with public street or open space improvements.	N/A
C4: Soil-Disturbing Activities in the Mission Dolores Archeological District	Not applicable: The project site is not in the Mission Dolores Archeological District.	N/A
D. Transportation		
D3: Traffic Mitigation Measure for Laguna/Market/ Hermann/Guerrero Streets Intersection (LOS D to LOS E PM peak-hour)	Not applicable: automobile delay removed from CEQA analysis.	N/A
D4: Traffic Mitigation Measure for Market/Sanchez/ Fifteenth Streets Intersection (LOS E to LOS E with increased delay PM peak-hour)	Not applicable: automobile delay removed from CEQA analysis.	N/A
D5: Traffic Mitigation Measure for Market/Church/ Fourteenth Streets Intersection (LOS E to LOS E with increased delay PM peak hour)	Not applicable: automobile delay removed from CEQA analysis.	N/A
D6: Traffic Mitigation Measure for Mission Street/Otis Street/South Van Ness Avenue Intersection (LOS F to LOS F with increased delay PM peak hour)	Not applicable: automobile delay removed from CEQA analysis.	N/A
E. Air Quality		
E1: Construction Mitigation Measure for Particulate Emissions	Not applicable: Superseded by the Construction Dust Control Ordinance.	N/A
E2: Construction Mitigation Measure for Short-Term Exhaust Emissions	Applicable: The project site is in an Air Pollutant Exposure Zone.	The project sponsor has agreed to develop and implement a Construction Emissions Minimization Plan for Health Risks and Hazards (see Project Mitigation Measure 2).

F. Hazardous Materials		
F1: Program- or Project-Level Mitigation Measures	Not applicable: Superseded by the Construction Dust Control Ordinance and federal, state, and local regulations related to abatement and handling of hazardous materials.	N/A
G. Geology, Soils, and Seismicity		
G1: Construction-Related Soils Mitigation Measure	Applicable: The project would include soil disturbance during construction.	The project sponsor has agreed to implement best management practices and other measures related to soil erosion (see Project Mitigation Measure 3).

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 Market and Octavia PEIR.

PUBLIC NOTICE AND COMMENT

A “Notification of Project Receiving Environmental Review” was mailed on January 4, 2016, to community organizations, tenants of the affected property and properties adjacent to the project site, and those persons who own property within 300 feet of the project site. One respondent expressed concerns about the loss of sunlight and views from the adjacent residential building (the 11-story 1655 Mission Street), and another respondent expressed concerns about exposure of contaminated soil and dust during demolition and construction, and that the project could prevent light and air from reaching the adjacent building (1655 Mission Street), requiring the use of more artificial lighting and heating. These concerns and issues were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis and are addressed as follows.

As discussed in the air quality section of the CPE Checklist, the project would comply with the Construction Dust Control Ordinance, which was enacted in 2008 to reduce the quantity of fugitive dust generated during site preparation, demolition, and construction work. The project sponsor and the contractor responsible for construction activities at the project site would be required to control construction dust on the site through a combination of watering disturbed areas, covering stockpiled materials, sweeping streets and sidewalks, and other measures. These measures would ensure that construction dust impacts would not be significant.

Regarding light, air circulation, and loss of sunlight on the adjacent building, the project’s effects would not be above levels that are common and generally accepted in urban areas. The proposed project’s use of energy (lighting and heating) would be normal to urban development. The change in views would not exceed that commonly expected in an urban setting and would not be considered an environmental impact of the proposed project. Furthermore, pursuant to CEQA Section 21099(d) visual effects, analyzed under the topic of Aesthetics in CEQA, are not to be considered significant impacts on the environment

for mixed-use residential development projects on in-fill sites in a transit priority area. The proposed project meets these criteria, as discussed in the CPE Checklist.

As discussed in the hazardous materials section of the attached CPE Checklist, the project sponsor has enrolled in the Department of Public Health's Maher program and would comply with Article 22A of the Health Code. The project sponsor would be required to submit a site mitigation plan to the DPH and remediate any site contamination in accordance with the approved site mitigation plan prior to the issuance of any building permit. Compliance with Article 22A would ensure that hazardous materials impacts are less than significant.

CONCLUSION

As summarized above and further discussed in the attached Community Plan Exemption (CPE) Checklist:

1. The proposed project is consistent with the development density established for the project site in the *Market and Octavia Area Plan*;
2. The proposed project would not result in effects on the environment that are peculiar to the project or the project site that were not identified as significant effects in the Market and Octavia PEIR;
3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Market and Octavia 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 Market and Octavia 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 Market and Octavia 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.

Attachment A: MITIGATION MONITORING AND REPORTING PROGRAM (Includes Text for Adopted Mitigation Measures)				
MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
MITIGATION MEASURES FROM THE MARKET AND OCTVIA AREA PLAN EIR				
Project Mitigation Measure 1 – Archaeological Testing (Mitigation Measure 5.6.A2 [C2] of the Market and Octavia PEIR)				
<p>Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archaeologist. The project sponsor shall contact the Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant’s work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological 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, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a) and (c).</p>	Project sponsor	Prior to issuance of grading or building permit	Project sponsor to retain archaeological consultant to undertake archaeological monitoring program consultation with ERO	Complete when project sponsor retains a qualified archaeological consultant

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MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p><u>Consultation with Descendant Communities.</u> On discovery of an archaeological site¹ associated with descendant Native Americans, the Overseas Chinese, or other descendant group, an appropriate representative² of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archaeological field investigations of the site, and to consult with ERO regarding appropriate archaeological treatment of the site; of recovered data from the site; and if applicable, any interpretative treatment of the associated archaeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.</p>	<p>Project sponsor, archaeological consultant in consultation with any individual listed in the current Native American Contact List and Chinese Historical Society of America</p>	<p>In the event of a discovery of an archaeological site associated with the descendent Native Americans or Overseas Chinese</p>	<p>Archaeological consultant and ERO</p>	<p>Considered complete upon notification of appropriate organization and implementation of any further mitigation as advised</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). The archaeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archaeological resource(s) that potentially could be adversely affected by the proposed project; the testing method to be used; and the locations recommended for testing. The purpose of the archaeological testing program will be to determine to the extent possible the presence or absence of archaeological resources and to identify and to evaluate whether any archaeological resource encountered on the site constitutes an historical resource under CEQA.</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</p>	<p>Project sponsor, archaeological consultant at the direction of ERO</p>	<p>If ERO determination a significant archaeological resource is present and could be adversely affected by the proposed project</p>	<p>Project sponsor, archaeological consultant and ERO</p>	<p>Considered complete on findings by ERO</p>

¹ The term “archaeological site” is intended to minimally include any archaeological deposit, feature, burial, or evidence of burial.
² An “appropriate representative” of the descendant group is defined, in the case of Native Americans, as any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission; and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Planning Department archaeologist.

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MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>archaeological consultant finds that significant archaeological resources may be present, the ERO, in consultation with the archaeological consultant, shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archaeological testing, archaeological monitoring, and/or an archaeological data recovery program. No archaeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archaeologist. If the ERO determines that a significant archaeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor, either:</p> <p>A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archaeological resource; or</p> <p>B) A data recovery program shall be implemented, unless the ERO determines that the archaeological resource is of greater interpretive than research significance, and that interpretive use of the resource is feasible.</p>				
<p><u>Archaeological Monitoring Program.</u> If the ERO, in consultation with the archaeological consultant, determines that an archaeological monitoring program shall be implemented, the archaeological monitoring program shall minimally include the following provisions:</p> <ul style="list-style-type: none"> The archaeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to the commencement of any project-related soils-disturbing activities. The ERO, in consultation with the archaeological consultant, shall determine which project activities shall be archaeologically monitored. In most cases, any soils-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities 	<p>Project sponsor, archaeological consultant, archaeological monitor, contractor(s) at the direction of the ERO</p>	<p>ERO and archaeological consultant meet prior to commencement of soil-disturbing activity. Monitor throughout all soil-disturbing activities</p>	<p>Archaeological consultant and ERO</p>	<p>Considered complete on findings by ERO that AMP implemented</p>

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<p>installation, foundation work, driving of piles (foundation, shoring, etc.), or site remediation shall require archaeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context.</p> <ul style="list-style-type: none"> • The archaeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archaeological resource. • The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archaeological consultant and the ERO until the ERO has, in consultation with the project archaeological consultant, determined that project construction activities could have no effects on significant archaeological deposits. • The archaeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis. • If an intact archaeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archaeological monitor shall be empowered to temporarily redirect demolition/excavation/pile-driving/construction activities and equipment until the deposit is evaluated. If, in the case of pile-driving activity (foundation, shoring, etc.), the archaeological monitor has cause to believe that the pile-driving activity may affect an archaeological resource, the pile-driving activity shall be terminated until an appropriate evaluation of the resource has been made, in consultation with the ERO. The archaeological consultant 	<p>Archaeological consultant</p> <p>Archaeological consultant</p> <p>Archaeological consultant</p> <p>Archaeological consultant</p>	<p>Discovery of archaeological deposit</p>	<p>Archaeological consultant and ERO</p> <p>Archaeological consultant and ERO</p> <p>Archaeological consultant and ERO</p> <p>Archaeological consultant and ERO</p>	

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MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>shall immediately notify the ERO of the encountered archaeological deposit. The archaeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archaeological deposit, and present the findings of this assessment to the ERO.</p> <p>Whether or not significant archaeological resources are encountered, the archaeological consultant shall submit a written report of the findings of the monitoring program to the ERO.</p>				
<p><u>Archaeological Data Recovery Program.</u> The archaeological data recovery program shall be conducted in accordance with an archaeological data recovery plan (ADRP). The archaeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archaeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archaeological resource is expected to contain. The ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practical.</p> <p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> • <i>Field Methods and Procedures.</i> Descriptions of proposed field strategies, procedures, and operations. • <i>Cataloguing and Laboratory Analysis.</i> Description of selected 	Archaeological consultant at the direction of the ERO	If there is determination by the ERO that ADRP is required	Archaeological consultant and ERO	

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<p>cataloguing system and artifact analysis procedures.</p> <ul style="list-style-type: none"> • <i>Discard and De-accession Policy.</i> Description of and rationale for field and post-field discard and de-accession policies. • <i>Interpretive Program.</i> Consideration of an onsite/offsite public interpretive program during the course of the archaeological data recovery program. • <i>Security Measures.</i> Recommended security measures to protect the archaeological resource from vandalism, looting, and non-intentionally damaging activities. • <i>Final Report.</i> Description of proposed report format and distribution of results. • <i>Curation.</i> Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities. 				
<p><u>Human Remains and Associated or Unassociated Funerary Objects.</u> The treatment of human remains and of associated or unassociated funerary objects discovered during any soils-disturbing activity shall comply with applicable state and federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco; and in the event of the Coroner’s determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission, who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archaeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines,</p>	<p>Project sponsor, archaeological consultant in consultation with the San Francisco Coroner, NAHC, and MLD</p>	<p>In the event human remains and/or funerary objects are encountered</p>	<p>Archaeological consultant and ERO</p>	

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Section 15064.5[d]). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.				
<p><u>Final Archaeological Resources Report.</u> The archaeological consultant shall submit a Draft Final Archaeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archaeological resource and describes the archaeological and historical research methods employed in the archaeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archaeological resource shall be provided in a separate removable insert in the final report.</p> <p>Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one copy, and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound, one unbound, and one unlocked, searchable PDF copy on CD of the FARR, along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/CRHR. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.</p>	Project sponsor, archaeological consultant at the direction of the ERO	After completion of archaeological data recovery, inventorying, analysis and interpretation	Submit a draft FARR	Considered complete on submittal of FARR

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Project Mitigation Measure 2 – Construction Air Quality (Mitigation Measure 5.8.B [E2] of the Market and Octavia PEIR)				
<p>A. Engine 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 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. 2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited. 3. 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. 4. 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. 	Project sponsor/ contractor(s).	Prior to construction activities requiring the use of off-road equipment.	Submit certification statement.	Project sponsor / contractor(s) and the ERO.

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<p>B. Waivers.</p> <ol style="list-style-type: none"> 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). 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 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>Table – Off-Road Equipment Compliance Step-down Schedule</p> <table border="1" data-bbox="109 1177 800 1430"> <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</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*	Project sponsor/ contractor(s).	Prior to construction activities requiring the use of off-road equipment.	Submit certification statement.	Project sponsor / contractor(s) and the ERO.
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*														

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<p>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. Construction Emissions Minimization Plan. Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the Contractor will meet the 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 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</p>	Project sponsor/ contractor(s).	Prior to issuance of a permit specified in Section 106A.3.2.6 of the Francisco Building Code.	Prepare and submit a Plan.	Project sponsor/ contractor(s) and the ERO.

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<p>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>D. Monitoring. After start of Construction Activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.</p>	Project sponsor/ contractor(s).	Quarterly.	Submit quarterly reports.	Project sponsor/ contractor(s) and the ERO.
Project Mitigation Measure 3 – Construction Related Soils (Mitigation Measure 5.11.A [G1] of the Market and Octavia PEIR).				
<ul style="list-style-type: none"> • Program- or project-level temporary construction-related impacts would be mitigated through the implementation of the following measures: • BMPs erosion control features shall be developed with the following objectives and basic strategy: • Protect disturbed areas through minimization and duration of exposure. • Control surface runoff and maintain low runoff velocities. Trap sediment on site. • Minimize length and steepness of slopes. 	Project sponsor	During construction	Project sponsor/Department of Building Inspection	On-site monitoring by project sponsor and Department of Building Inspection

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IMPROVEMENT MEASURES				
Transportation Improvement Measures from the 1601 Mission Street Community Plan Exemption Checklist				
<p>Project Improvement Measure 1: Monitoring and Abatement of Queues. To reduce the potential for queuing of vehicles accessing the project site, the project sponsor/property owner should ensure that recurring vehicle queues do not occur in the public right-of-way adjacent to the project site (i.e., along South Van Ness Avenue). A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking any portion of any public street, alley or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis.</p> <p>If a recurring queue occurs, the owner/operator of the parking facility should employ abatement methods as needed to abate the queue. Appropriate abatement methods will vary depending on the characteristics and causes of the recurring queue, as well as the characteristics of the parking facility, the street(s) to which the facility connects, and the associated land uses (if applicable).</p> <p>Suggested abatement methods include but are not limited to the following: redesign of facility to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; installation of LOT FULL signs with active management by parking attendants; use of valet parking or other space-efficient parking techniques; use of off-site parking facilities or shared parking with nearby uses; use of parking occupancy sensors and signage directing drivers to available spaces; travel demand management strategies such as additional bicycle parking, customer shuttles, delivery services; and/or parking demand management strategies such as parking time limits, paid parking, time-of-day parking surcharge, or validated parking.</p>	Project sponsor/property owner	Upon operation of the off-street parking facility	Project sponsor/property owner and the Planning Department	Ongoing during operation

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<p>If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Planning Department will notify the property owner in writing. Upon request, the owner/operator should hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant should prepare a monitoring report to be submitted to the Planning Department for review. If the Planning Department determines that a recurring queue does exist, the facility owner/operator will have 90 days from the date of the written determination to abate the queue.</p>				
<p>Project Improvement Measure 2: Active Garage Parking Driveway Controls. To reduce the potential for queuing of vehicles accessing the project site via South Van Ness Avenue and to reduce and/or eliminate any potential conflicts between vehicles entering and exiting the project driveway and conflicts between moving vehicles and other users of the roadway (e.g., cyclists, pedestrians in sidewalk areas), the project sponsor/property owner should install active parking management controls at the off-street parking garage driveway and within the off-street garage area.</p> <p>Sensors should be installed at the gated parking garage ramp and at the driveway entrance/exit lane (at the intersection of South Van Ness Avenue) to notify of any inbound or outbound vehicles within the driveway and ramp area. Upon exiting the parking garage, vehicles traveling along the garage ramp and approaching the gate would then trigger a sensor that would activate an electronic sign or signal at the driveway entrance to notify any vehicles, pedestrians, or bicyclists of the exiting vehicle. Additionally, another sensor should be installed at the parking garage driveway entrance that would trigger an electronic sign or signal to notify any outbound vehicle at the parking garage ramp of the inbound vehicle and would be required to wait on the ramp at the gate and let the inbound vehicle enter the driveway and</p>	<p>Project sponsor/property owner</p>	<p>Upon operation of the off-street parking facility</p>	<p>Project sponsor/property owner and the Planning Department</p>	<p>Ongoing during operation</p>

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<p>then drive down the ramp before then the exiting vehicle can proceed along the driveway lane and then onto South Van Ness Avenue.</p> <p>The project sponsor/property owner should install additional traffic calming and safety treatments within the parking driveway area. Specific signage should be installed to notify drivers exiting the parking driveway to slow, stop, and yield to any pedestrians walking along the sidewalk on South Van Ness Avenue (e.g., "Caution: Pedestrian Crossings", "Watch for Pedestrians", "Exit Slowly", "STOP"). Diagonal mirrors should also be installed so that motorists exiting the parking garage and pedestrians on the sidewalk can see each other. The project sponsor/property owner should also install rumble strips or similar devices to maintain slow speeds for vehicles exiting the parking garage.</p>				
<p>Project Improvement Measure 3: Transportation Demand Management. The project sponsor/property owner should implement the following measures to minimize the number of single occupancy vehicle (SOV) trips generated by the proposed project for the lifetime of the project.</p> <p>Identify TDM Coordinator</p> <p>The project sponsor should identify a TDM coordinator for the project site. The TDM Coordinator is responsible for the implementation and ongoing operation of all other TDM measures 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 should be the single point of contact for all transportation-related questions from building</p>	Project sponsor	Ongoing during operation	Annually reduce the number of SOV trips to and from the project site	Annually

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<p>occupants and City staff. The TDM Coordinator should provide TDM training to other building staff about the transportation amenities and options available at the project site and nearby.</p> <p>Transportation and Trip Planning Information</p> <ul style="list-style-type: none"> ○ <i>Move-in packet:</i> Provide a transportation insert for the move-in packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes could be 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 move-in packet should be continuously updated as local transportation options change, and the packet should be provided to each new building occupant. Provide Muni maps, San Francisco Bicycle and Pedestrian maps upon request. ○ <i>New-hire packet:</i> Provide a transportation insert in the new-hire packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes could be 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 should be continuously updated as local transportation options change, and the packet should be provided to each new building occupant. Provide Muni maps, San Francisco Bicycle and Pedestrian maps upon request. <p>Data Collection</p> <ul style="list-style-type: none"> ○ <i>City Access.</i> As part of an ongoing effort to quantify the efficacy of TDM measures, City staff may need to access the project site 				

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<p>(including the garage) to perform trip counts, and/or intercept surveys and/or other types of data collection. All on-site activities should be coordinated through the TDM Coordinator. The project sponsor should assure future access to the site by City staff. Providing access to existing developments for data collection purposes is also encouraged.</p> <p>Bicycle Measures</p> <ul style="list-style-type: none"> ○ <i>Parking:</i> Increase the number of on-site secured bicycle parking beyond Planning Code requirements and/or provide additional bicycle facilities in the public right-of-way in on public right-of-way locations adjacent to or within a quarter mile of the project site (e.g., sidewalks, on-street parking spaces). ○ <i>Bay Area Bike Share:</i> The project sponsor should cooperate with the San Francisco Municipal Transportation Agency, San Francisco Department of Public Works, and/or Bay Area Bike Share (agencies) and allow installation of a bike share station in the public right-of-way along the project's frontage. <p>Car-Share Measures</p> <ul style="list-style-type: none"> ○ <i>Parking:</i> Provide optional car-share spaces as described in Planning Code Section 166(g). ○ <i>Membership:</i> Offer one annual car share membership for each new resident (one per household) or employee. Recipient would be responsible for the remainder of the costs associated with the membership. 				
<p>Project Improvement Measure 4 – Coordination of Move-in/Move-Out Operations, Large Deliveries, and Garbage Pick-Up Operations. To reduce the potential for parking of delivery vehicles within the travel lane adjacent to the curb lane on South Van Ness Avenue or</p>	Project sponsor/property owner	Ongoing during operation	Project sponsor/property owner and the Planning Department	Ongoing during project operation

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<p>Mission Street (in the event that the on- and off-street loading spaces are occupied, or the truck size exceeds 35 feet in length), residential move-in and move-out activities and larger deliveries should be scheduled and coordinated through building management. For retail uses, appropriate delivery times should be scheduled and should be restricted to occur before 7:00 a.m., between the hours of 10:00 a.m. and 4:00 p.m., and after 8:00 p.m. No deliveries should occur between 4:00 p.m. and 8:00 p.m. to avoid any conflicts with peak commute period traffic as well as pedestrians and bicyclists on adjacent streets and sidewalk areas.</p> <p>The project sponsor should enforce strict truck size regulations for use of the off-street loading spaces in the proposed freight loading area. Truck lengths exceeding 35 feet should be prohibited from entering the parking garage and should use existing on-street loading spaces along Mission Street, adjacent to the project site. Appropriate signage should be located at the parking garage entrance to notify drivers of truck size regulations and notify drivers of the on-street loading spaces on Mission Street. The project sponsor should notify building management and related staff, and retail tenants of imposed truck size limits in the proposed freight loading area.</p> <p>Building management staff should notify drivers of large trucks of proper loading procedures upon entering the off-street parking garage. Because trucks would be required to come to a complete stop on South Van Ness Avenue and then reverse into the parking garage to access the 35-foot-long off-street loading space, building management should require a person to safely guide the truck driver and assist in maneuvering the truck within the public right-of-way and into the parking garage (i.e., spotter). The truck driver and spotter would be responsible for placing traffic safety cones or related devices along the right-most traffic lane on South Van Ness Avenue to provide an</p>				

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<p>adequate buffer or spacing between the truck and moving vehicles on the street to give other drivers proper notice of truck while it maneuvers into the parking garage. Additionally, building staff would be responsible for assuring that no other vehicles enter or exit the parking garage while trucks are reversing into the off-street loading space, and no other vehicles block the driveway lane or restrict access to the loading space.</p> <p>Appropriate move-in/move-out and loading procedures should be enforced to avoid blocking any streets adjacent to the project site over an extended period of time and reduce potential conflicts between other vehicles and users of adjacent streets as well as movers and pedestrians walking along Mission Street or South Van Ness Avenue. Curb parking for movers on Mission Street or South Van Ness Avenue should be reserved through SFMTA or by directly contacting the local 311 service. It is recommended that residential move-in/move-out activities be scheduled during weekday mid-day hours between 10:00 a.m. and 4:00 p.m. and/or on weekends to avoid any potential conflicts with peak commute period traffic and all users of adjacent roadways.</p> <p>The project sponsor should coordinate with Recology and enforce strict garbage pick-up periods. Such pick-up times should be restricted to occur before 7:00 a.m., and between the hours of 10:00 a.m. and 2:00 p.m., and no garbage pick-up activities should occur after 3:00 p.m. to avoid any conflicts with vehicle traffic and pedestrians on South Van Ness Avenue. Specific loading procedures (as described above) should also be enforced for Recology vehicles during garbage pick-up periods.</p>				
<p>Project Improvement Measure 5 – Construction Truck Deliveries During Off-Peak Periods: The project sponsor and construction contractor(s) should meet with the Sustainable Streets Division of the SFMTA, the Fire Department, Muni, and the Planning Department to determine feasible measures to reduce traffic congestion, including</p>	Project sponsor/property owner	Ongoing during operation	Project sponsor/property owner and the Planning Department	At the completion of construction

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potential transit disruption, and pedestrian circulation impacts during construction of the project. To minimize cumulative traffic impacts due to project construction, the project sponsor should coordinate with construction contractors for any concurrent nearby projects that are planned for construction or which later become known.				
<p>Project Improvement Measure 6 – Construction Management Plan: In addition to items required in the construction management plan, the project sponsor should include the following:</p> <ul style="list-style-type: none"> • <i>Carpool and Transit Access for Construction Workers.</i> The construction contractor should include methods to encourage carpooling and transit use to the project site by construction workers in the construction management plan contracts. • <i>Project Construction Updates.</i> The project sponsor should provide regularly-updated information (typically in the form of website, news articles, on-site posting, etc.) regarding project construction and schedule, as well as contact information for specific construction inquiries or concerns. 	Project sponsor	Ongoing during construction	Project sponsor/property owner and the Planning Department	At the completion of construction