

**TABLE A: MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL  
(TO BE IMPLEMENTED BY THE CITY AND COUNTY OF SAN FRANCISCO)**

This table identifies Plan-level mitigation measures to be implemented by the City and County of San Francisco. Subsequent development projects within the Central SoMa Plan area, street network changes, and open space improvements would be required to comply with applicable mitigation measures listed in Table B. Measures with uncertain feasibility of being accomplished within a reasonable period of time, taking into account economic, environmental, legal, operational, social, and technological factors, are denoted with an asterisk (\*).

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<b>A. Land Use</b>				
No mitigation measures required to be implemented by the City and County of San Francisco.				
<b>B. Aesthetics</b>				
No mitigation measures required to be implemented by the City and County of San Francisco.				
<b>C. Cultural and Paleontological Resources</b>				
No mitigation measures required to be implemented by the City and County of San Francisco.				
<b>D. Transportation and Circulation</b>				
<p><b>*M-TR-3a: Transit Enhancements<sup>1</sup>.</b> The following are City and County and sponsors of subsequent development projects actions that would reduce the transit impacts associated with implementation of the Central SoMa Plan.</p> <p><i>Enhanced Transit Funding.</i> To accommodate project transit demand, the SFMTA, and other City agencies and departments as appropriate, shall seek sufficient operating and capital funding, including through the following measures:</p> <ul style="list-style-type: none"> <li>• Establish fee-based sources of revenue.</li> <li>• Establish a congestion-charge scheme for downtown San Francisco, with all or a portion of the revenue collected going to support improved local and regional transit service on routes that serve Downtown and the Central SoMa Plan Area.</li> <li>• Area Plan funding for transit enhancements.</li> </ul> <p><i>Transit Corridor Improvement Review.</i> During the design phase, the SFMTA shall review each street network project that contains portions of Muni transit routes where significant transit delay impacts have been identified (routes 8 Bayshore, 8AX Bayshore Express, 8BX Bayshore Express, 10 Townsend, 14 Mission, 14R Mission Rapid, 27 Bryant, 30 Stockton, 45 Union-Stockton, and 47 Van Ness). Through this review, SFMTA shall incorporate feasible street network design modifications that would meet the performance criteria of maintaining accessible transit service,</p>	<p>San Francisco Municipal Transportation Agency (SFMTA).</p>	<p>Ongoing</p>	<p>SFMTA, San Francisco County Transportation Agency, and Planning Department.</p>	<p>Ongoing</p>

<sup>1</sup> M-TR-3a: Transit Enhancements is identified in Table A (Mitigation Measures to be implemented by City and County of San Francisco) and Table B (Mitigation Measures to be implemented by the project sponsor).

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<p>enhancing transit service times, and offsetting transit delay. Such features could include, but shall not be limited to, transit-only lanes, transit signal priority, queue jumps, stop consolidation, limited or express service, corner or sidewalk bulbs, and transit boarding islands, as determined by the SFMTA, to enhance transit service times and offset transit delay. Any subsequent changes to the street network designs shall be subject to a similar review process.</p> <p><i>Transit Accessibility.</i> To enhance transit accessibility, the Planning Department and the SFMTA shall establish a coordinated planning process to link land use planning and development in Central SoMa to transit and other sustainable transportation mode planning. This shall be achieved through some or all of the following measures:</p> <ul style="list-style-type: none"> <li>• Implement recommendations of the <i>Better Streets Plan</i> that are designed to make the pedestrian environment safer and more comfortable for walk trips throughout the day, especially in areas where sidewalks and other realms of the pedestrian environment are notably unattractive and intimidating for pedestrians and discourage walking as a primary means of circulation. This includes traffic calming strategies in areas with fast-moving, one-way traffic, long blocks, narrow sidewalks and tow-away lanes, as may be found in much of the Central SoMa area.</li> <li>• Implement building design features that promote primary access to buildings from transit stops and pedestrian areas, and discourage the location of primary access points to buildings through parking lots and other auto-oriented entryways.</li> <li>• Develop Central SoMa transportation implementation programs that manage and direct resources brought in through pricing programs and development-based fee assessments, as outlined above, to further the multimodal implementation and maintenance of these transportation improvements.</li> <li>• Sponsors of development projects with off-street vehicular parking facilities with 20 or more vehicular parking spaces shall ensure that recurring vehicle queues do not substantially affect public transit operations on the public right-of-way near the off-street vehicular parking facility . 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</li> </ul>				

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<p>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 shall 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 onsite 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; transportation demand management strategies such as those listed in the San Francisco Planning Code TDM Program.</p> <p>If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Department shall notify the property owner in writing. Upon request, the owner/operator shall hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant shall prepare a monitoring report to be submitted to the Department for review. If the Department determines that a recurring queue does exist, the facility owner/operator shall have 90 days from the date of the written determination to abate the queue.</p> <p><i>Muni Storage and Maintenance.</i> To ensure that Muni is able to service additional transit vehicles needed to serve increased demand generated by development in Central SoMa, the SFMTA shall provide maintenance and storage facilities.</p>				
<p><b>*M-TR-3b: Boarding Improvements.</b> The SFMTA shall implement boarding improvements, such as the construction of additional bus bulbs or boarding islands where appropriate, that would reduce the boarding times to mitigate the impacts on transit travel times on routes where Plan ridership increases are greatest, such as the 8 Bayshore, 8AX/8BX Bayshore Expresses, 10 Townsend, 14 Mission, 14R Mission Rapid,</p>	<p>SFMTA</p>	<p>Upon submittal of a Planning entitlement application for any size project that</p>	<p>SFMTA and Planning Department.</p>	<p>Considered complete with implementation of boarding improvements.</p>

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<p>27 Bryant, 30 Stockton, 45 Union-Stockton, and 47 Van Ness routes. These boarding improvements, which would reduce delay associated with passengers boarding and alighting, shall be made in combination with <b>Mitigation Measure M-TR-3c, Signalization and Intersection Restriping at Townsend/Fifth Streets</b>, which would serve to reduce delay associated with traffic congestion along the transit route.</p>		<p>would result in the approval under the Plan of a total of 75,000 square feet of residential and/or commercial development in the area bounded by Townsend, Fifth, Brannan, and Fourth Streets, SFMTA shall identify and initiate planning for boarding improvements to be made.</p>		
<p><b>*M-TR-3c: Signalization and Intersection Restriping at Townsend/Fifth Streets.</b> The SFMTA shall design and construct a new traffic signal at the intersection of Townsend/Fifth Streets, and reconfigure the Townsend Street eastbound approach to provide one dedicated left-turn lane (with an exclusive left turn phase) adjacent to a through lane. This reconfiguration would require restriping of the two existing travel lanes at the eastbound approach to this intersection.</p>	<p>SFMTA</p>	<p>Upon submittal of a Planning entitlement application for any size project that would result in the approval under the Plan of a total of 75,000 square feet of residential and/or commercial development in the area bounded by Townsend, Fifth, Brannan, and</p>	<p>SFMTA and Planning Department.</p>	<p>Considered complete with the signal installation and implementation of restriping at Fifth/Townsend Streets.</p>

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		Fourth Streets, SFMTA shall initiate planning for signalizing and intersection restriping at Townsend/Fifth Streets. If infeasible due to construction coordination and timing for SFMTA's streetscape projects, then upon the SFMTA or Public Works completion of construction of major streetscape changes along Townsend or Fifth streets.		
<p><b>*M-TR-4: Upgrade Central SoMa Area Crosswalks.</b> As appropriate and feasible, the SFMTA shall widen and restripe the crosswalks to the continental design when there is a street network improvement that upgrades sidewalk widths.</p> <p>With either the Howard/Folsom One-Way Option or Howard/Folsom Two-Way Option street network changes, the SFMTA shall, as feasible, widen the following crosswalks:</p> <ul style="list-style-type: none"> <li>• At the intersection of Third/Mission widen the east and west crosswalks.</li> <li>• At the intersection of Fourth/Mission widen the east crosswalk, and widen the west crosswalk.</li> </ul>	SFMTA	Included in the design of any SFMTA streetscape improvement project and implemented as part of streetscape construction.	SFMTA and Planning Department.	Considered complete with the implementation of crosswalk upgrades.

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<p>• At the intersection of Fourth/Townsend widen the west crosswalk.</p> <p><b>*M-TR-6b: Accommodation of On-street Commercial Loading Spaces and Passenger Loading/Unloading Zones.</b><sup>2</sup> The SFMTA shall develop a curb management strategy (strategy) for Central SoMa or within proximity of the street network changes that articulates curb use priorities for different types of streets, while safely managing loading demands. This strategy should guide the approach to any affected commercial and passenger loading/unloading zones (loading zones) during any City agency’s development of detailed plans for each segment of the proposed street network changes. Replacement of loading zones will be considered, to the extent feasible.</p> <p>The SFMTA and the Planning Department shall develop protocols for ongoing assessment of commercial and passenger loading needs on the affected streets, and for review of new development projects along the affected street segments to identify needed changes to the street network design (e.g., when a new driveway to a development site is required), or need for additional on-street commercial and passenger loading spaces.</p> <p>Sponsors of development projects that provide more than 100,000 square feet of residential or commercial uses with frontages along a public right-of-way identified on the High Injury Network, with an existing or proposed bicycle facility, or a public right-of-way that includes public transit operations shall develop a Passenger Loading Plan. The plan shall address passenger loading activities and related queueing effects associated with for-hire services (including taxis, and Transportation Network Companies) and vanpool services, as applicable. Elements of this Passenger Loading Plan may include but would not be limited to the following measures:</p> <ul style="list-style-type: none"> <li>• Coordination with for-hire vehicle companies to request passenger loading zones are incorporated into companies’ mobile app device to better guide passengers and drivers where to pick up or drop off.</li> <li>• Designated on-site and on-street loading zones that are clearly marked with adequate signage to permit passenger loading space and allow no other</li> </ul>	<p>SFMTA</p>	<p>Prior to final design of each SFMTA street network project.</p>	<p>SFMTA and Planning Department.</p>	<p>Considered complete upon completion of plans for each segment of the street network project and following that an evaluation of any affected loading zones has occurred.</p>

<sup>2</sup> M-TR-6b: Accommodation of On-street Commercial Loading Spaces and Passenger Loading/Unloading Zones is identified in Table A (Mitigation Measures to be implemented by City and County of San Francisco) and Table B (Mitigation Measures to be implemented by the project sponsor).

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<p>vehicles to stop/park for any duration of time. For these zones, set specific time limits restricting vehicles to stopped/parked over a certain period of time (e.g., three minutes) and alert passengers that their driver will depart/arrive within the allotted timeframe.</p> <ul style="list-style-type: none"> <li>• Notifications and information to visitors and employees about passenger loading activities and operations, including detailed information on vanpool services and locations of pick-up/drop-off of for-hire services.</li> <li>• Detailed roles and responsibilities for managing and monitoring the passenger loading zone(s) and properly enforcing any passenger vehicles that are in violation (e.g., blocking bicycle lane, blocking a driveway, etc.).</li> </ul> <p>The plan shall be reviewed and approved by the Environmental Review Officer or designee of the Planning Department and the Sustainable Streets Director or designee of the SFMTA. The plan shall be evaluated by a qualified transportation professional, retained by the Project Sponsor after a building(s) reaches 50% occupancy and once a year going forward until such time that the SFMTA determines that the evaluation is no longer necessary or could be done at less frequent intervals. The content of the evaluation report shall be determined by SFMTA staff, in consultation with the Planning Department, and generally shall include an assessment of on-street loading conditions, including actual loading demand, loading operation observations, and an assessment of how the project meets this mitigation measure. The evaluation report may be folded into other mitigation measure reporting obligations. If ongoing conflicts are occurring based on the assessment, the evaluation report shall put forth additional measures to address ongoing conflicts associated with loading operations. The evaluation report shall be reviewed by SFMTA staff, which shall make the final determination whether ongoing conflicts are occurring. In the event that ongoing conflicts are occurring, the above plan requirements may be altered (e.g., the hour and day restrictions listed above, number of loading vehicle operations permitted during certain hours listed above).</p>				
<b>E. Noise and Vibration</b>				
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<b>F. Air Quality</b>				
<p><b>M-AQ-5c: Update Air Pollution Exposure Zone for San Francisco Health Code Article 38.</b> The Department of Public Health is required to update the Air Pollution Exposure Zone Map in <i>San Francisco Health Code</i> Article 38 at least every five years. The Planning Department shall coordinate with the Department of Public Health to update the Air Pollution Exposure Zone taking into account updated health risk methodologies and traffic generated by the Central SoMa Plan.</p>	Planning Department and Department of Public Health (DPH).	Ongoing at 5-year intervals.	Planning Department and Department of Public Health.	Ongoing at 5-year intervals.
<p><b>M-AQ-5e Central SoMa Air Quality Improvement Strategy.</b> The Central SoMa Plan is expected to generate \$22 million in revenue dedicated to greening and air quality improvements. A portion of these monies shall be dedicated to identifying and exploring the feasibility and effectiveness of additional measures that would reduce the generation of, and/or exposure of such emissions to persons whose primary residence is within the Plan Area and whose residence does not provide enhanced ventilation that complies with San Francisco Health Code Article 38. Objective 6.5 of the Plan calls for improvements to air quality, with specific strategies to support reduced vehicle miles traveled, increased greening around the freeway to improve air quality and use of building materials and technologies that improve indoor and outdoor air quality. The Planning Department, in cooperation with other interested agencies or organizations, shall consider additional actions for the Central SoMa Plan Area with the goal of reducing Plan-generated emissions and population exposure including, but not limited to:</p> <ul style="list-style-type: none"> <li>• Collection of air quality monitoring data that could provide decision makers with information to identify specific areas of the Plan where changes in air quality have occurred and focus air quality improvements on these areas</li> <li>• Additional measures that could be incorporated into the City's Transportation Demand Management program with the goal of further reducing vehicle trips</li> <li>• Incentives for replacement or upgrade of existing emissions sources</li> <li>• Other measures to reduce pollutant exposure, such as distribution of</li> </ul>	Planning Department, in cooperation with other interested agencies or organizations.	Strategy will be developed within four years of the Central SoMa Plan adoption.	Planning Department, in cooperation with other interested agencies or organizations.	Ongoing for the duration of the Central SoMa Plan.



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portable air cleaning devices <ul style="list-style-type: none"> <li>Public education regarding reducing air pollutant emissions and their health effects</li> </ul> The Department shall develop a strategy to explore the feasibility of additional air quality improvements within four years of plan adoption.				
<b>G. Wind</b>				
No mitigation measures required to be implemented by the City and County of San Francisco.				
<b>H. Shadow</b>				
No mitigation measures required to be implemented by the City and County of San Francisco.				
<b>I. Hydrology and Water Quality (Combined Sewer System and Sea Level Rise)</b>				
No mitigation measures required to be implemented by the City and County of San Francisco.				
<b>Biological Resources (from Initial Study)</b>				
No mitigation measures required to be implemented by the City and County of San Francisco.				
<b>Hazardous Materials (from Initial Study)</b>				
No mitigation measures required to be implemented by the City and County of San Francisco.				

**TABLE B: MITIGATION MEASURES TO BE ADOPTED AS CONDITIONS OF APPROVAL FOR SUBSEQUENT PROJECTS WITHIN THE PLAN AREA, AS DETERMINED TO BE APPLICABLE DURING SUBSEQUENT PROJECT REVIEW**

**(TO BE IMPLEMENTED BY PROJECT SPONSOR)**

This table identifies mitigation measures that may be applicable to subsequent development projects, street network changes, and open space improvements. During subsequent project review, the Planning Department would determine the applicability of each measure and prepare a project-specific Mitigation and Monitoring Reporting Program to be adopted with each subsequent project. Measures with uncertain feasibility of being accomplished within a reasonable period of time, taking into account economic, environmental, legal, operational, social, and technological factors, are denoted with an asterisk (\*).

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<b>A. Land Use</b>				
<p><b>M-LU-2:</b> Conflict with <i>General Plan</i> Environmental Protection Element Noise Standards. Implement <b>Mitigation Measures NO-1a, Transportation Demand Management, and Mitigation Measure NO-1b, Siting of Noise-Generating Uses</b>, for new development projects.</p>	See Mitigation Measures NO-1a and NO-1b.			
<b>B. Aesthetics</b>				
No mitigation measures required to be implemented by the Project Sponsor.				
<b>C. Cultural and Paleontological Resources</b>				
<p><b>Mitigation Measure M-CP-1a: Mandatory Consultation Regarding Avoidance or Minimization of Effects on Historical Resources.</b> The project sponsor of a subsequent development project in the Plan Area shall consult with the Planning Department at the time of submittal of an environmental evaluation application or consolidated development application to determine whether there are feasible means to avoid a substantial adverse change in the significance of an historic architectural resource (including historic districts), whether previously identified or identified as part of the project’s historical resources analysis. Pursuant to CEQA Guidelines Section 15064.5(b), “[s]ubstantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.” If avoidance is not feasible, the project sponsor shall consult with Planning Department staff to determine whether there are feasible means to reduce effects on historic architectural resource(s). Avoidance and minimization measures shall seek to retain the resource’s character-defining features, and may include, but are not limited to: retention of character-defining features, building setbacks, salvage, or adaptive reuse. In evaluating the feasibility of avoidance or reduction of effects, the Planning Department shall consider whether avoidance or</p>	Project sponsor and qualified historic preservation expert for each subsequent project undertaken in the Central SoMa Plan Area.	Prior to approval of project environmental document.	Planning Department	Considered complete when environmental document approved by Environmental Review Officer.

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<p>reduction can be accomplished successfully within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors, along with the Central SoMa Plan policies and project objectives. The applicability of each factor would vary from project to project, and would be determined by staff on a case-by-case basis.</p> <p>Should Planning Department staff determine through the consultation process that avoidance or reduction of effects on historic architectural resources is infeasible, Measures M-CP-1b, M-CP-1c, M-CP-1d, and/or M-CP-1e, shall be applicable.</p>				
<p><b>M-CP-1b: Documentation of Historical Resource(s).</b> Where avoidance of effects to a less-than-significant level is not feasible, as described in M-CP-1a, the project sponsor of a subsequent development project in the Plan Area shall undertake historical documentation prior to the issuance of demolition or site permits. To document the buildings more effectively, the sponsor shall prepare Historic American Buildings Survey (HABS)-level photographs and an accompanying HABS Historical Report, which shall be maintained on-site, as well as in the appropriate repositories, including but not limited to, the San Francisco Planning Department, San Francisco Architectural Heritage, the San Francisco Public Library, and the Northwest Information Center. The contents of the report shall include an architectural description, historical context, and statement of significance, per HABS reporting standards. The documentation shall be undertaken by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the <i>Secretary of the Interior's Professional Qualification Standards</i> (36 Code of Federal Regulations, Part 61). HABS documentation shall provide the appropriate level of visual documentation and written narrative based on the importance of the resource (types of visual documentation typically range from producing a sketch plan to developing measured drawings and view camera (4x5) black and white photographs). The appropriate level of HABS documentation and written narrative shall be determined by the Planning Department's Preservation staff. The report shall be reviewed by the Planning</p>	<p>Project sponsor and qualified historic preservation expert for each subsequent project undertaken in the Central SoMa Plan Area.</p>	<p>Prior to the start of any demolition or adverse alteration on a designated historic resource.</p>	<p>Planning Department (Preservation Technical Specialist).</p>	<p>Considered complete upon submittal of final HABS documentation to the Preservation Technical Specialist.</p>

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<p>Department’s Preservation staff for completeness. In certain instances, Department Preservation staff may request HABS-level photography, a historical report, and/or measured architectural drawings of the existing building(s).</p>				
<p><b>M-CP-1c: Oral Histories.</b> For projects that would demolish a historical resource or contributor to a historic district for which Planning Department preservation staff determined that such a measure would be effective and feasible, the project sponsor shall undertake an oral history project prior to demolition or adverse alteration of the resource that includes interviews of people such as residents, past owners, or former employees. The project shall be conducted by a professional historian in conformance with the Oral History Association’s Principles and Standards (<a href="http://alpha.dickinson.edu/oha/pub_eg.html">http://alpha.dickinson.edu/oha/pub_eg.html</a>). In addition to transcripts of the interviews, the oral history project shall include a narrative project summary report containing an introduction to the project, a methodology description, and brief summaries of each conducted interview. Copies of the completed oral history project shall be submitted to the San Francisco Public Library, Planning Department, or other interested historical institutions.</p>	<p>Project sponsor and qualified historic preservation expert for each subsequent project undertaken in the Central SoMa Plan Area.</p>	<p>Prior to the start of any demolition or adverse alteration on a designated historic resource.</p>	<p>Professional historian, Planning Department (Preservation Technical Specialist).</p>	<p>Considered complete upon submittal of completed oral histories to the San Francisco Public Library or other interested historical institution.</p>
<p><b>M-CP-1d: Interpretive Program.</b> For projects that would demolish a historical resource or contributor to a historic district for which Department Preservation staff determined that such a measure would be effective and feasible, the project sponsor shall work with Department Preservation staff or other qualified professional to institute an interpretive program on-site that references the property’s history and the contribution of the historical resource to the broader neighborhood or historic district. An example of an interpretive program is the creation of historical exhibits, incorporating a display featuring historic photos of the affected resource and a description of its historical significance, in a publicly accessible location on the project site. This may include a website or publically-accessible display. The contents of the interpretative program shall be determined by the Planning Department Preservation staff. The development of the interpretive displays should be overseen by a qualified professional who meets the standards for history, architectural history, or architecture</p>	<p>Project sponsor and qualified historic preservation individual for each subsequent project undertaken in the Central SoMa Plan Area.</p>	<p>Prior to the start of any demolition or adverse alteration of a designated historic resource.</p>	<p>Planning Department (Preservation Technical Specialist).</p>	<p>Considered complete upon installation of display.</p>

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<p>(as appropriate) set forth by the <i>Secretary of the Interior's Professional Qualification Standards</i> (36 Code of Federal Regulations, Part 61). An outline of the format, location and content of the interpretive displays shall be reviewed and approved by the San Francisco Planning Department's Preservation staff prior to issuance of a demolition permit or site permit. The format, location and content of the interpretive displays must be finalized prior to issuance of any Building Permits for the project.</p>				
<p><b>M-CP-1e: Video Recordation.</b> For projects that would demolish a historical resource or contributor to a historic district for which Department Preservation staff determined that such a measure would be effective and feasible, the project sponsor shall work with Department Preservation staff or other qualified professional, to undertake video documentation of the affected historical resource and its setting. The documentation shall be conducted by a professional videographer, preferably one with experience recording architectural resources. The documentation shall be narrated by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the <i>Secretary of the Interior's Professional Qualification Standards</i> (36 Code of Federal Regulations, Part 61). The documentation shall use visuals in combination with narration about the materials, construction methods, current condition, historic use, and historic context of the historical resource.</p> <p>Archival copies of the video documentation shall be submitted to the Planning Department, and to repositories including but not limited to the San Francisco Public Library, Northwest Information Center, and California Historical Society. This mitigation measure would supplement the traditional HABS documentation, and would enhance the collection of reference materials that would be available to the public and inform future research.</p> <p>The video documentation shall be reviewed and approved by the San Francisco Planning Department's Preservation staff prior to issuance of a demolition permit or site permit or issuance of any Building Permits for the project.</p>	<p>Project sponsor and qualified historic preservation individual for each subsequent project undertaken in the Central SoMa Plan Area.</p>	<p>Prior to the start of any demolition or adverse alteration of a designated historic resource.</p>	<p>Qualified videographer, Planning Department (Preservation Technical Specialist).</p>	<p>Considered complete upon submittal of completed video documentation to the San Francisco Public Library or other interested historical institution.</p>

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<p><b>M-CP-3a: Protect Historical Resources from Adjacent Construction Activities.</b> The project sponsor of a development project in the Plan Area shall consult with Planning Department Environmental Planning/Preservation staff to determine whether buildings constitute historical resources that could be adversely affected by construction-generated vibration. For purposes of this measure, nearby historic buildings shall include those within 100 feet of a construction site for a subsequent development project if pile driving would be used at that site; otherwise, it shall include historic buildings within 25 feet if vibratory and vibration-generating construction equipment, such as jackhammers, drill rigs, bulldozers, and vibratory rollers would be used. If one or more historical resources is identified that could be adversely affected, the project sponsor shall incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to adjacent and nearby historic buildings. Such methods may include maintaining a safe distance between the construction site and the historic buildings (as identified by the Planning Department Preservation staff), using construction techniques that reduce vibration (such as using concrete saws instead of jackhammers or hoe-rams to open excavation trenches, the use of non-vibratory rollers, and hand excavation), appropriate excavation shoring methods to prevent movement of adjacent structures, and providing adequate security to minimize risks of vandalism and fire. No measures need be applied if no vibratory equipment would be employed or if there are no historic buildings within 100 feet of the project site.</p>	<p>Project sponsor and qualified historic preservation individual for each applicable subsequent project undertaken in the Central SoMa Plan Area.</p>	<p>Prior to the start of any demolition, construction or earth movement.</p>	<p>Planning Department (ERO and, optionally, Preservation Technical Specialist).</p>	<p>Considered complete upon acceptance by Planning Department of construction specifications to avoid damage to adjacent and nearby historic buildings.</p>
<p><b>M-CP-3b: Construction Monitoring Program for Historical Resources.</b> For those historical resources identified in Mitigation Measure M-CP-3a, and where heavy equipment would be used on a subsequent development project, the project sponsor of such a project shall undertake a monitoring program to minimize damage to historic buildings and to ensure that any such damage is documented and repaired. The monitoring program, which shall apply within 100 feet where pile driving would be used and within 25 feet otherwise, shall include the following components, subject to access being granted by the owner (s) of adjacent properties, where applicable. Prior to</p>	<p>Project sponsor and construction contractor for each applicable subsequent project undertaken in the Central SoMa Plan Area.</p>	<p>Prior to and during construction activity identified by Planning Department as potentially damaging to historic</p>	<p>Planning Department (Preservation Technical Specialist).</p>	<p>Considered complete upon submittal to Planning Department of post-construction report on construction monitoring program and effects, if any, on proximate historical resources.</p>

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<p>the start of any ground-disturbing activity, the project sponsor shall engage a historic architect or qualified historic preservation professional to undertake a pre-construction survey of historical resource(s) identified by the San Francisco Planning Department within 125 feet of planned construction to document and photograph the buildings' existing conditions. Based on the construction and condition of the resource(s), the consultant shall also establish a standard maximum vibration level that shall not be exceeded at each building, based on existing condition, character-defining features, soils conditions, and anticipated construction practices (a common standard is 0.2 inch per second, peak particle velocity). To ensure that vibration levels do not exceed the established standard, the project sponsor shall monitor vibration levels at each structure and shall prohibit vibratory construction activities that generate vibration levels in excess of the standard. Should owner permission not be granted, the project sponsor shall employ alternative methods of vibration monitoring in areas under control of the project sponsor.</p> <p>Should vibration levels be observed in excess of the standard, construction shall be halted and alternative construction techniques put in practice, to the extent feasible. (For example, pre-drilled piles could be substituted for driven piles, if feasible based on soils conditions; smaller, lighter equipment might be able to be used in some cases.) The consultant shall conduct regular periodic inspections of each building during ground-disturbing activity on the project site. Should damage to either building occur, the building(s) shall be remediated to its pre-construction condition at the conclusion of ground-disturbing activity on the site.</p>		building(s).		
<p><b>M-CP-4a: Project-Specific Preliminary Archeological Assessment.</b> This archeological mitigation measure shall apply to any project involving any soils-disturbing or soils-improving activities including excavation, utilities installation, grading, soils remediation, compaction/chemical grouting to a depth of 5 feet or greater below ground surface, for which no archeological assessment report has been prepared.</p> <p>Projects to which this mitigation measure applies shall be subject to Preliminary Archeology Review (PAR) by the San Francisco Planning Department archeologist.</p>	<p>Project sponsor, Planning Department's archeologist or qualified archeological consultant, and Planning Department Environmental Review Officer (ERO) for each</p>	<p>During the environmental review of subsequent projects.</p>	<p>Planning Department (ERO; Department's archeologist or qualified archeological consultant).</p>	<p>Considered complete upon submittal of PAR to ERO.</p>

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>Based on the PAR, the Environmental Review Officer (ERO) shall determine if there is a potential for effect to an archeological resource, including human remains, and, if so, what further actions are warranted to reduce the potential effect of the project on archeological resources to a less-than-significant level. Such actions may include project redesign to avoid the potential to affect an archeological resource; or further investigations by an archeological consultant, such as preparation of a project-specific Archeological Research Design and Treatment Plan (ARDTP) or the undertaking of an archeological monitoring or testing program based on an archeological monitoring or testing plan. The scope of the ARDTP, archeological testing or archeological monitoring plan shall be determined in consultation with the ERO and consistent with the standards for archeological documentation established by the Office of Historic Preservation (OHP) for purposes of compliance with CEQA (OHP Preservation Planning Bulletin No. 5). Avoidance of effect to an archeological resource is always the preferred option.</p>	<p>subsequent project undertaken in the Central SoMa Plan Area.</p>			
<p><b>M-CP-4b: Procedures for Accidental Discovery of Archeological Resources.</b> This mitigation measure is required for projects that would result in soil disturbance and are not subject to Mitigation Measure M-CP-4a.</p> <p>Should any indication of an archeological resource, including human remains, be encountered during any soils-disturbing activity of the project, the project head foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils-disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.</p> <p>If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the San Francisco Planning Department archeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological</p>	<p>Project sponsor, contractor, Planning Department's archeologist or qualified archaeological consultant, and Planning Department Environmental Review Officer (ERO) for each subsequent project undertaken in the Central SoMa Plan Area.</p>	<p>During soil-disturbing activities.</p>	<p>Planning Department (ERO; Planning Department archeologist).</p>	<p>Considered complete upon ERO's approval of FARR.</p>



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<p>resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.</p> <p>Measures might include preservation in situ of the archeological resource, an archeological monitoring program, an archeological testing program, or an archeological treatment program. If an archeological treatment program, archeological monitoring program or archeological testing program is required, it shall be consistent with the Planning Department’s Environmental Planning (EP) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions. If human remains are found all applicable state laws will be followed as outlined in Impact CP-7 and an archeological treatment program would be implemented in consultation with appropriate descendant groups and approved by the ERO.</p> <p>The project archeological consultant shall submit a 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 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 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 Archeological 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 San Francisco Planning Department shall receive one bound copy, one unbound copy, and one unlocked, searchable PDF copy on a 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/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and</p>				

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distribution from that presented above.				
<p><b>Mitigation Measure M-CP-5: Project-Specific Tribal Cultural Resource Assessment.</b> This tribal cultural resource mitigation measure shall apply to any project involving any soils-disturbing or soils-improving activities including excavation, utilities installation, grading, soils remediation, compaction/chemical grouting to a depth of 5 feet or greater below ground surface.</p> <p>Projects to which this mitigation measure applies shall be reviewed for the potential to affect a tribal cultural resource in tandem with the preliminary archeology review of the project by the San Francisco Planning Department archeologist. For projects requiring a mitigated negative declaration or environmental impact report, the Planning Department "Notification Regarding Tribal Cultural Resources and CEQA" shall be distributed to the department's tribal distribution list. Consultation with California Native American tribes regarding the potential of the project to affect a tribal cultural resource will occur at the request of any notified tribe. For all projects subject to this mitigation measure, if staff determines that the proposed project may have a potential significant adverse effect on a tribal cultural resource, then the following shall be required as determined warranted by the ERO.</p> <p>If staff determines that preservation-in-place of the tribal cultural resource is both feasible and effective, based on information provided by the applicant regarding feasibility and other available information, then the project archeological consultant shall prepare an archeological resource preservation plan. Implementation of the approved plan by the archeological consultant shall be required when feasible. If staff determines that preservation-in-place of the Tribal Cultural Resource is not a sufficient or feasible option, then the project sponsor shall implement an interpretive program of the resource in coordination with affiliated Native American tribal representatives. An interpretive plan produced in coordination with affiliated Native American tribal representatives, at a minimum, and approved by the ERO shall be required to guide the interpretive program. The plan shall identify proposed locations for installations or displays, the proposed content and materials of those displays or</p>	<p>Planning Department's archeologist, California Native American tribal representative, Planning Department-qualified archeological consultant.</p>	<p>During the environmental review of subsequent projects.</p>	<p>Planning Department archeologist, Planning Department-qualified archeological consultant, project sponsor.</p>	<p>Considered complete if no Tribal Cultural Resource is discovered or Tribal Cultural Resource is discovered and either preserved in-place or project effects to Tribal Cultural Resource are mitigated by implementation of Planning Department approved interpretive program.</p>

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installation, the producers or artists of the displays or installation, and a long-term maintenance program. The interpretive program may include artist installations, preferably by local Native American artists, oral histories with local Native Americans, artifacts displays and interpretation, and educational panels or other informational displays.				
<b>D. Transportation and Circulation</b>				
<p><b>*M-TR-3a: Transit Enhancements<sup>3</sup>.</b> The following are City and County and sponsors of subsequent development projects that would reduce the transit impacts associated with implementation of the Central SoMa Plan.</p> <p><i>Enhanced Transit Funding.</i> To accommodate project transit demand, the SFMTA, and other City agencies and departments as appropriate, shall seek sufficient operating and capital funding, including through the following measures:</p> <ul style="list-style-type: none"> <li>• Establish fee-based sources of revenue.</li> <li>• Establish a congestion-charge scheme for downtown San Francisco, with all or a portion of the revenue collected going to support improved local and regional transit service on routes that serve Downtown and the Central SoMa Plan Area.</li> <li>• Area Plan funding for transit enhancements.</li> </ul> <p><i>Transit Corridor Improvement Review.</i> During the design phase, the SFMTA shall review each street network project that contains portions of Muni transit routes where significant transit delay impacts have been identified (routes 8 Bayshore, 8AX Bayshore Express, 8BX Bayshore Express, 10 Townsend, 14 Mission, 14R Mission Rapid, 27 Bryant, 30 Stockton, 45 Union-Stockton, and 47 Van Ness). Through this review, SFMTA shall incorporate feasible street network design modifications that would meet the performance criteria of maintaining accessible transit service, enhancing transit service times, and offsetting transit delay. Such features could</p>	Sponsors of subsequent development projects with off-street vehicular parking facilities with 20 or more vehicular parking spaces shall ensure that recurring vehicle queues do not substantially affect public transit operations on the public right-of-way near the off-street vehicular parking facility.	Ongoing	Planning Department and project sponsor.	Ongoing

<sup>3</sup> M-TR-3a: Transit Enhancements is identified in both Table A (Mitigation measures to be implemented by City and County of San Francisco) and Table B (Mitigation Measures to be implemented by the project sponsor).

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<p>include, but shall not be limited to, transit-only lanes, transit signal priority, queue jumps, stop consolidation, limited or express service, corner or sidewalk bulbs, and transit boarding islands, as determined by the SFMTA, to enhance transit service times and offset transit delay. Any subsequent changes to the street network designs shall be subject to a similar review process.</p> <p><i>Transit Accessibility.</i> To enhance transit accessibility, the Planning Department and the SFMTA shall establish a coordinated planning process to link land use planning and development in Central SoMa to transit and other sustainable transportation mode planning. This shall be achieved through some or all of the following measures:</p> <ul style="list-style-type: none"> <li>• Implement recommendations of the <i>Better Streets Plan</i> that are designed to make the pedestrian environment safer and more comfortable for walk trips throughout the day, especially in areas where sidewalks and other realms of the pedestrian environment are notably unattractive and intimidating for pedestrians and discourage walking as a primary means of circulation. This includes traffic calming strategies in areas with fast-moving, one-way traffic, long blocks, narrow sidewalks and tow-away lanes, as may be found in much of the Central SoMa area.</li> <li>• Implement building design features that promote primary access to buildings from transit stops and pedestrian areas, and discourage the location of primary access points to buildings through parking lots and other auto-oriented entryways.</li> <li>• Develop Central SoMa transportation implementation programs that manage and direct resources brought in through pricing programs and development-based fee assessments, as outlined above, to further the multimodal implementation and maintenance of these transportation improvements.</li> <li>• Sponsors of development projects with off-street vehicular parking facilities with 20 or more vehicular parking spaces shall ensure that recurring vehicle queues do not substantially affect public transit operations on the public right-of-way near the off-street vehicular parking facility. A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking</li> </ul>				

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<p>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 shall 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 onsite 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; transportation demand management strategies such as those listed in the San Francisco Planning Code TDM Program.</p> <p>If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Department shall notify the property owner in writing. Upon request, the owner/operator shall hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant shall prepare a monitoring report to be submitted to the Department for review. If the Department determines that a recurring queue does exist, the facility owner/operator shall have 90 days from the date of the written determination to abate the queue.</p> <p><i>Muni Storage and Maintenance.</i> To ensure that Muni is able to service additional transit vehicles needed to serve increased demand generated by development in Central SoMa, the SFMTA shall provide maintenance and storage facilities.</p>				
<p><b>M-TR-6a: Driveway and Loading Operations Plan (DLOP).</b> Sponsors of development projects that provide more than 100,000 square feet of residential, office, industrial, or</p>	<p>Project sponsors of subsequent projects</p>	<p>Prior to the approval of any</p>	<p>SFMTA and Planning Department.</p>	<p>Considered complete for each subsequent</p>

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<p>commercial uses shall prepare a DLOP, and submit the plan for review and approval by the Planning Department and the SFMTA in order to reduce potential conflicts between driveway operations, including loading activities, and pedestrians, bicycles and vehicles, and to maximize reliance of on-site loading spaces to accommodate new loading demand. The DLOP shall be submitted along with a building permit and approval should occur prior to the certificate of occupancy.</p> <p>Prior to preparing the DLOP, the project sponsor shall meet with the Planning Department and the SFMTA to review the proposed number, location, and design of the on-site loading spaces, as well as the projected loading demand during the entitlement/environmental review process. In addition to reviewing the on-site loading spaces and projected loading demand, the project sponsor shall provide the Planning Department and SFMTA a streetscape plan that shows the location, design, and dimensions of all existing and proposed streetscape elements in the public right-of-way. In the event that the number of on-site loading spaces does not accommodate the projected loading demand for the proposed development, the project sponsor shall pursue with the SFMTA conversion of nearby on-street parking spaces to commercial loading spaces, if determined feasible by the SFMTA.</p> <p>The DLOP shall be revised to reflect changes in accepted technology or operation protocols, or changes in conditions, as deemed necessary by the Planning Department and the SFMTA. The DLOP shall include the following components, as appropriate to the type of development and adjacent street characteristics:</p> <ul style="list-style-type: none"> <li>• <i>Loading Dock Management.</i> To ensure that off-street loading facilities are efficiently used, and that trucks that are longer than can be safely accommodated are not permitted to use a building's loading dock, the project sponsor of a development project in the Plan Area shall develop a plan for management of the building's loading dock and shall ensure that tenants in the building are informed of limitations and conditions on loading schedules and truck size. The management plan could include strategies such as the use of an attendant to direct and guide trucks, installing a "Full" sign at the garage/loading dock driveway, limiting activity during peak hours, installation</li> </ul>	<p>undertaken in the Central SoMa Plan Area of more than 100,000 square feet of residential or commercial uses; SFMTA; Planning Department</p>	<p>building permit.</p>		<p>development project upon approval of a DLOP.</p>

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<p>of audible and/or visual warning devices, and other features. Additionally, as part of the project application process, the project sponsor shall consult with the SFMTA concerning the design of loading and parking facilities.</p> <ul style="list-style-type: none"> <li>• <i>Garage/Loading Dock Attendant.</i> If warranted by project-specific conditions, the project sponsor of a development project in the Plan Area shall ensure that building management employs attendant(s) for the project’s parking garage and/or loading dock, as applicable. The attendant would be stationed as determined by the project-specific review analysis, typically at the project’s driveway to direct vehicles entering and exiting the building and avoid any safety-related conflicts with pedestrians on the sidewalk during the a.m. and p.m. peak periods of traffic, bicycle, and pedestrian activity, with extended hours as dictated by traffic, bicycle and pedestrian conditions and by activity in the project garage and loading dock. Each project shall also install audible and/or visible warning devices, or comparably effective warning devices as approved by the Planning Department and/or the SFMTA, to alert pedestrians of the outbound vehicles from the parking garage and/or loading dock, as applicable.</li> <li>• <i>Large Truck Access.</i> The loading dock attendant shall dictate the maximum size of truck that can be accommodated at the on-site loading area. In order to accommodate any large trucks (i.e., generally longer than 40 feet) that may require occasional access to the site (e.g., large move-in trucks that need occasional access to both residential and commercial developments), the DLOP plan shall include procedures as to the location of on-street accommodation, time of day restrictions for accommodating larger vehicles, and procedures to reserve available curbside space on adjacent streets from the SFMTA.</li> <li>• <i>Trash/Recycling/Compost Collection Design and Management.</i> When designs for buildings are being developed, the project sponsor or representative shall meet with the appropriate representative from Recology (or other trash collection firm) to determine the location and type of</li> </ul>				

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<p>trash/recycling/compost bins, frequency of collections, and procedures for collection activities, including the location of Recology trucks during collection. The location of the trash/recycling/compost storage room(s) for each building shall be indicated on the building plans prior to submittal of plans to the Building Department. Procedures for collection shall ensure that the collection bins are not placed within any sidewalk, bicycle facility, parking lane or travel lane adjacent to the project site at any time.</p> <ul style="list-style-type: none"> <li>• <i>Delivery Storage.</i> Design the loading dock area to allow for unassisted delivery systems (i.e., a range of delivery systems that eliminate the need for human intervention at the receiving end), particularly for use when the receiver site (e.g., retail space) is not in operation. Examples could include the receiver site providing a key or electronic fob to loading vehicle operators, which enables the loading vehicle operator to deposit the goods inside the business or in a secured area that is separated from the business.</li> </ul> <p>The final DLOP and all revisions shall be reviewed and approved by the Environmental Review Officer or designee of the Planning Department and the Sustainable Streets Director or designee of the SFMTA. The DLOP will be memorialized in the notice of special restrictions on the project site permit.</p>				
<p><b>*M-TR-6b: Accommodation of On-street Commercial Loading Spaces and Passenger Loading/Unloading Zones.</b><sup>4</sup> The SFMTA shall develop a curb management strategy (strategy) for Central SoMa or within proximity of the street network changes that articulates curb use priorities for different types of streets, while safely managing loading demands. This strategy should guide the approach to any affected commercial and passenger loading/unloading zones (loading zones) during any City agency’s development of detailed plans for each segment of the proposed street network</p>	<p>SFMTA, Planning Department, and sponsors of subsequent development projects that provide more than 100,000 square feet of residential or commercial uses with</p>	<p>Prior to receipt of final Certificate of Occupancy.</p>	<p>SFMTA, Planning Department, and project sponsor.</p>	<p>Plan considered complete upon approval by SFMTA and the Planning Department. Monitoring ongoing.</p>

<sup>4</sup> M-TR-6b: Accommodation of On-street Commercial Loading Spaces and Passenger Loading/Unloading Zones is identified in Table A (Mitigation Measures to be implemented by City and County of San Francisco) and Table B (Mitigation Measures to be implemented by the project sponsor) as the responsibility for implementation is shared by both parties.



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<p>changes. Replacement of loading zones will be considered, to the extent feasible.</p> <p>The SFMTA and the Planning Department should develop protocols for ongoing assessment of commercial and passenger loading needs on the affected streets, and for review of new development projects along the affected street segments to identify needed changes to the street network design (e.g., when a new driveway to a development site is required), or need for additional on-street commercial and passenger loading spaces.</p> <p>Sponsors of development projects that provide more than 100,000 square feet of residential or commercial uses with frontages along a public right-of-way identified on the High Injury Network, with an existing or proposed bicycle facility, or include public transit operations shall develop a Passenger Loading Plan. The plan shall address passenger loading activities and related queueing effects associated with for-hire services (including taxis, and Transportation Network Companies) and the vanpool services, as applicable. Elements of this Passenger Loading Plan may include but would not be limited to the following measures:</p> <ul style="list-style-type: none"> <li>• Coordination with for-hire vehicle companies to request passenger loading zones are incorporated into companies' mobile app device to better guide passengers and drivers where to pick up or drop off.</li> <li>• Designated on-site and on-street loading zones that are clearly marked with adequate signage to permit passenger loading space and no other vehicles to stop/park for any duration of time. For these zones, set specific time limits restricting vehicles to stopped/parked over a certain period of time (e.g., three minutes) and alert passengers that their driver will depart/arrive within the allotted timeframe.</li> <li>• Notifications and information to visitors and employees about passenger loading activities and operations, including detailed information on the vanpool services and locations pick-up/drop-off of for-hire services.</li> <li>• Detailed roles and responsibilities of managing and monitoring the passenger loading zone(s) and to properly enforce any passenger vehicles</li> </ul>	<p>frontages along a public right-of-way identified on the High Injury Network, with an existing or proposed bicycle facility, or public right-of-way that includes public transit operations, shall develop a Passenger Loading Plan.</p>			

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<p>that are in violation (e.g., blocking bicycle lane, blocking a driveway, etc.).</p> <p>The plan shall be reviewed and approved by the Environmental Review Officer or designee of the Planning Department and the Sustainable Streets Director or designee of the SFMTA. The plan shall be evaluated by a qualified transportation professional, retained by the Project Sponsor after a building(s) reaches 50% occupancy and once a year going forward until such time that the SFMTA determines that the evaluation is no longer necessary or could be done at less frequent intervals. The content of the evaluation report shall be determined by SFMTA staff, in consultation with the Planning Department, and generally shall include an assessment of on-street loading conditions, including actual loading demand, loading operation observations, and an assessment of how the project meets this mitigation measure. The evaluation report may be folded into other mitigation measure reporting obligations. If ongoing conflicts are occurring based on the assessment, the plan evaluation report shall put forth additional measures to address ongoing conflicts associated with loading operations. The evaluation report shall be reviewed by SFMTA staff, which shall make the final determination whether ongoing conflicts are occurring. In the event that the ongoing conflicts are occurring, the above plan requirements may be altered (e.g., the hour and day restrictions listed above, number of loading vehicle operations permitted during certain hours listed above, etc.).</p>				
<p><b>Mitigation Measure M-TR-8: Emergency Vehicle Access Consultation.</b></p> <p>For street network projects that reduce the number of available vehicle travel lanes for a total distance of more than one block where transit-only lanes are not provided: Street network projects shall be designed to comply with adopted city codes regarding street widths, curb widths, and turning movements. To the degree feasible while still accomplishing safety-related project objectives, SFMTA shall design street network projects to include features that create potential opportunities for cars to clear travel lanes for emergency vehicles. Examples of such features include: curbside loading zones, customized signal timing, or other approaches developed through ongoing consultation between SFMTA and the San Francisco Fire Department.</p>	SFMTA	Prior to final design of each SFMTA street network project.	SFMTA and Planning Department.	Considered complete upon adoption of street network project design.

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<p><b>Mitigation Measure M-TR-9: Construction Management Plan and Construction Coordination.</b> <i>Construction Management Plan</i>—For projects within the Plan Area, the project sponsor shall develop and, upon review and approval by the SFMTA and Public Works, implement a Construction Management Plan, addressing transportation-related circulation, access, staging and hours of delivery. The Construction Management Plan would disseminate appropriate information to contractors and affected agencies with respect to coordinating construction activities to minimize overall disruption and ensure that overall circulation in the project area is maintained to the extent possible, with particular focus on ensuring transit, pedestrian, and bicycle connectivity. The Construction Management Plan would supplement and expand, rather than modify or supersede, any manual, regulations, or provisions set forth by the SFMTA, Public Works, or other City departments and agencies, and the California Department of Transportation.</p> <p>If construction of the proposed project is determined to overlap with nearby adjacent project(s) as to result in transportation-related impacts, the project sponsor or its contractor(s) shall consult with various City departments such as the SFMTA and Public Works, and other interdepartmental meetings as deemed necessary by the SFMTA, Public Works, and the Planning Department, to develop a Coordinated Construction Management Plan. The Coordinated Construction Management Plan, to be prepared by the contractor, would be reviewed by the SFMTA and would address issues of circulation (traffic, pedestrians, and bicycle), safety, parking and other project construction in the area. Based on review of the construction logistics plan, the project may be required to consult with SFMTA Muni Operations prior to construction to review potential effects to nearby transit operations.</p> <p>The Construction Management Plan and, if required, the Coordinated Construction Management Plan, shall include, but not be limited to, the following:</p> <ul style="list-style-type: none"> <li>• <i>Restricted Construction Truck Access Hours</i>—Limit construction truck movements during the hours between 7:00 and 9:00 a.m. and between 4:00 and 7:00 p.m., and other times if required by the SFMTA, to minimize disruption to vehicular traffic,</li> </ul>	<p>Project sponsor of each subsequent project undertaken in the Central SoMa Plan Area.</p>	<p>Prior to the start of each project’s construction, and throughout the construction period.</p>	<p>SFMTA, SF Public Works, and Planning Department.</p>	<p>Considered complete upon approval of each construction management plan and completion of each project’s construction.</p>

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<p>including transit during the a.m. and p.m. peak periods.</p> <ul style="list-style-type: none"> <li>• <i>Construction Truck Routing Plans</i>—Identify optimal truck routes between the regional facilities and the project site, taking into consideration truck routes of other development projects and any construction activities affecting the roadway network.</li> <li>• <i>Coordination of Temporary Lane and Sidewalk Closures</i>—The project sponsor shall coordinate travel lane closures with other projects requesting concurrent lane and sidewalk closures through interdepartmental meetings, to minimize the extent and duration of requested lane and sidewalk closures. Travel lane closures shall be minimized especially along transit and bicycle routes, so as to limit the impacts to transit service and bicycle circulation and safety.</li> <li>• <i>Maintenance of Transit, Vehicle, Bicycle, and Pedestrian Access</i>—The project sponsor/construction contractor(s) shall meet with Public Works, SFMTA, the Fire Department, Muni Operations and other City agencies to coordinate feasible measures to include in the Coordinated Construction Management Plan to maintain access for transit, vehicles, bicycles and pedestrians. This shall include an assessment of the need for temporary transit stop relocations or other measures to reduce potential traffic, bicycle, and transit disruption and pedestrian circulation effects during construction of the project.</li> <li>• <i>Carpool, Bicycle, Walk and Transit Access for Construction Workers</i>—The construction contractor shall include methods to encourage carpooling, bicycling, walk and transit access to the project site by construction workers (such as providing transit subsidies to construction workers, providing secure bicycle parking spaces, participating in free-to-employee ride matching program from <a href="http://www.511.org">www.511.org</a>, participating in emergency ride home program through the City of San Francisco (<a href="http://www.sferh.org">www.sferh.org</a>), and providing transit information to construction workers).</li> <li>• <i>Construction Worker Parking Plan</i>—The location of construction worker parking shall be identified as well as the person(s) responsible for monitoring the implementation</li> </ul>				

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<p>of the proposed parking plan. The use of on-street parking to accommodate construction worker parking shall be discouraged. All construction bid documents shall include a requirement for the construction contractor to identify the proposed location of construction worker parking. If on-site, the location, number of parking spaces, and area where vehicles would enter and exit the site shall be required. If off-site parking is proposed to accommodate construction workers, the location of the off-site facility, number of parking spaces retained, and description of how workers would travel between off-site facility and project site shall be required.</p> <ul style="list-style-type: none"> <li>• <i>Project Construction Updates for Adjacent Businesses and Residents</i>—To minimize construction impacts on access for nearby institutions and businesses, the project sponsor shall provide nearby residences and adjacent businesses with regularly-updated information regarding project construction, including construction activities, peak construction vehicle activities (e.g., concrete pours), travel lane closures, and lane closures. At regular intervals to be defined in the Construction Management Plan and, if necessary, in the Coordinated Construction Management Plan, a regular email notice shall be distributed by the project sponsor that shall provide current construction information of interest to neighbors, as well as contact information for specific construction inquiries or concerns.</li> </ul>				
<b>E. Noise and Vibration</b>				
<p><b>Mitigation Measure M-NO-1a: Transportation Demand Management for New Development Projects.</b> Transportation Demand Management for New Development Projects. To reduce vehicle noise from subsequent development projects in the Plan Area, the project sponsor and subsequent property owners (excluding 100 percent affordable housing projects) shall develop and implement a TDM Plan for a proposed project’s net new uses (including net new accessory parking spaces) as part of project approval. The scope and number of TDM measures included in the TDM Plan shall be in accordance with Planning Department’s TDM Program Standards for the type of development proposed, and accompanying appendices in the Planning Department’s TDM Programs and Standards, except that projects with complete development</p>	<p>Project sponsor and subsequent property owners of development projects in the Central SoMa Plan Area.</p>	<p>Project sponsor to submit TDM Plan to Planning Department for review prior to project consideration for approval.</p>	<p>Planning Department</p>	<p>TDM Plan to be approved as part of project approval; implementation to continue on ongoing basis, with reporting as required by text of TDM Plan.</p>

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<p>applications or Environmental Evaluation Applications (EEAs) on file with the Planning Department before January 1, 2018 shall meet a minimum of 75% of the TDM requirements in the Planning Department’s TDM Program Standards. The TDM Program Standards and accompanying appendices are expected to be refined as planning for the proposed TDM Ordinance continues. Each subsequent development project’s TDM Plan for proposed net new uses shall conform to the most recent version of the TDM Program Standards and accompanying appendices available at the time of the project Approval Action, as Approval Action is defined in Section 31.04(h) of the San Francisco Administrative Code. The Planning Department shall review and approve the TDM Plan, as well as any subsequent revisions to the TDM Plan. The TDM Plan shall target a reduction in the vehicle miles traveled (VMT) rate (i.e., VMT per capita), monitor and evaluate project performance (actual VMT), and adjust TDM measures over time to attempt to meet VMT target reduction. This measure is applicable to all projects within the Plan Area that do not otherwise qualify for an exemption under Article 19 of the CEQA Guidelines. This measure is superseded for those projects that are already required to fully comply with the TDM Program Standards (i.e., without reductions in target requirements) in the Plan Area. The TDM Plan shall be developed in consultation with the Planning Department and rely generally on implementation of measures listed in the Planning Department TDM Program Standards and accompanying appendices in effect at the time of the Project Approval Action. The TDM program may include, but is not limited to the types of measures, which are summarized below for explanatory example purposes. Actual development project TDM measures shall be applied from the TDM Program Standards and accompanying appendices, which describe the scope and applicability of candidate measures in detail:</p> <ol style="list-style-type: none"> <li>1. Active Transportation: Provision of streetscape improvements to encourage walking, secure bicycle parking, shower and locker facilities for cyclists, subsidized bike share memberships for project occupants, bicycle repair and maintenance services, and other bicycle-related services;</li> <li>2. Car-Share: Provision of car-share parking spaces and subsidized memberships for</li> </ol>				

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<p>project occupants;</p> <p>3. Delivery: Provision of amenities and services to support delivery of goods to project occupants;</p> <p>4. Family-Oriented Measures: Provision of on-site childcare and other amenities to support the use of sustainable transportation modes by families;</p> <p>5. High-Occupancy Vehicles: Provision of carpooling/vanpooling incentives and shuttle bus service;</p> <p>6. Information: Provision of multimodal wayfinding signage, transportation information displays, and tailored transportation marketing services;</p> <p>7. Land Use: Provision of on-site affordable housing and healthy food retail services in underserved areas; and</p> <p>8. Parking: Provision of unbundled parking, short-term daily parking provision, parking cash out offers, and reduced off-street parking supply.</p>				
<p><b>M-NO-1b: Siting of Noise-Generating Uses.</b> To reduce potential conflicts between existing sensitive receptors and new noise-generating uses, for new development including PDR, Place of Entertainment, or other uses that may require the siting of new emergency generators/fire pumps or noisier-than-typical mechanical equipment, or facilities that generate substantial nighttime truck and/or bus traffic that would potentially generate noise levels substantially in excess of ambient noise (either short-term during the nighttime hours, or as a 24-hour average), the Planning Department shall require the preparation of a noise analysis that includes, at a minimum, a site survey to identify potential noise-sensitive uses within 900 feet of, and that have a direct line-of-sight-to, the project site, and including at least one 24-hour noise measurement (with maximum noise level readings taken so as to be able to accurately describe maximum levels reached during nighttime hours), prior to the first project approval action. The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate that the proposed use would meet the noise standard identified in San Francisco Police Code Article 29. Should any concerns be present, the Department shall require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering, and the</p>	<p>Planning Department; project sponsor of each subsequent noise-generating project, as specified in mitigation measure, in the Central SoMa Plan Area; acoustical consultant</p>	<p>Analysis to be completed during environmental review of subsequent projects in the Plan Area.</p>	<p>Planning Department and Department of Building Inspection (DBI).</p>	<p>Considered complete upon project approval of subsequent development projects by Planning Department/ Planning Commission or approval of final plan set by DBI if Planning Department identifies project-specific noise reduction measures.</p>

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incorporation of noise reduction measures as recommended by the noise assessment prior to the first project approval action.				
<p><b>M-NO-2a: General Construction Noise Control Measures.</b> To ensure that project noise from construction activities is reduced to the maximum extent feasible, the project sponsor of a development project in the plan area that is within 100 feet of noise-sensitive receptors shall undertake the following:</p> <ul style="list-style-type: none"> <li>• Require the general contractor to ensure that equipment and trucks used for project construction utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds), wherever feasible.</li> <li>• Require the general contractor to locate stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors as possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible.</li> <li>• Require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA.</li> <li>• Include noise control requirements in specifications provided to construction contractors. Such requirements could include, but are not limited to, performing all work in a manner that minimizes noise to the extent feasible; use of equipment with effective mufflers; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings to the extent that such routes are otherwise</li> </ul>	Project sponsor of each subsequent project in the Central SoMa Plan Area; construction general contractor.	During construction period.	Planning Department, Department of Building Inspection (as requested and/or on complaint basis), Police Department (on complaint basis).	Considered complete at the completion of construction for each subsequent project.



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<p>feasible.</p> <ul style="list-style-type: none"> <li>• Prior to the issuance of each building permit, along with the submission of construction documents, submit to the Planning Department and Department of Building Inspection (DBI) a list of measures that shall be implemented and that shall respond to and track complaints pertaining to construction noise. These measures shall include (1) a procedure and phone numbers for notifying DBI and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities (defined as activities generating anticipated noise levels of 80 dBA or greater without noise controls, which is the standard in the Police Code) about the estimated duration of the activity.</li> </ul>				
<p><b>M-NO-2b: Noise and Vibration Control Measures During Pile Driving.</b> For individual projects that require pile driving, a set of site-specific noise attenuation measures shall be prepared under the supervision of a qualified acoustical consultant. These attenuation measures shall be included in construction of the project and shall include as many of the following control strategies, and any other effective strategies, as feasible:</p> <ul style="list-style-type: none"> <li>• The project sponsor of a development project in the Plan Area shall require the construction contractor to erect temporary plywood or similar solid noise barriers along the boundaries of the project site to shield potential sensitive receptors and reduce noise levels;</li> <li>• The project sponsor of a development project in the Plan Area shall require the construction contractor to implement “quiet” pile-driving technology (such as pre-drilling of piles, sonic pile drivers, and the use of more than one pile driver to shorten the total pile driving duration), where feasible, with consideration of</li> </ul>	<p>Project sponsor of each subsequent project in the Central SoMa Plan Area and construction general contractor.</p>	<p>Prior to and during the period of pile-driving.</p>	<p>Project sponsor; Planning Department and construction contractor; Department of Building Inspection (as requested and/or on complaint basis).</p>	<p>Considered complete after implementation of noise attenuation measures during pile-driving activities and submittal of final noise monitoring report to Planning Department.</p>

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<p>geotechnical and structural requirements and soil conditions (including limiting vibration levels to the FTA’s 0.5 inches per second, PPV to minimize architectural damage to adjacent structures);</p> <ul style="list-style-type: none"> <li>The project sponsor of a development project in the Plan Area shall require the construction contractor to monitor the effectiveness of noise attenuation measures by taking noise measurements, at a distance of 100 feet, at least once per day during pile-driving; and</li> <li>The project sponsor of a development project in the Plan Area shall require that the construction contractor limit pile driving activity to result in the least disturbance to neighboring uses.</li> </ul>				
<p><b>M-NO-3: Construction-Generated Vibration.</b> Implement <b>Mitigation Measures M-NO-2b, Noise and Vibration Control Measures during Pile Driving, M-CP-3a, Protect Historical Resources from Adjacent Construction Activities,</b> and <b>M-CP-3b, Construction Monitoring Program for Historical Resources.</b></p>	See Mitigation Measures M-NO-2b, M-CP-3a, and M-CP-3b.			
<b>F. Air Quality</b>				
<p><b>M-AQ-3: Violation of an Air Quality Standard, Contribute to an Existing or Projected Air Quality Violation, and/or Result in a Cumulatively Considerable Net Increase in Criteria Air Pollutants.</b> Implement <b>Mitigation Measure M-NO-1a, Transportation Demand Management for Development Projects.</b></p>	See Mitigation Measure M-NO-1a.			
<p><b>M-AQ-3a: Education for Residential and Commercial Tenants Concerning Low-VOC Consumer Products.</b> Prior to receipt of any certificate of final occupancy and every five years thereafter, the project sponsor shall develop electronic correspondence to be distributed by email or posted on-site annually to tenants of the project that encourages the purchase of consumer products and paints that are better for the environment and generate less VOC emissions. The correspondence shall encourage</p>	Project sponsor of each subsequent project in the Central SoMa Plan Area; subsequent project owner; Homeowners’	Prior to receipt of final Certificate of Occupancy and every five years thereafter.	Planning Department and Department of Building Inspection (DBI).	Project sponsor to submit written information to Planning Department prior to DBI issuance of Certificate of Occupancy; Sponsor or Owner to

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
environmentally preferable purchasing and shall include contact information and links to SF Approved.	Association (for condominium projects).			continue submittals at 5-year intervals (ongoing).
<p><b>M-AQ-3b: Reduce Operational Emissions.</b> Proposed projects that would exceed the criteria air pollutant thresholds in this EIR shall implement the additional measures, as applicable and feasible, to reduce operational criteria air pollutant emissions. Such measures may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>For any proposed refrigerated warehouses or large (greater than 20,000 square feet) grocery retailers, provide electrical hook-ups for diesel trucks with Transportation Refrigeration Units at the loading docks.</li> <li>Use low- and super-compliant VOC architectural coatings in maintaining buildings. “Low-VOC” refers to paints that meet the more stringent regulatory limits in South Coast Air Quality Management District Rule 1113; however, many manufacturers have reformulated to levels well below these limits. These are referred to as “Super-Compliant” architectural coatings.</li> <li>Implement <b>Mitigation Measure M-AQ-5a, Best Available Control Technology for Diesel Generators and Fire Pumps.</b></li> <li>Other measures that are shown to effectively reduce criteria air pollutant emissions onsite or offsite if emissions reductions are realized within the SFBAAB. Measures to reduce emissions onsite are preferable to offsite emissions reductions.</li> </ul>	Project sponsor of each subsequent project in the Central SoMa Plan Area; subsequent project owner, as applicable based on mitigation measure; Homeowners’ Association (for condominium projects).	<p>For warehouses and large grocers, prior to issuance of building permit.</p> <p>Ongoing for maintenance use of architectural coatings.</p> <p>For generators and fire pumps, see Mitigation Measure M-AQ-5a.</p> <p>For other measures, schedule to be determined by Planning Department.</p>	Planning Department and Department of Building Inspection.	<p>For warehouses and large grocers, considered complete upon approval of final construction plan set.</p> <p>Ongoing for maintenance use of architectural coatings.</p> <p>For generators and fire pumps, see Mitigation Measure M-AQ-5a.</p> <p>For other measures, schedule to be determined by Planning Department.</p>
<p><b>M-AQ-4a: Construction Emissions Analysis.</b> Subsequent development projects that do not meet the applicable screening levels or that the Planning Department otherwise determines could exceed one or more significance thresholds for criteria air pollutants shall undergo an analysis of the project’s construction emissions. If no significance thresholds are exceeded, no further mitigation is required. If one or more significance thresholds are exceeded, Mitigation Measure M-AQ-4b would be applicable to the project.</p>	Project sponsors of projects in Central SoMa Plan Area that do not meet applicable screening levels; Planning Department	During environmental review.	Planning Department (ERO, Air Quality technical staff).	Considered complete upon approval of analysis by ERO.
<p><b>M-AQ-4b: Construction Emissions Minimization Plan.</b> If required based on the analysis described in Mitigation Measure M-AQ-4a or as required in Impact AQ-6 the</p>	Project sponsor of applicable projects in	Prior to the start of diesel equipment	Planning Department (ERO, Air Quality	Considered complete upon Planning Department

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan shall be designed to reduce air pollutant emissions to the greatest degree practicable.</p> <p>The Plan shall detail project compliance with the following requirements:</p> <ol style="list-style-type: none"> <li>1. All off-road equipment greater than 25 horsepower and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:               <ol style="list-style-type: none"> <li>a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited;</li> <li>b) All off-road equipment shall have:                   <ol style="list-style-type: none"> <li>i. Engines that meet or exceed either U.S. Environmental Protection Agency or California Air Resources Board Tier 2 off-road emission standards (or Tier 3 off-road emissions standards if NOx emissions exceed applicable thresholds), <i>and</i></li> <li>ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS), <i>and</i></li> <li>iii. Engines shall be fueled with renewable diesel (at least 99 percent renewable diesel or R99).</li> </ol> </li> <li>c) Exceptions:                   <ol style="list-style-type: none"> <li>i. Exceptions to 1(a) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with 1(b) for onsite power generation.</li> <li>ii. Exceptions to 1(b)(ii) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an ARB Level 3 VDECS (1) is</li> </ol> </li> </ol> </li> </ol>	<p>Central SoMa Plan Area; Planning Department.</p>	<p>use on site.</p>	<p>technical staff).</p>	<p>review and acceptance of Construction Emissions Minimization Plan.</p>

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed									
<p>technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception provision apply. If granted an exception to 1(b)(ii), the project sponsor shall comply with the requirements of 1(c)(iii).</p> <p>iii. If an exception is granted pursuant to 1(c)(ii), the project sponsor shall provide the next-cleanest piece of off-road equipment as provided by the step down schedule in Table M-AQ-4:</p> <p style="text-align: center;"><b>TABLE M-AQ-4B: OFF-ROAD EQUIPMENT COMPLIANCE STEP DOWN SCHEDULE*</b></p> <table border="1" data-bbox="121 1101 831 1273"> <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> </tbody> </table> <p>* How to use the table. If the requirements of 1(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met.</p> <p>** Tier 3 off road emissions standards are required if NOx emissions exceed applicable thresholds.</p>	Compliance Alternative	Engine Emission Standard	Emissions Control	1	Tier 2**	ARB Level 2 VDECS	2	Tier 2	ARB Level 1 VDECS				
Compliance Alternative	Engine Emission Standard	Emissions Control											
1	Tier 2**	ARB Level 2 VDECS											
2	Tier 2	ARB Level 1 VDECS											

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>2. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than two minutes, except as provided in exceptions to the applicable State regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the two minute idling limit.</p> <p>3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.</p> <p>4. The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to, equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For the VDECS installed: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment not using renewable diesel, reporting shall indicate the type of alternative fuel being used.</p> <p>5. The Plan shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of Plan as requested.</p> <p>6. <i>Reporting.</i> Quarterly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in Paragraph 4, above. In addition, for off-road equipment not using renewable diesel, reporting shall indicate the type of alternative fuel being used.</p> <p>Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction</p>				

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>phase. For each phase, the report shall include detailed information required in Paragraph 4. In addition, for off-road equipment not using renewable diesel, reporting shall indicate the type of alternative fuel being used.</p> <p>7. <i>Certification Statement and On-site Requirements.</i> Prior to the commencement of construction activities, the project sponsor shall certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications.</p>				
<p><b>M-AQ-5:</b> Operational Emissions of Fine Particulate Matter and Toxic Air Contaminants that would Expose Sensitive Receptors to Substantial Pollutant Concentrations</p> <p><b>Implement Mitigation Measure M-NO-1a, Transportation Demand Management (TDM) for Development Projects.</b></p>	<p>See Mitigation Measure M-NO-1a.</p>			
<p><b>M-AQ-5a: Best Available Control Technology for Diesel Generators and Fire Pumps</b>                      All diesel generators and fire pumps shall have engines that (1) meet Tier 4 Final or Tier 4 Interim emission standards, or (2) meet Tier 2 emission standards and are equipped with a California Air Resources Board Level 3 Verified Diesel Emissions Control Strategy. All diesel generators and fire pumps shall be fueled with renewable diesel, R99, if commercially available. For each new diesel backup generator or fire pump permit submitted for the project, including any associated generator pads, engine and filter specifications shall be submitted to the San Francisco Planning Department for review and approval prior to issuance of a permit for the generator or fire pump from the San Francisco Department of Building Inspection. Once operational, all diesel backup generators and Verified Diesel Emissions Control Strategy shall be maintained in good working order in perpetuity and any future replacement of the diesel backup generators, fire pumps, and Level 3 Verified Diesel Emissions Control Strategy filters shall be required to be consistent with these emissions specifications. The operator of the facility shall maintain records of the testing schedule for each diesel backup generator and fire pump for the life of that diesel backup generator and fire pump and provide this information for review to the</p>	<p>Project sponsors of projects in the Central SoMa Plan Area with new diesel generators and/or fire pumps; Planning Department.</p>	<p>For specifications, prior to issuance of building permit for diesel generator or fire pump.  For maintenance, ongoing.</p>	<p>Planning Department (ERO, Air Quality technical staff).</p>	<p>Equipment specifications portion considered complete when equipment specifications approved by ERO.  Maintenance portion is ongoing and records are subject to Planning Department review upon request.</p>

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Planning Department within three months of requesting such information.				
<b>M-AQ-5b: Siting of Uses that Emit Particulate matter (PM<sub>2.5</sub>), Diesel Particulate Matter, or Other Toxic Air Contaminants.</b> To minimize potential exposure of sensitive receptors to diesel particulate matter or substantial levels of toxic air contaminants as part of everyday operations from stationary or area sources (other than the sources listed in M-AQ-5a), the San Francisco Planning Department shall require, during the environmental review process of such projects, but not later than the first project approval action, the preparation of an analysis by a qualified air quality specialist that includes, at a minimum, a site survey to identify residential or other sensitive receptors within 1,000 feet of the project site. For purposes of this measure, sensitive receptors are considered to include housing units; child care centers; schools (high school age and below); and inpatient health care facilities, including nursing or retirement homes and similar establishments. The assessment shall also include an estimate of emissions of toxic air contaminants from the source and shall identify all feasible measures to reduce emissions. These measures shall be incorporated into the project prior to the first approval action.	Project sponsors of projects in the Central SoMa Plan Area with stationary equipment other than diesel generators and fire pumps that emit PM <sub>2.5</sub> , diesel particulate, or other toxic air contaminants, as determined by the Planning Department.	Prior to first project approval action.	Planning Department (ERO, Air Quality technical staff).	Considered complete upon ERO review and approval of air quality analysis and implementation of any required measures to reduce emissions.
<b>Mitigation Measure M-AQ-5d: Land Use Buffers around Active Loading Docks.</b> Locate sensitive receptors as far away as feasible from truck activity areas including loading docks and delivery areas.	Project sponsor of any project in the Central SoMa Plan Area with sensitive receptors.	Prior to approval of final plan set.	Planning Department and Department of Building Inspection.	Considered complete upon approval of final plan set.
<b>M-AQ-6a: Construction Emissions Minimization Plan.</b> All projects within the Air Pollutant Exposure Zone and newly added Air Pollutant Exposure Zone lots identified in Figure IV.F-2 shall comply with M-AQ-4b, Construction Emissions Minimization Plan.	Project sponsor of applicable projects in the Central SoMa Plan Area identified by the Planning Department.	See Mitigation Measure M-AQ-4b.		
<b>M-AQ-6b: Implement Clean Construction Requirements.</b> Construction of street network changes and open space improvements adjacent to newly added air pollution exposure zone lots identified in Figure IV.F-2 shall comply with the Clean Construction requirements for projects located within the APEZ.	Planning Department, San Francisco Public Works, for sites in the Central SoMa Plan Area	During construction of each applicable street network and	Planning Department	Considered complete at the end of construction for each applicable street network and open space



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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
	identified by the Planning Department.	open space improvement project.		improvement project.
<b>G. Wind</b>				
<p><b>*M-WI-1: Wind Hazard Criterion for the Plan Area.</b> In portions of the Central SoMa Plan area outside the C-3 Use Districts, projects proposed at a roof height greater than 85 feet shall be evaluated by a qualified wind expert as to their potential to result in a new wind hazard exceedance or aggravate an existing pedestrian-level wind hazard exceedance (defined as the one-hour wind hazard criterion of 26 miles per hour equivalent wind speed). If the qualified expert determines that wind-tunnel testing is required due to the potential for a new or worsened wind hazard exceedance, the project shall adhere to the following standards for reduction of ground-level wind speeds in areas of substantial pedestrian use:</p> <ul style="list-style-type: none"> <li>• New buildings and additions to existing buildings shall be shaped (e.g., include setbacks, or other building design techniques), or other wind baffling measures shall be implemented, so that the development would result in the following with respect to the one-hour wind hazard criterion of 26 miles per hour equivalent wind speed:               <ul style="list-style-type: none"> <li>○ No increase, compared to existing conditions, in the overall number of hours during which the wind hazard criterion is exceeded (the number of exceedance locations may change, allowing for both new exceedances and elimination of existing exceedances, as long as there is no net increase in the number of exceedance locations), based on wind-tunnel testing of a representative number of locations proximate to the project site; OR</li> <li>○ Any increase in the overall number of hours during which the wind hazard criterion is exceeded shall be evaluated in the context of the overall wind effects of anticipated development that is in accordance with the Plan. Such an evaluation shall be undertaken if the project contribution to the wind hazard exceedance at one or more locations relatively distant from the individual project</li> </ul> </li> </ul>	Project sponsors of projects in the Central SoMa Plan Area in excess of 85 feet in rooftop height.	During the environmental review process for subsequent development projects.	Planning Department	Considered complete upon approval of final construction plan set.

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>site is minimal and if anticipated future Plan area development would substantively affect the wind conditions at those locations. The project and foreseeable development shall ensure that there is no increase in the overall number of hours during which the wind hazard criterion is exceeded.</p> <ul style="list-style-type: none"> <li>o New buildings and additions to existing buildings that cannot meet the one-hour wind hazard criterion of 26 miles per hour equivalent wind speed performance standard of this measure based on the above analyses, shall minimize to the degree feasible the overall number of hours during which the wind hazard criterion is exceeded.</li> </ul>				
<b>H. Shadow</b>				
No mitigation measures identified to be implemented by the Project Sponsor.				
<b>I. Hydrology (Sea Level Rise and Combined Sewer System)</b>				
No mitigation measures identified to be implemented by the Project Sponsor.				
<b>Biological Resources (from Initial Study)</b>				
<p><b>M-BI-1: Pre-Construction Bat Surveys:</b> Conditions of approval for building permits issued for construction within the Plan Area shall include a requirement for pre-construction special-status bat surveys when trees with a diameter at breast height equal to or greater than 6 inches are to be removed or vacant buildings that have been vacant for six months or longer are to be demolished. If active day or night roosts are found, a qualified biologist (i.e., a biologist holding a CDFW collection permit and a Memorandum of Understanding with the CDFW allowing the biologist to handle and collect bats) shall take actions to make such roosts unsuitable habitat prior to tree removal or building demolition. A no disturbance buffer shall be created around active bat roosts being used for maternity or hibernation purposes at a distance to be determined in consultation with CDFW. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would necessary.</p>	<p>Project sponsor of subsequent development projects in Central SoMa Plan Area with large trees to be removed and/or vacant buildings to be demolished; and qualified biologist, CDFW.</p>	<p>Prior to issuance of demolition or building permits when trees would be removed or buildings demolished as part of an individual project.</p>	<p>Planning Department; CDFW if applicable</p>	<p>Considered complete upon issuance of demolition or building permits.</p>

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<b>Hazardous Materials (from Initial Study)</b>				
<p><b>M-HZ-3: Hazardous Building Materials Abatement.</b> The project sponsor of any development project in the Plan Area shall ensure that any building planned for demolition or renovation is surveyed for hazardous building materials including, electrical equipment containing polychlorinated biphenyl (PCBs), fluorescent light ballasts containing PCBs or bis(2-ethylhexyl) phthalate (DEHP), and fluorescent light tubes containing mercury vapors. These materials shall be removed and properly disposed of prior to the start of demolition or renovation. Light ballasts that are proposed to be removed during renovation shall be evaluated for the presence of PCBs and in the case where the presence of PCBs in the light ballast cannot be verified, they shall be assumed to contain PCBs, and handled and disposed of as such, according to applicable laws and regulations. Any other hazardous building materials identified either before or during demolition or renovation shall be abated according to federal, State, and local laws and regulations.</p>	<p>Project sponsor of subsequent development projects in Central SoMa Plan Area with buildings to be demolished.</p>	<p>Prior to issuance of demolition permit.</p>	<p>Planning Department</p>	<p>Considered complete upon ERO review and acceptance of hazardous materials building survey report and remediation plan.</p>

**TABLE C: PROPOSED IMPROVEMENT MEASURES ADOPTED AS CONDITIONS OF APPROVAL****(TO BE IMPLEMENTED BY CITY AND COUNTY OF SAN FRANCISCO)**

This table identifies Plan-level improvement measures to be implemented by the City and County of San Francisco. Subsequent development projects, street network changes, and open space improvements within the Central SoMa Plan area would be required to comply with the applicable improvement measure listed in Table D.

Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<b>D. Transportation and Circulation</b>				
<p><b>Improvement Measure I-TR-5a: Protected Bicycle Lane Public Education Campaign.</b> To further reduce potential conflicts between bicyclists and pedestrians, transit and other vehicles, the SFMTA could develop and implement a protected bicycle lane public education campaign to develop safety awareness by providing information to the public through outreach channels such as media campaigns, brochures, and websites. This campaign would be in addition to the existing SFMTA bicycle safety outreach, specifically geared to Central SoMa and protected bicycle lanes. Elements of the education campaign could include:</p> <ul style="list-style-type: none"> <li>• Clarifying rules of the road for protected bicycle lanes.</li> <li>• Improving pedestrian awareness about where to wait and how to cross the protected bike lane (i.e., on the sidewalk or buffer zone, rather than in the separate lane or adjacent to parked vehicles).</li> <li>• Ensuring that the San Francisco Police Department officers are initially and repeatedly educated on traffic law as it applies to bicyclists and motorists.</li> <li>• Providing safety compliance education for bicyclists coupled with increased enforcement for violations by bicyclists.</li> </ul> <p>The public education campaign could include a webpage, as well as instruction videos with information for cyclists, motorists, and pedestrians. The public education should be coordinated, to the extent possible, with community organizations including South of Market Community Action Network (SOMCAN), San Francisco Bicycle Coalition (SFBC), and neighborhood business groups.</p>	SFMTA	Prior to Planning Department approval of 20 percent of the Central SoMa Plan development, as estimated in the EIR.	SFMTA and Planning Department.	Considered complete with the implementation of cycle track public education campaign.
<p><b>Improvement Measure I-TR-5b: Protected Bicycle Lane Post-Implementation Surveys.</b> Following implementation of the protected bicycle lanes on Howard, Folsom, Brannan, Third and Fourth Streets, the SFMTA could conduct motorist, pedestrian, bicycle, and business surveys to understand how the protected bicycle lanes are performing, and to make adjustments to the design and supplemental public education campaign. In addition to the user surveys, the post-implementation assessment could include before/after photos, bicyclist ridership and traffic volume counts, video analysis of behavior of bicyclists, pedestrians, and drivers, assessment of vehicle queuing, and compliance with new signs/signals. The information would be used as input for subsequent design and implementation of protected bicycle lanes on other streets in San Francisco, as well as documenting the effectiveness of the</p>	SFMTA	Within one year of installation of one or more cycle tracks specified in the mitigation measure.	SFMTA and Planning Department.	Considered complete with the implementation of Cycle Track Surveys.

**TABLE C: PROPOSED IMPROVEMENT MEASURES ADOPTED AS CONDITIONS OF APPROVAL**

**(TO BE IMPLEMENTED BY CITY AND COUNTY OF SAN FRANCISCO)**

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<b>Improvement Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Monitoring/Report Responsibility</b>	<b>Status/Date Completed</b>
protected bicycle lane.				

**TABLE D: PROPOSED IMPROVEMENT MEASURES TO BE IMPLEMENTED AS PART OF SUBSEQUENT PROJECTS WITHIN THE PLAN AREA, AS DETERMINED TO BE APPLICABLE DURING SUBSEQUENT PROJECT REVIEW.**

**(TO BE IMPLEMENTED BY PROJECT SPONSOR)**

This table identifies improvement measures applicable to subsequent development projects. During subsequent project review, the Planning Department would determine the applicability of the improvement measure and prepare a project-specific Mitigation and Monitoring Reporting Program to be adopted with each subsequent project.

Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<b>Biological Resources (from Initial Study)</b>				
<p><b>I-BI-2: Night Lighting Minimization.</b> In compliance with the voluntary San Francisco Lights Out Program, the Planning Department could encourage buildings developed pursuant to the draft Plan to implement bird-safe building operations to prevent and minimize bird strike impacts, including but not limited to the following measures:</p> <ul style="list-style-type: none"> <li>• Reduce building lighting from exterior sources by:                             <ul style="list-style-type: none"> <li>○ Minimizing the amount and visual impact of perimeter lighting and façade up-lighting and avoid up-lighting of rooftop antennae and other tall equipment, as well as of any decorative features;</li> <li>○ Installing motion-sensor lighting;</li> <li>○ Utilizing minimum wattage fixtures to achieve required lighting levels.</li> </ul> </li> <li>• Reduce building lighting from interior sources by:                             <ul style="list-style-type: none"> <li>○ Dimming lights in lobbies, perimeter circulation areas, and atria;</li> <li>○ Turning off all unnecessary lighting by 11:00 p.m. through sunrise, especially during peak migration periods (mid-March to early June and late August through late October);</li> <li>○ Utilizing automatic controls (motion sensors, photo-sensors, etc.) to shut off lights in the evening when no one is present;</li> <li>○ Encouraging the use of localized task lighting to reduce the need for more extensive overhead lighting;</li> <li>○ Scheduling nightly maintenance to conclude by 11:00 p.m.;</li> <li>○ Educating building users about the dangers of night lighting to birds.</li> </ul> </li> </ul>	<p>Planning Department, working with project sponsors of each subsequent development project in the Central SoMa Plan Area.</p>	<p>Prior to issuance of building permit, and during project operation.</p>	<p>Planning Department</p>	<p>Considered complete upon approval of building plans by Planning Department. Planning Department may engage in follow-up discussions with project sponsors, as applicable.</p>