



# SAN FRANCISCO PLANNING DEPARTMENT

## Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

Case No.: 2015-006425ENV  
 Project Address: 755 Ocean Avenue (Lick-Wilmerding High School)  
 Zoning: RH-1 (Residential – House, Single Family) Use District  
 40-X Height and Bulk Districts  
 Block/Lot: 6948/023  
 Lot Size: 153,294 square feet  
 Plan Area: Balboa Park Station Area Plan  
 Project Sponsor: Joel Roos, Pacific Union Development Company, (415) 929-6708  
 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 Ingleside neighborhood, on the block bounded by Ocean Avenue to the north, Howth Street to the west, Geneva Avenue to the south, and Interstate 280 to the east. The City College of San Francisco is located directly across Ocean Avenue to the north, and the Balboa Park Bay Area Rapid Transit (BART) station is located directly across Interstate 280 to the east. The proposed project would add a partial third story above the existing two-story private high school building fronting Ocean Avenue and Howth Street. The existing building, constructed in 1956, would also be renovated and structurally improved. The proposed project would result in a 16,209-square-foot expansion of the building (from 46,200 square feet (sf) to a new total of 62,409 sf) and a 13-foot increase in roof level height (from 27 feet to a new total of 40 feet). Rooftop mechanical equipment would extend approximately 10 feet above the new roof level, reaching a total height of up to 50 feet above the street level. The proposed building expansion would add six new classrooms to the high school, allowing enrollment to increase by 160 students (from 490 students to a new total of 650 students). The proposed project would add 30 new bicycle parking spaces (from 14 spaces to a new total of 44 spaces) and no new vehicle parking spaces or changes to existing curb cuts. A new building entrance would be constructed at the southeast corner of Ocean Avenue and Howth Street. A sidewalk bulb-out and new curbside passenger loading zones would be created along the project site’s Ocean Avenue and Howth Street frontages.

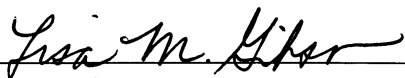
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### EXEMPT STATUS

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.

  
 Lisa M. Gibson

10/5/16  
 Date

Acting Environmental Review Officer

cc: Joel Roos, Project Sponsor; Supervisor Yee, District 7; Jeff Horn, Current Planning Division; Virna Byrd, M.D.F.; Exemption/Exclusion File

## PROJECT DESCRIPTION (continued)

Construction activities would last approximately 16 months, and would require approximately 1,515 cubic yards of excavation, with soil disturbance reaching depths of up to 14 feet below existing grade. The other buildings on the site would remain in use throughout the construction period and after the proposed project is completed. Up to 15 temporary portable classrooms, each measuring 480 sf, would be placed in the on-site parking lot to allow classes normally held in the subject building to relocate for the duration of the construction period. A total of 56 alternative off-street parking spaces would be temporarily provided at up to three nearby existing surface parking lots at 355 Ocean Avenue, 66 Geneva Avenue, and 50 Phelan Avenue, all of which are within walking distance (approximately one-quarter mile) of the project site. The portable classroom buildings would be removed upon completion of construction activities.

## PROJECT APPROVAL

The proposed project would require a Conditional Use Authorization from the Planning Commission. Approval of the Conditional Use Authorization by the Planning Commission constitutes the Approval Action for the entirety of 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 755 Ocean Avenue project described above, and incorporates by reference information contained in the Programmatic EIR for the Balboa Park Station Area Plan (PEIR)<sup>1</sup>. Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Balboa Park PEIR.

After several years of analysis, community outreach, and public review, the Balboa Park PEIR was adopted in December 2008. The Balboa Park PEIR was adopted in part to increase the residential, retail, and cultural/institutional development densities in the area surrounding the Balboa Park BART station.

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<sup>1</sup> Planning Department Case No. 2004.1059E and State Clearinghouse No. 2006072114

The Planning Commission held public hearings to consider the various aspects of the proposed Balboa Park Station Area Plan and related Planning Code and Zoning Map amendments. On December 4, 2008, the Planning Commission certified the Balboa Park PEIR by Motion 17774 and adopted the Preferred Project for final recommendation to the Board of Supervisors.<sup>2,3</sup>

In April 2009, after further public hearings, the Board of Supervisors approved and the Mayor signed the Balboa Park Station Area Plan Rezoning and Planning Code amendments. New zoning districts include transit-oriented mixed residential and commercial districts along several major streets in the area: Ocean Avenue, Geneva Avenue, and San Jose Avenue. The districts replaced lower density mixed-use districts. The Balboa Park PEIR also studied a series of transportation and infrastructure improvements in the area.

The Balboa Park PEIR is a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the Balboa Park Station Area Plan, as well as the potential impacts under a proposed alternative scenario with no transportation improvements. The Balboa Park PEIR also evaluated a “No Project” alternative. The alternative selected, or the Preferred Project, represents the full scope of zoning, transportation, and infrastructure changes. The Planning Commission adopted the Preferred Project after fully considering the environmental effects of the Preferred Project and the various scenarios discussed in the PEIR. The Balboa Park PEIR estimated that implementation of the Balboa Park Station Area Plan could result in approximately 1,780 net new dwelling units and 123,600 sf of net new non-residential space built in the Plan Area throughout the lifetime of the Plan (year 2025). The Balboa Park PEIR projected that this level of development would result in a total population increase of approximately 4,095 people throughout the lifetime of the plan.<sup>4</sup>

As a result of the Balboa Park rezoning process, the project site has retained its RH-1 (Residential – House, One Family) Use District designation. The RH-1 District is occupied almost entirely by single-family houses without side yards. Floor sizes and building styles vary, but tend to be uniform within tracts developed in distinct time periods. Though built on separate lots, the structures have the appearance of small-scale row housing, rarely exceeding 35 feet in height. Front setbacks are common, and ground level open space is generous. In most cases the single-family character of these districts has been maintained for a considerable time. Schools are conditionally permitted uses in the RH-1 District. The 755 Ocean Avenue site, which is located in the Balboa Park Station Area Plan, was designated as a site with buildings up to 40 feet in height.

Individual projects that could occur in the future under the Balboa Park Station Area Plan 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 755 Ocean Avenue is consistent with and was encompassed within the analysis in the Balboa Park PEIR, including the Balboa Park PEIR development projections. This determination also finds that the Balboa Park PEIR adequately anticipated and described the impacts of the proposed 755 Ocean Avenue project, and identified the mitigation measures applicable to the 755 Ocean Avenue project. The proposed project

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<sup>2</sup> San Francisco Planning Department. Balboa Park Station Area Plan Final Environmental Impact Report (FEIR), Planning Department Case No. 2004.1059E, certified December 4, 2008. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed September 12, 2016.

<sup>3</sup> San Francisco Planning Department. San Francisco Planning Commission Motion 17774, December 4, 2008. Available online at: [http://default.sfplanning.org/MEA/2004.1059E\\_Balboa\\_FEIR\\_Pt1.pdf](http://default.sfplanning.org/MEA/2004.1059E_Balboa_FEIR_Pt1.pdf), pages 3-5 of the PDF file, accessed September 12, 2016.

<sup>4</sup> Table 4 Potential Growth in the Project Area Between 2000-2025, Chapter IV of the Balboa Park PEIR shows projected net growth based on the proposed rezoning. A baseline for existing conditions in the year 2000 was included to provide context for the scenario figures for parcels affected by the rezoning.

is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.<sup>5,6</sup> Therefore, no further CEQA evaluation for the 755 Ocean Avenue project is required. In sum, the Balboa Park PEIR and this Certificate of Exemption for the proposed project comprise the full and complete CEQA evaluation necessary for the proposed project.

## PROJECT SETTING

The project site is surrounded by a mix of land uses, including single-family residential houses, the City College of San Francisco campus, the depressed Interstate 280 freeway and associated on- and off-ramps, Balboa Park, the Balboa Park BART station, and the San Francisco Municipal Railway (Muni) Green Light Rail Yard. The nearby single-family houses reach up to 35 feet above street level, and most have two stories. Buildings on the portion of the City College campus closest to the project site range from two to four stories in height. The project site is presently developed with five one- and two-story buildings that house the private Lick-Wilmerding High School.

The Muni K-Ingleside light rail line runs in the median of Ocean Avenue adjacent to the project site, and several Muni bus lines run past the site on both Ocean Avenue and Geneva Avenue. Lines 29-Sunset and 49-Van Ness/Mission have a stop and a bus shelter in front of the project site on Ocean Avenue.

## POTENTIAL ENVIRONMENTAL EFFECTS

The Balboa Park PEIR included analyses of environmental issues including: land use; plans and policies; population, housing, business activity, and employment (growth inducement); transportation; noise; air quality; shadow; archeological resources; historic architectural resources; hazards; hydrology and water quality; and other issues not addressed in the previously issued initial study for the Balboa Park Station Area Plan. The proposed 755 Ocean Avenue project is in conformance with the height, use and density for the site described in the Balboa Park PEIR and would represent a small part of the growth that was forecast for the Balboa Park Station plan area. Thus, the plan analyzed in the Balboa Park PEIR considered the incremental impacts of the proposed 755 Ocean Avenue project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Balboa Park PEIR.

Significant and unavoidable impacts were identified in the Balboa Park PEIR for the following topics: transportation (traffic delay and transit capacity) and historic architectural resources. The proposed project would not contribute to the significant unavoidable transportation impacts identified in the Balboa Park PEIR because it would not add a large enough number of trips during the PM peak hour (5:00 p.m. to 6:00 p.m.) to noticeably worsen transportation impacts. During the PM peak hour, the proposed project would add approximately 52 new person trips to the transportation network (of which approximately one-half would be made by transit), and 16 vehicle trips. Furthermore, the San Francisco Planning Commission has since adopted a vehicle-miles travelled (VMT) metric in place of automobile delay to evaluate the traffic impacts of projects. The proposed project would not result in significant VMT impacts, as further discussed in the transportation section of the attached CPE Checklist. The proposed project also would not contribute to the significant unavoidable historic architectural resources

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<sup>5</sup> Josh Switzky, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 755 Ocean Avenue (Lick-Wilmerding High School), September 27, 2016. This document (and all other documents cited in this report, unless otherwise noted), is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2015-004568ENV.

<sup>6</sup> Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 755 Ocean Avenue (Lick-Wilmerding High School), October 5, 2016.

impacts identified in the Balboa Park PEIR because it would not result in the significant impairment of any historic architectural resources.

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

**Table 1 – Balboa Park PEIR Mitigation Measures**

<b>Mitigation Measure</b>	<b>Applicability</b>	<b>Compliance</b>
<b>Noise</b>		
N-1: Interior Noise Levels	Not Applicable: Impacts of the environment on proposed projects removed from CEQA analysis	N/A
N-2: Siting of Vibration-Sensitive Uses	Not Applicable: Impacts of the environment on proposed projects removed from CEQA analysis	N/A
<b>Air Quality</b>		
AQ-1: Construction Air Quality	Applicable: construction would occur in an Air Pollutant Exposure Zone; only the construction exhaust emissions portion of this mitigation measure is applicable, the rest has been superseded by Article 38 of the San Francisco Health Code	The project sponsor has agreed to comply with the construction exhaust emissions reduction requirements.
AQ-2: Air Quality for Sensitive Land Uses	Not Applicable: mitigation measure superseded by Article 38 of the San Francisco Health Code	N/A
<b>Archeological Resources</b>		
AM-1: Accidental Discovery	Not applicable: Mitigation Measure AM-2 applies, and exceeds the requirements of Mitigation Measure AM-1	N/A
AM-2: Archeological Monitoring Program	Applicable: excavation up to 14 feet below ground surface proposed	The project sponsor has agreed to comply with the archeological monitoring requirements.

Mitigation Measure	Applicability	Compliance
<b>L. Hazardous Materials</b>		
HM-1: Soil and Groundwater Contamination	Not Applicable: mitigation measure has been superseded by Article 22A of the San Francisco Health Code (Maher Ordinance)	N/A
HM-2: Hazardous Building Materials	Applicable: project includes partial demolition of a building constructed in 1956	The project sponsor has agreed to comply with hazardous building material abatement requirements.
HM-3: Naturally Occurring Asbestos	Applicable: project includes excavation up to 14 feet below grade	Soil borings performed at the project site did not contain naturally occurring asbestos. Furthermore, the requirements of Article 22B of the San Francisco Health Code (Construction Dust Control Ordinance) would ensure that naturally occurring asbestos does not become airborne during construction.
HM-4: Soil Contamination From Prior Automotive Repair Uses	Not Applicable: project level mitigation for the Kragen Auto Parts Site	N/A
<b>E. Transportation</b>		
Ocean Avenue/Junipero Serra Boulevard (signal timing changes)	Not Applicable: plan level mitigation by SFMTA	N/A
Ocean Avenue/I-280 Northbound On-Ramp (restriping, parking removal, and signal timing changes)	Not Applicable: plan level mitigation by SFMTA	N/A
Ocean Avenue/San Jose Avenue (signal timing changes)	Not Applicable: plan level mitigation by SFMTA	N/A
Ocean Avenue/Brighton Avenue (signal timing changes)	Not Applicable: project level mitigation for the Kragen Auto Parts Site	N/A

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 Balboa Park PEIR.

## PUBLIC NOTICE AND COMMENT

A “Notification of Project Receiving Environmental Review” was mailed on July 13, 2016 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. One comment was received, which raised concerns over the adequacy of off-street parking and the proposed passenger loading zones. These concerns are addressed in the transportation section of the attached CPE Checklist. The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Balboa Park PEIR.

## CONCLUSION

As summarized above and further discussed in the CPE Checklist<sup>7</sup>:

1. The proposed project is consistent with the development density established for the project site in the Balboa Park Station 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 Balboa Park PEIR;
3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Balboa Park 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 Balboa Park 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 Balboa Park PEIR to mitigate project-related significant impacts.

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

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<sup>7</sup> The CPE Checklist is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2015-006425ENV.

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

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><b>Project Mitigation Measure 1 – Archeological Monitoring (implementing PEIR Mitigation Measure AM-2)</b></p> <p>AM-2 applies to any project involving any soils-disturbing activities greater than 10 feet in depth, including excavation, installation of foundations or utilities or soils remediation, and to any soils-disturbing project of any depth within the Phelan Loop and Kragen Auto Parts Sites, the east side of San Jose between Ocean and Geneva Avenues, and the Upper Yard Parcel.</p> <p>Based on the reasonable potential that archeological resources may be present within the Project Area, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried historical resources. The project sponsor of a development project under the Balboa Park Station Area Plan shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological monitoring program. 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 the potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c), to a less-than-significant level.</p> <p>Archeological monitoring program (AMP). The archeological monitoring program shall minimally include the following provisions:</p> <ul style="list-style-type: none"> <li>• The archeological consultant, project sponsor of a development project under the Balboa Park Station Area Plan, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the project archeologist shall determine what project activities shall be archeologically monitored. In most cases, any soils disturbing activities, such as demolition, foundation</li> </ul>	Project sponsor	Prior to and during construction	The ERO to review and approve the Final Archeological Resources Report	The project archeologist to consult with the ERO as indicated. Considered complete after review and approval of the Final Archeological Resources Report by the ERO.



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<p>removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the potential risk these activities pose to archaeological resources and to their depositional context;</p> <ul style="list-style-type: none"> <li>• The archeological 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 archeological resource;</li> <li>• The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;</li> <li>• The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;</li> <li>• If an intact archeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO.</li> </ul> <p>If the ERO in consultation with the archeological consultant determines that a significant archeological 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</p>				

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<p>adverse effect on the significant archeological resource; or            B) An archeological data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</p> <p>If an archeological data recovery program is required by the ERO, the archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The project archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological 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"> <li>• Field Methods and Procedures. Descriptions of proposed field strategies, procedures, and operations.</li> <li>• Cataloguing and Laboratory Analysis. Description of selected cataloguing system and artifact analysis procedures.</li> <li>• Discard and Deaccession Policy. Description of and rationale for field and post-field discard and deaccession policies.</li> <li>• Interpretive Program. Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.</li> <li>• Security Measures. Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.</li> <li>• Final Report. Description of proposed report format and distribution of results.</li> </ul>				

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<p>Curation. Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.</p> <p>Human Remains, Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.</p> <p>Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the draft final report.</p> <p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public</p>				

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interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.				
<p><b>Project Mitigation Measure 2 – Construction Air Quality (implementing PEIR Mitigation Measure AQ-1)</b></p> <p>The project sponsor or the project sponsor's Contractor shall comply with the following</p> <p>A. Engine Requirements.</p> <p>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.</p> <p>2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited.</p> <p>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.</p> <p>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.</p> <p>B. Waivers.</p> <p>1. The Planning Department's Environmental Review Officer or designee (ERO) may waive the alternative source of power requirement of</p>	Project sponsor of each future development project in the Balboa Park Station Area Plan	During construction	Each Project Sponsor to provide Planning Department with monthly reports during construction period	Considered complete upon receipt of final monitoring report at completion of construction

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<p>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).</p> <p>2. 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> <p>Table – Off-Road Equipment Compliance Step-down Schedule</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Compliance Alternative</th> <th style="text-align: left;">Engine Emission Standard</th> <th style="text-align: left;">Emissions Control</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">Tier 2</td> <td style="text-align: center;">ARB Level 2 VDECS</td> </tr> <tr> <td style="text-align: center;">2</td> <td style="text-align: center;">Tier 2</td> <td style="text-align: center;">ARB Level 1 VDECS</td> </tr> <tr> <td style="text-align: center;">3</td> <td style="text-align: center;">Tier 2</td> <td style="text-align: center;">Alternative Fuel*</td> </tr> </tbody> </table> <p>How to use the table: If the ERO determines that the equipment requirements cannot be met, then the project sponsor would need to meet Compliance Alternative 1. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 1, then the Contractor must meet Compliance Alternative 2. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the Contractor must meet Compliance Alternative 3.</p> <p>** Alternative fuels are not a VDECS.</p> <p>C. 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</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*				
Compliance Alternative	Engine Emission Standard	Emissions Control														
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<p>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 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>				
<p><b>Project Mitigation Measure 3 – Hazardous Building Materials (implementing PEIR Mitigation Measure HM-2)</b></p>	<p>Project Sponsor of each future development project</p>	<p>Prior to approval of each subsequent</p>	<p>Planning Department, in consultation with DPH; where Site</p>	<p>Considered complete upon approval of each subsequent project</p>

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<p>For projects that include demolition, ensure that any equipment containing PCBs or DEHP, 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 or demolition, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, such as asbestos-containing building materials, either before or during work, shall be abated according to applicable federal, state, and local laws.</p>	<p>in the Balboa Park Station Area Plan</p>	<p>project, through Mitigation Plan</p>	<p>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><b>Project Mitigation Measure 4 – Naturally Occurring Asbestos (implementing PEIR Mitigation Measure HM-3)</b></p> <p>The project sponsor(s) of future development in the Project Area that propose excavation shall evaluate the potential for naturally occurring asbestos to be present in soil or rock that would be excavated for the proposed development. Should naturally occurring asbestos be identified, the project sponsor shall comply with the legal requirements of the asbestos ATCM.</p>	<p>Project Sponsor of each future development project in the Balboa Park Station Area Plan</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>

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<b>PROPOSED IMPROVEMENT MEASURES</b>				
<p><b>Project Improvement Measure 1 – TDM Coordinator</b></p> <p>The school could identify a TDM coordinator for the project site; this role would be filled by the Facilities Manager. The TDM coordinator could be responsible for oversight and implementation of the measures set forth in this plan, as well as for monitoring and updating the plan as needed. Implementation responsibilities may include general promotional activities, benefit administration (in the case that commuter benefits are provided to staff), ensuring that transit schedules are available, maintaining updated web links to transit providers on the school web portal, assisting students in registering clipper cards, and other day-to-day transportation monitoring tasks.</p> <p>The TDM Coordinator could also be responsible for setting modal split goals (percentage of students and faculty arriving via car, transit, bike, walk, etc.) for the school. Progress toward these goals could be monitored through periodic surveys of students, parents and staff to determine travel patterns and barriers to use of non-auto modes.</p>	Project Sponsor	Continuous	Planning Department, in consultation with the TDM Coordinator	Continuous
<p><b>Project Improvement Measure 2 – TDM Data Collection Access</b></p> <p>The school could provide access to City staff for any ongoing efforts to quantify the efficacy of TDM measures. This may include allowing City staff to access the project site to perform trip counts, intercept surveys, and/or other types of data collection, as arranged through the TDM Coordinator.</p>	Project Sponsor	Continuous	Planning Department, in consultation with the TDM Coordinator	Continuous
<p><b>Project Improvement Measure 3 – Provide Information on Active Transportation Routes to/from School Site</b></p> <p>The school could provide to all students, information regarding pedestrian and bike facilities leading from the school site to common destinations. This may include maps designating preferred pedestrian or bike routes to/from the school, maps indicating where City-provided bike facilities are present, and maps for walking or biking to common destinations, such as the Balboa Park BART station. Information could be distributed as deemed appropriate by the TDM Coordinator, through pamphlets or provision in the student handbook.</p>	Project Sponsor	Continuous	Planning Department, in consultation with the TDM Coordinator	Continuous



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<p><b>Project Improvement Measure 4 – Encourage Carpooling</b></p> <p>The school could implement a suite of strategies that allow guardians to find other families for carpool matching. Strategies could include promoting official ride-match sites, using an online parent portal to encourage carpooling, distributing school directories, and promoting ride-matching on the appropriate social media outlets. The school could register with the City's formal SchoolPool program to aid in carpool formation. To encourage carpooling among faculty and staff, the school could consider designating parking spaces as carpool-only spaces, and encourage employees to register for 511.org's carpool matching system.</p>	Project Sponsor	Continuous	Planning Department, in consultation with the TDM Coordinator	Continuous
<p><b>Project Improvement Measure 5 – Participate In Local and Regional Transit Programs</b></p> <p>The school could promote the presence of special student fares on public transit in order to encourage families to use transit. These programs include discounted youth or student fares on Muni bus and rail and BART. This measure also includes assistance for students in registering for a Youth Clipper card and Youth BART tickets, which requires a special process and documentation. The school could also continue to provide pre-tax transportation benefits to its employees, including all faculty and staff.</p>	Project Sponsor	Continuous	Planning Department, in consultation with the TDM Coordinator	Continuous
<p><b>Project Improvement Measure 6 – Emergency Ride Home Program</b></p> <p>The school has agreed to register for the Emergency Ride Home program, for which all San Francisco companies are eligible, and provides a ride home in case of a personal or family emergency to all employees using a sustainable mode of travel to work. Once registered, all school employees could be eligible to request reimbursement for the ride.</p>	Project Sponsor	Continuous	Planning Department, in consultation with the TDM Coordinator	Continuous
<p><b>Project Improvement Measure 7 – Passenger Loading Plan</b></p> <p>The school could have at least one staff member in front of the school's main entrance (on Geneva Avenue during project construction and on Ocean Avenue during project operation) directing students and vehicles during the drop-off and pick-up periods, as needed. Staff could hold a sign that</p>	Project Sponsor	Continuous	Planning Department, in consultation with the TDM Coordinator	Continuous

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<p>communicates to drivers to move forward, ensuring that drivers do not double park or obstruct the bus stop or the red curb fire hydrant zone on Ocean Avenue. The school could post additional signs to help facilitate drop-off and pick-up operations. A large sign stating, "Passenger Loading Zone between 8:00 AM and 9:00 AM and 3:00 PM and 6:00 PM," may help discourage drivers from parking in the loading zone during passenger loading hours. The sign(s) should be placed on Geneva Avenue during construction, and on Howth Street and Ocean Avenue during operation, a few hours prior to the start of the loading period and be removed at the start of dismissal. The school could monitor traffic patterns at the campus, and adjust the pick-up and drop-off program as necessary in order to prevent double-parking, bus stop blockages, or driveway blockages due to loading activity. If queues recurrently block the travel lane on Ocean Avenue, or cause other circulation impediments, the school should employ abatement methods as needed to abate the queue. Methods to abate the queue could include but are not limited to, providing an additional passenger loading zone on Geneva Avenue, extending the passenger loading zone on Howth Street, and implementing additional TDM strategies.</p> <p>During construction, the school could apply the same passenger loading management strategies as described above, including posting signs and having a staff member by the school's temporary passenger loading zone located in front of the Geneva Avenue entrance to help facilitate drop-off and pick-up operations.</p> <p>In addition, information regarding the pick-up and drop-off procedures could be provided to all families by the TDM coordinator via email, pamphlet, flyer, or on the school website at the beginning and middle of each school year. The TDM Coordinator could also keep a log of complaints from neighbors regarding school circulation and monitor the program as necessary to ensure that loading operations proceed smoothly.</p>				