

GLEN PARK COMMUNITY PLAN

MITIGATION MONITORING AND REPORTING PROGRAM

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CULTURAL and PALEONTOLOGICAL RESOURCES

Mitigation Measure M-CP-1: Verification of Compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

San Francisco Municipal Transportation Agency (SFMTA), in cooperation with BART and any other agency that may have jurisdiction, will prepare materials describing and depicting the widening of Diamond Street variant, pedestrian connectivity improvements, BART Station plaza improvements, and bus loop improvement at the BART Station, including but not limited to plans, drawings, and photographs of existing conditions. Prepared materials will be submitted to the Planning Department for review by staff who meet the Secretary of Interior's professional qualification standards. Such staff will review and the Historic Preservation Commission shall approve the project for compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties. If any aspect of the design of the widening of Diamond Street variant, pedestrian connectivity improvements, BART Station plaza improvements, or bus loop improvement at the BART Station is determined to be inconsistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties, SFMTA, BART, and any other agency that may have jurisdiction shall pursue and implement a redesign of those elements, consistent with the goals and objectives of the project, such that consistency with the standards is achieved.

SFMTA, BART, and any other agency that may have jurisdiction over construction/development of pedestrian and transit connections to the Glen Park BART Station; Planning Department; Historic Preservation Commission.

Prior to any demolition or construction activities.

SFMTA, BART, and any other applicable agency shall prepare materials describing and depicting the widening of Diamond Street variant, pedestrian connectivity improvements, BART Station plaza improvements, and bus loop improvement at the BART Station and shall submit those materials to the Planning Department.

Planning Department staff who meet the Secretary of the Interior's professional qualification standards shall review the project for compliance with the Secretary of the Interior's Standards and approve the project if it complies.

The Historic Preservation Commission shall review

SFMTA, BART, and other agencies with jurisdiction over construction/development of pedestrian and transit connections to the Glen Park BART Station; Planning Department.

Prior to any demolition or construction activities.

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			<p>the project for compliance with the Standards and approve the project if it complies.</p> <p>If any aspect of the project design is determined to be inconsistent with the Standards, SFMTA, BART, and any other applicable agency shall pursue and implement a redesign of those elements, consistent with the goals and objectives of the project, such that consistency with the standards is achieved.</p> <p>Entities responsible for implementation shall ensure that the contractor follows the approved plans.</p>		

Mitigation Measure M-CP-2A: Protection of Historic Resources during Construction.

<p>To protect the Glen Park BART Station from direct or indirect impacts during construction activities (e.g., due to damage from operation of construction equipment, vibration, staging, and material storage), SFMTA, BART, and any other agency that may have jurisdiction shall, prior to any construction activities, including any ground-disturbing work, prepare a plan establishing procedures to protect these resources.</p> <p>SFMTA, BART, and any other agency that may have jurisdiction, shall ensure that the contractor follows this plan while working near these</p>	<p>SFMTA, BART, and any other agency that may have jurisdiction over construction/development of pedestrian and transit connections to the Glen Park BART Station; Architectural historian; Planning Department.</p>	<p>Prior to any construction activities, including any ground disturbing work.</p>	<p>SFMTA, BART, and any other applicable agency shall submit a plan prepared by a qualified architectural historian establishing procedures to protect historical resources to the Planning Department.</p>	<p>SFMTA, BART, and any other agency that may have jurisdiction over construction/development of pedestrian and transit connections to the</p>	<p>Prior to any construction activities, including any ground disturbing work.</p>
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<p>resources.</p> <p>The plan shall be prepared by a qualified architectural historian who meets the Secretary of Interior's Professional Qualifications Standards. At a minimum, the plan shall include:</p> <ul style="list-style-type: none"> • A requirement for the placement of perimeter fencing and/or signs around the historical resource to identify it as a sensitive resource; • Guidelines for operation of construction equipment adjacent to the historical resource; • Guidelines for storage of construction materials away from the resource; • Requirements for monitoring and documenting compliance with the plan; and • Education/training of construction workers about the significance of the historical resource around which they would be working. 			<p>Planning Department shall ensure that that the plan is prepared by a qualified architectural historian who meets that Secretary of Interior's Professional Qualifications Standards and that the plan contains the items enumerated in the mitigation measure.</p> <p>Entities responsible for implementation shall ensure that the contractor follows the plan.</p>	<p>Glen Park BART Station; Planning Department.</p>	
<i>Mitigation Measure M-CP-2B: Historic Resource Documentation and Protection.</i>					
<p>Prior to construction, a historic preservation architect and a structural engineer shall undertake an existing condition study of the Glen Park BART Station. The purpose of the study would be to establish the baseline condition of the building and plazas prior to construction. The documentation shall take the form of written descriptions and visual illustrations, including those physical characteristics of the resource that convey its historic significance and that justify its inclusion on, or eligibility for inclusion on, the California Register. The documentation shall be reviewed and approved by the Planning Department.</p> <p>The structural engineer shall make periodic site visits to monitor the condition of the resource, including monitoring of any instruments such as crack gauges. The structural engineer shall consult with the historic preservation architect, to ensure that character-defining features are</p>	<p>SFMTA, BART, and any other agency that may have jurisdiction over construction/ development at the Glen Park BART Station; Historic Preservation Architect; Structural Engineer; Planning Department</p>	<p>Prior to construction for existing conditions study; during construction for monitoring.</p>	<p>Existing conditions study of the Glen Park BART Station shall be submitted to the Planning Department.</p> <p>The Planning Department shall review documentation of the existing conditions and approve the documentation if found to be adequate.</p> <p>During construction, the structural engineer shall</p>	<p>SFMTA, BART, and other agencies with jurisdiction over construction/ development at the Glen Park BART Station; Planning Department.</p>	<p>Prior to and during construction.</p>

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<p>protected, especially if any problems with character-defining features of the historic resource are discovered. If in the opinion of the structural engineer, in consultation with the historic preservation architect, substantial adverse impacts to the historic resource related to construction activities are found during construction, the monitoring team shall so inform the SFMTA, BART, and any other agency that may have jurisdiction, or designated representative responsible for construction activities. The SFMTA, BART, and any other agency that may have jurisdiction, shall adhere to the monitoring team's recommendations for corrective measures, including halting construction in situations where construction activities would imminently endanger the historic resource. The monitoring team shall prepare site visit reports and submit them for review by the Planning Department. All documentation shall be made available to the public by request.</p>			<p>make periodic site visits to monitor the condition of the resource and prepare site visit reports.</p> <p>If substantial adverse impacts are found during construction, the monitoring team shall inform the entities responsible for implementation and make recommendations for corrective measures.</p> <p>Entities responsible for implementation shall adhere to monitoring team's recommendations.</p>		
<p><i>Mitigation Measure M-CP-2C: Verification of Historic Preservation.</i></p>					
<p>Upon completion of construction activities at the Glen Park BART Station, a qualified architectural historian shall document (e.g., with photographs and other appropriate means) the level of success in meeting the Secretary of the Interior's Standards for the Treatment of Historic Properties and in preserving the character-defining features of the BART Station.</p> <p>The SFMTA, BART, and any other agency that may have jurisdiction shall ensure repairs occur if any damage has occurred to the Glen Park BART Station during construction. Repair work shall occur in conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and shall restore the character-defining features in a manner that does not affect the eligibility of the</p>	<p>SFMTA, BART, and any other agency that may have jurisdiction over construction/ development at the Glen Park BART Station; Architectural historian.</p>	<p>Upon completion of construction activities.</p>	<p>Entities responsible for implementation shall ensure repairs occur if any damage has occurred to the Glen Park BART Station during construction. Architectural historian shall submit a verification report to the Planning Department.</p>	<p>SFMTA, BART, and any other agency that may have jurisdiction over construction/ development at the Glen Park BART Station; Planning Department.</p>	<p>Upon completion of construction activities.</p>

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<p>historic property for the California Register. The architectural historian shall prepare a verification report for review and approval by the Planning Department.</p>					
Mitigation Measure M-CP-3: Accidental Discovery of Archaeological Resources					
<p>The SFMTA, BART, and any other agency that may have jurisdiction shall distribute the Planning Department archaeological resource “ALERT” sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soil-disturbing activities within the project site. Prior to any soil-disturbing activities being undertaken, each contractor is responsible for ensuring that the “ALERT” sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.</p>	<p>SFMTA, BART, and any other agency that may have jurisdiction over construction/development in the Glen Park plan area; Project Sponsor; contractor.</p>	<p>Prior to issuance of any permit for soil-disturbing activities.</p>	<p>Entities responsible for implementation shall distribute Planning Department Archeological Resource “ALERT” sheet to Prime Contractor, sub-contractors and utilities firms.</p> <p>Project Sponsor shall provide the ERO with a signed affidavit that copies of the sheet have been distributed.</p>	<p>Project Sponsor, ERO.</p>	<p>Prior to issuance of any permit for soil-disturbing activities.</p> <p>Following distribution of “ALERT” sheet but prior to any soil-disturbing activities.</p>
<p>Should any indication of an archaeological resource be encountered during any soil-disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soil-disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.</p>	<p>Head Foreman and/or Project Sponsor.</p>	<p>During construction.</p>	<p>Soil-disturbing activity shall be suspended.</p>	<p>Project Sponsor, ERO.</p>	<p>Upon discovery of archaeological resource.</p>
<p>If the ERO determines that an archaeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archaeological consultant as provided by the Planning Department’s List of Qualified Archeological Consultants. The archaeological consultant shall advise the ERO as to whether the discovery is an archaeological resource, retains sufficient integrity, and is</p>	<p>ERO, Project Sponsor, Archaeological consultant.</p>	<p>During construction.</p>	<p>If ERO determines an archeological resource may be present, Project Sponsor shall retain the services of a qualified archaeological consultant.</p>	<p>Archaeologist, ERO.</p>	<p>Upon discovery of archaeological resource.</p>

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<p>of potential scientific/historical/cultural significance. If an archaeological resource is present, the archaeological consultant shall identify and evaluate the archaeological resource. The archaeological 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>ERO, Project Sponsor, Archaeological consultant.</p>	<p>During construction.</p>	<p>Archaeologist shall submit documentation to the ERO of the significance of the resource and recommendations to protect the resource if warranted.</p>	<p>Archaeologist, ERO.</p>	<p>After determination by the ERO of appropriate action to be implemented following evaluation of accidental discovery.</p>
<p>Measures might include preservation in situ of the archaeological resource; an archaeological monitoring program; or an archaeological testing program. If an archaeological monitoring program or archaeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archaeological resource is at risk from vandalism, looting, or other damaging actions.</p>	<p>ERO, Project Sponsor, Archaeological consultant.</p>	<p>During construction.</p>	<p>Archaeologist shall submit Draft/Final FARR to ERO.</p>	<p>Archaeologist, ERO.</p>	<p>Following completion of any required archaeological field program.</p>
<p>The project archaeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archaeological resource and describe the archaeological and historical research methods employed in the archaeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archaeological resource shall be provided in a separate removable insert within the final report.</p>	<p>ERO, Project Sponsor.</p>	<p>During construction.</p>	<p>Project Sponsor shall distribute FARR.</p>	<p>ERO.</p>	<p>Following completion of any required archaeological field program.</p>
<p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for</p>					

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<p>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 distribution than that presented above.</p>					
<p><i>Mitigation Measure M-CP-4: Paleontological Resources Monitoring Plan.</i></p>					
<p>If excavation in the plan area is expected to extend into previously undisturbed soil or rock, the SFMTA, BART, and any other agency that may have jurisdiction shall retain the services of a qualified paleontological consultant having expertise in California paleontology to design and implement a monitoring and mitigation program. The program shall include a description of when and where construction monitoring would be required; emergency discovery procedures; sampling and data recovery procedures; procedures for the preparation, identification, analysis, and curation of fossil specimens and data recovered; preconstruction coordination procedures; and procedures for reporting the results of the monitoring program. If potentially important paleontological resources (fossilized invertebrate, vertebrate, plant, or micro-fossil) are encountered during excavation, work shall cease within 25 feet of the feature, the ERO shall be notified, and the paleontologist shall identify and evaluate the significance of the potential resource, documenting the findings in an advisory memorandum to the ERO. If it is determined that avoidance of effect to a significant paleontological resource is not feasible, the paleontologist shall prepare an excavation plan that may include curation of the paleontological resource in a permanent retrieval paleontological research collections facility such as the University of California Museum of Paleontology or California Academy of Sciences. The MEA division of the Planning Department shall receive two copies of a final paleontological excavation and recovery report.</p> <p>The paleontologist's work shall be conducted in accordance with this measure and at the direction of the ERO. Plans and reports prepared by the paleontologist shall be submitted first and directly to the ERO for</p>	<p>SFMTA, BART, and any other agency that may have jurisdiction over construction/development in the Glen Park plan area; Project Sponsor; Paleontological consultant.</p>	<p>Prior to issuance of any permit for soil-disturbing activities for submittal of monitoring plan; during construction for monitoring plan implementation.</p>	<p>Paleontologist shall design and implement a monitoring and mitigation program, subject to ERO approval.</p>	<p>Paleontologist, ERO.</p>	<p>Prior to and ongoing during construction.</p>

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<p>review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Paleontological monitoring and/or data recovery programs required by this measure could suspend construction for a maximum of four weeks. At the direction of the ERO, the suspension of construction could be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant paleontological resource as previously defined.</p>					
<p><i>Mitigation Measure M-CP-5: Treatment of Human Remains.</i></p>					
<p>The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner’s determination that the human remains are Native American remains, notification of the NAHC who shall appoint a Most Likely Descendant (MLD) (Public Resource Code Section 5097.98). The SFMTA, BART, and any other agency that may have jurisdiction shall direct the archaeological consultant, in coordination with the MLD, to make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (<i>CEQA Guidelines</i> Section 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.</p>	<p>SFMTA, BART, and any other agency that may have jurisdiction over construction/ development in the Glen Park plan area; Project Sponsor; contractor.</p>	<p>During construction.</p>	<p>Upon discovery of human remains, Coroner shall be notified immediately.</p> <p>If Coroner determines that the remains are Native American remains, the NAHC shall be notified and efforts to contact MLD shall be made.</p> <p>If MLD contacted, archaeological consultant of the entities responsible for implementation shall seek to reach agreement with MLD for disposition of the human remains and associated or unassociated funerary objects.</p>	<p>Archaeologist, ERO.</p>	<p>In case of accidental discovery.</p>

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TRANSPORTATION

Mitigation Measure M-TR-1A: Signal Timing Modifications at the Bosworth Street/Diamond Street Intersection without Transportation Improvements.

SFMTA shall monitor intersection operations at this location as the plan area builds out. Once the intersection LOS deteriorates to LOS E, SFMTA shall optimize the signal and increase the cycle length from 80 to 90 seconds. This signal timing modification would improve the intersection operations to acceptable conditions (LOS D) during both the weekday AM and PM peak hours under Existing plus Infill Development Conditions, and would therefore reduce this impact to a less-than-significant level. No secondary impacts would occur as a result of this increase in cycle length, because this intersection is not coordinated with an adjacent signalized intersection.

SFMTA.

During plan buildout, when LOS reaches LOS E.

SFMTA shall optimize the signal and increase the cycle length from 85 to 90 seconds.

SFMTA.

As the plan area builds out.

Mitigation Measure M-TR-1B: Bosworth Street/Diamond Street Intersection Signal Timing Modifications with Transportation Improvements.

SFMTA shall monitor intersection operations at this location as the plan area builds out and transportation improvements occur. Once the intersection LOS deteriorates to LOS E, if feasible, SFMTA shall re-optimize the signal and increase the cycle length to 140 seconds (compared to 90 seconds as recommended by M-TR-1A if the transportation improvements are not implemented). This measure would improve traffic operations during both the weekday AM and PM peak hours under Project Conditions, but the intersection would continue to operate at unacceptable conditions, and therefore the project's impact at the Bosworth Street/Diamond Street intersection during both AM and PM weekday peak hours would remain significant and unavoidable. A secondary effect of this mitigation, although less than significant, would be that lengthening the cycle would cause pedestrians and vehicles to wait longer before being able to cross and access the intersection. Given the undesirable

SFMTA.

During plan buildout, when LOS reaches LOS E.

SFMTA shall re-optimize the signal and increase the cycle length to 140 seconds.

SFMTA.

As the plan area builds out.

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consequences of a signal cycle length increase of this magnitude, SFMTA has expressed strong reservations about the feasibility of this mitigation measure. For this reason, implementation of this mitigation measures is considered uncertain.					
<i>Mitigation Measure M-TR-2A: Monterey Boulevard/Circular Avenue/I-280 Ramps Intersection Signal Timing Modifications.</i>					
SFMTA shall monitor intersection operations at this location as the potential infill development builds out and transportation improvements occur. Once intersection LOS deteriorates to LOS E, SFMTA shall increase the cycle length to 90 seconds. This signal timing modification would improve the intersection operations to acceptable conditions (LOS D) during the weekday AM peak hour. No secondary impacts would occur as a result of this increase in cycle length, because this intersection is not coordinated with an adjacent signalized intersection.	SFMTA.	During plan buildout, when LOS reaches LOS E.	SFMTA shall increase the cycle length to 90 seconds.	SFMTA.	As the plan area builds out.

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Mitigation Measure M-TR-12A: Construction Transportation Management Plan.

In the event that two or more major proposed transportation improvements (specifically the bus loop, roundabout, or widening of the northbound approach of Diamond Street) are constructed simultaneously, SFMTA, BART, and any other agency that may have jurisdiction shall develop and implement a Construction Transportation Management Plan (TMP) to anticipate and minimize impacts of potentially overlapping construction activities. The TMP would coordinate construction activities to minimize disruptions and ensure that overall circulation is maintained to the extent possible, with particular focus on ensuring pedestrian, transit, and bicycle connectivity. The TMP would supplement and expand, rather than modify or supersede, any existing regulations and requirements. The TMP shall be submitted to SFMTA Traffic Engineering Division, the Department of Public Works (DPW) and presented as part of review by the Transportation Advisory Staff Committee.

SFMTA, BART, and any other agency that may have jurisdiction over transportation construction/development in the Glen Park plan area, Project Sponsor.

During plan buildout, if two or more major proposed transportation improvements are constructed simultaneously.

Entities responsible for implementation shall develop and implement a Construction Transportation Management Plan (TMP).
The TMP shall be submitted to SFMTA Traffic Engineering Division and the Department of Public Works.
The TMP shall be presented to the Transportation Advisory Staff Committee.

SFMTA, BART, Department of Public Works.

As the plan area builds out.

Mitigation Measure M-C-TR-13B: Bosworth Street/Diamond Street Intersection Signal Timing Modifications.

MTA shall monitor intersection operations at this location as the plan area infill development and transportation improvements occur. Once the transportation improvements are complete and/or the intersection LOS deteriorates to LOS E, if feasible, SFMTA shall re-optimize the signal and increase the cycle length to 150 seconds. This measure would be expected to improve traffic operations during both the weekday AM and PM peak hours under 2030 Cumulative plus Project Conditions, but the intersection would likely continue to operate at unacceptable conditions, and therefore the project's impact at the Bosworth Street/Diamond Street intersection during both AM and PM weekday peak hours would remain significant and unavoidable. A secondary effect of this mitigation, although less than significant, would be that lengthening the cycle would cause

SFMTA.

During plan buildout, when LOS reaches LOS E.

SFMTA shall increase the cycle length to 150 seconds.

SFMTA.

As the plan area builds out.

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pedestrians and vehicles to wait longer before being able to cross and access the intersection. Given the undesirable consequences of a signal cycle length increase of this magnitude, SFMTA has expressed strong reservations about the feasibility of this mitigation measure. For this reason, implementation of this mitigation measures is considered uncertain.

NOISE

Mitigation Measure M-NO-4: BART Infill Site Vibration Assessment

Prior to the submittal of a building permit application for the infill site, BART or BART’s developer shall obtain a qualified vibration consultant to complete a site-specific vibration assessment. The vibration assessment shall measure the vibration levels at the existing BART parking lot within 200 feet of the underground BART alignment. If vibration levels exceed the FTA 72 VdB criteria for “frequent” vibration events impacting a residential use (i.e., more than 70 vibration events from the same source per day, which is typical of most rail rapid transit vibration sources), the vibration assessment shall recommend measures to reduce vibration levels to 72 VdB or less. Examples of such measures that have been very successfully used, separately or in combination, to avoid vibration impacts to other residential projects located near rail transit vibration sources include:

- Building Foundation Mats – the use of increased mass in the foundation of the building to increase the effective vibration reduction that occurs at the boundary between the soil and the building foundation structure.
- Vibration Isolation – after provision of a break or gap in the structure between the first floor concrete slab and the top of the basement walls/columns, isolation would be achieved by placing rubber pads between the top of the basement

BART.

Prior to the submittal of a building permit application for the vibration assessment; prior to occupancy for implementation of the measures; post-construction for the verification of the measures’ effectiveness.

BART or BART’s developer shall complete a site-specific vibration assessment. If the vibration levels exceed FTA criteria for frequent vibration events, the assessment shall include recommended vibration reduction measures for incorporation into the design and construction of the proposed project. BART or BART’s developer shall provide evidence to the ERO that the measures have been implemented. Following occupancy, the measures’ effectiveness shall be verified by vibration monitoring

BART, Planning Department.

Prior to and after construction of the proposed infill project.

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walls/columns and the first floor structure.

measurements after construction.

Recommended vibration reduction measures provided by the site-specific assessment shall be incorporated into the design and construction of the proposed infill development project and their effectiveness shall be verified by vibration monitoring measurements after construction. BART or BART's developer shall provide the Environmental Review Officer (ERO) documentation demonstrating compliance with this measure for review and approval once construction has been completed, but prior to occupancy of the building(s).

AIR QUALITY

Mitigation Measure M-AQ-3A: Construction Vehicle Emissions Minimization.

<p>To reduce the potential health risk resulting from project construction activities, the project sponsor shall include in contract specifications a requirement for the following measures:</p>	<p>SFMTA, BART, and any other agency that may have jurisdiction over construction/development in the Glen Park plan area; Project Sponsor.</p>	<p>Prior to construction activities.</p>	<p>Project Sponsor shall design a construction plan with measures to reduce construction vehicle emissions and include ensure that these measures are incorporated into the contract specifications.</p>	<p>Project Sponsor, ERO.</p>	<p>Prior to construction.</p>
<ul style="list-style-type: none"> • Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes; • The project shall develop a construction plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NOX reduction and 45 percent PM reduction compared to the most recent ARB fleet average (as specified in California Code of Regulations Article 4.8, Section 2449 General Requirements for In-Use Off-Road Diesel-Fueled Fleets). Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit 					

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technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available;

- All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of NOx and PM;
 - Use of Interim Tier 4 or equivalent equipment for all uses where such equipment is available;
 - Use of Tier 3 equipment with Best Available Control Technology (BACT) or alternative fuel vehicles for applications where Tier 4 Interim engines are not available; and
 - Prohibition of diesel generators for construction purposes where feasible alternative sources of power are available.
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Mitigation Measure M-AQ-3B Construction Phasing.

Prior to construction of development at the infill sites, any transportation improvements, or any open space improvements, the project sponsor shall coordinate with the Planning Department to determine: (1) whether any concurrent construction activities identified in the 2010 Community Plan is occurring, (2) whether concurrent construction activities could exceed the BAAQMD's criteria air pollutant thresholds, and (3) whether project phasing could reduce criteria air pollutant to below BAAQMD's significance thresholds. The Planning Department may require additional criteria air pollutant analysis that includes implementation of the mitigation measures described in M-AQ-3A or more refined construction details.

Project Sponsor, Planning Department.

Prior to construction activities.

The Planning Department shall review any concurrent construction activities identified in the *2010 Community Plan*, and determine whether the construction activities could exceed the BAAQMD's criteria air pollutant thresholds, and whether project phasing could reduce criteria air pollutant to below BAAQMD's significance thresholds.

Project Sponsor, Planning Department.

Prior to construction activities.

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Mitigation Measure M-AQ-7 Health Risk Review for Future Sensitive Receptors.

To reduce the potential health risk to new sensitive receptors within the plan area, new residential or open space development proposed under the 2010 Community Plan that is within 500 feet of Bosworth Street, San Jose Avenue, or I-280 shall, as part of its CEQA review, include an analysis of toxic air contaminants, including PM2.5, diesel particulate matter (DPM), and total organic gases (TOGs), and shall, if warranted based on the results, develop a plan to minimize exposure of future sensitive receptors to TACs (which includes PM2.5, DPM, and TOGs). The analysis shall employ either site-specific modeling of TAC concentrations or BAAQMD methodology to determine whether the average annual concentration of PM2.5 from the roadway sources within 500 feet would exceed the threshold, or action level of 0.3 µg/m³, or if the TAC exposure of PM2.5, DPM, and TOGs would result in an increased cancer risk greater than 10 in a million or a hazard index greater than 1.0.

The health risk analysis shall be submitted to the Planning Department and shall identify measures to reduce exposure of new sensitive receptors in the plan area. These measures may include redesigning the project site plan to provide greater separation between the sensitive receptors and pollutant sources, installation of a filtered air supply system for residential uses, or placement of air intakes for the ventilation system at greater horizontal and/or vertical distances from pollutant sources.

Project Sponsor, Planning Department.

Prior to residential or open space development.

CEQA review for future sensitive projects within 500 feet of Bosworth Street, San Jose Avenue, or I-280 shall include an analysis of toxic air contaminants.

The health risk analysis shall be submitted to the Planning Department for review.

Project Sponsor, Planning Department.

As part of CEQA review for future projects.

BIOLOGICAL RESOURCES (the following measure is from the Initial Study prepared for the Community Plan)

Mitigation Measure M-BI-1: Pre-Construction Nesting Bird Survey.

Any construction pursuant to the Community Plan, including development of the infill sites, transportation improvements, and creek daylighting, shall avoid the February 1 through August 31 bird

SFMTA, BART, and any other agency that may have jurisdiction over

Prior to construction.

Project Sponsor shall avoid construction during the bird nesting period.

Planning Department, wildlife biologist.

Prior to construction.

MITIGATION MEASURES

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p>nesting period to the extent feasible. If it is not feasible to avoid the nesting period, a survey for nesting birds shall be conducted by a qualified wildlife biologist no earlier than 14 days prior to the construction. The area surveyed shall include all clearing/construction areas, as well as areas within 150 feet of the boundaries of these areas, or as otherwise determined by the biologist. In the event that an active nest is discovered, clearing/construction shall be postponed within 1 feet of the nest until a wildlife biologist has determined the nesting avian species and consulted on further measures with the California Department of Fish and Game. If the avian species present is protected under the MBTA, further mitigation could entail postponement of clearing or construction activities within 150 feet of the active nest until the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts. If the avian species is not protected under the Migratory Bird Treaty Act (MBTA), no further action is required and construction activities may proceed.</p>	<p>construction/ development in the Glen Park plan area; Project Sponsor.</p>		<p>If not feasible to avoid the bird nesting period, Project Sponsor shall retain qualified wildlife biologist to perform preconstruction survey.</p> <p>If active nests are detected, Project Sponsor shall comply with recommendations of the wildlife biologist and possibly the California Department of Fish and Game.</p>		

HYDROLOGY AND WATER QUALITY (the following measure is from the Initial Study prepared for the Community Plan)

Mitigation Measure M-HY-1 Daylighted Streambed and Bank Stabilization.

<p>Prior to daylighting Islais Creek, the San Francisco Public Utilities Commission shall prepare a Hydraulics and Hydrology Study to determine the expected flow rates for the daylighted creek, for up to the 200-year storm event. The daylighted portion shall be designed by a qualified engineer, erosion control the highest expected flow-through rate without causing or contributing to bed or bank erosion. This can be accomplished by off-site detention of peak flows, by-passing peak flow rates in excess of stable velocity, channel configuration (e.g., longitudinal slope, side slopes, check dams, and others) to reduce flow rates, and bed and bank stabilizing structures. It is recommended that bio-engineering processes be maximized and</p>	<p>San Francisco Public Utilities Commission.</p>	<p>Prior to daylighting Islais Creek.</p>	<p>A qualified engineer shall prepare a Hydraulics and Hydrology Study that contains expected flow rates and recommendations to reduce erosion and maintain bank and bed stabilization.</p> <p>Recommendations shall be incorporated into the</p>	<p>Planning Department, qualified engineer.</p>	<p>Prior to construction at Islais Creek.</p>
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MITIGATION MEASURES

Mitigation Measures

Responsibility for Implementation

Mitigation Schedule

Mitigation Action

Monitoring/Reporting Responsibility

Monitoring Schedule

that hard engineering structures, if used, be vegetated (e.g., vegetated gabion, riprap, GEOWEB™, or geogrid structures) to comply with other design principles.

contract specifications for daylighting Islais Creek.

HAZARDS AND HAZARDOUS MATERIALS (the following measure is from the Initial Study prepared for the Community Plan)

Mitigation Measure M-HZ-1 Hazardous Building Materials.

The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing PCBs or Di-Ethylhexyl Phthalate (DEPH), such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, State, and local laws prior to the start of demolition, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during construction, shall be abated according to applicable federal, State, and local laws.

Project Sponsor, Planning Department.

As plan build outs.

Prior to project approval, City shall ensure hazardous building components are removed and other hazardous materials shall be abated according to applicable laws, before or during construction.

Project Sponsor, Planning Department.

As plan builds out.