



SAN FRANCISCO PLANNING DEPARTMENT

Addendum to Environmental Impact Report

Addendum Date: May 27, 2014
Case No.: **2006.1308E**
Project Title: **Visitation Valley Redevelopment Program
Modified Development Program**
EIR: 2006.1308E, certified December 18, 2008
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REMARKS

Background

The San Francisco Planning Commission and the former San Francisco Redevelopment Agency certified a final environmental impact report (EIR) for the Visitation Valley Redevelopment Program, file number 2006.1308E, on December 18, 2008. The project analyzed in the EIR is the Redevelopment Program, referred to in the EIR as the "Project," and in this addendum as the "Redevelopment Program," for an approximately 46-acre project area in San Francisco's Visitation Valley neighborhood. The project area extends on both sides of Bayshore Boulevard roughly between Sunnysdale Avenue and Blanken Avenue. The Project was intended to facilitate re-use of the vacant Schlage Lock property along the east side of Bayshore Boulevard, revitalize other properties along both (east and west) sides of Bayshore Boulevard, and help revitalize the Leland Avenue commercial corridor.

For land use and development control purposes, the project area is divided into two districts, or zones. The largest consolidated portion of the project area, referred to as "Redevelopment Zone 1," (or "Zone 1") consists of approximately 20 acres located east of Bayshore Boulevard, bounded on the east by Tunnel Avenue and on the south by the city/county line, and encompassing the vacant Schlage Lock property, adjacent former Southern Pacific property, and other underutilized industrial properties. The remaining portion of the project area primarily on the west side of Bayshore Boulevard is referred to as "Redevelopment Zone 2", (or "Zone 2") totaling approximately 26 acres, and comprised primarily of general commercial, light industrial, residential, and mixed use parcels fronting on Bayshore Boulevard, and neighboring commercial, residential, and mixed use parcels fronting on both sides of Leland Avenue extending generally to Rutland Avenue.

The Project objective was to adopt and carry out a set of long-term revitalization actions within the project area aimed at reducing blight, facilitating housing development, providing improved neighborhood-serving commercial facilities, facilitating increased private economic investment,

capitalizing upon recent subregional and regional transit improvements in the area, and generally improving physical and economic conditions.

The Planning Department and former Redevelopment Agency estimated that the net increase in project area development between 2008 and 2025 due to the Project's catalytic effects would include the following: a net housing increase of up to 1,600 new units, a net retail commercial increase of up to 132,000 square feet, a net decrease in office and production/distribution/repair uses of up to 39,000 square feet, and a net increase in cultural/institutional/educational uses (community centers and library) of up to 25,000 square feet.

These growth projections were distributed within Redevelopment Zones 1 and 2 as follows:

Redevelopment Zone 1

- Up to approximately 1,250 new residential units;
- Approximately 105,000 square feet of new neighborhood-serving commercial development; and
- Approximately 15,000 square feet of new cultural/institutional/education development.

Redevelopment Zone 2

- Up to approximately 335 new residential units;
- Approximately 26,000 square feet of new neighborhood-serving retail development; and
- Approximately 10,000 square feet of new cultural/institutional/educational development.

The Redevelopment Program's original phasing plan included two development phases covering a total of 12 parcels. The phasing plan was described as the First Major Phase and the Second Major Phase. The First Major Phase included the development of parcels north of Leland, including Parcels 1 and 2 and up to development of parcels 3 through 6. The Second Major Phase included development of the remaining parcels.

Proposed Modified Development Program

When California eliminated its Redevelopment Agencies in February 2012, the City of San Francisco initiated new efforts to move forward the development of the Schlage Lock site in light of reduced public funding and jurisdictional change. The Planning Department partnered with the Mayor's Office of Economic and Workforce Development, in collaboration with the project sponsor, Visitacion Development LLC, and community-based groups and individuals, to reevaluate the Project's feasibility. Visitacion Development LLC, via Universal Paragon Corporation (UPC), is the current owner of and proposes to develop the Schlage Lock site.¹ As part of this new planning process, the proposed Redevelopment Program design was revised. The revised project, hereinafter "Modified Development Program" or "Modified Project" differs from that analyzed in the EIR. UPC proposes to modify the

¹ Two smaller parcels, owned by the Peninsula Corridor Joint Powers Board (JPB/Caltrain), and one parcel owned by Union Pacific Railroad (UPRR) are included in Zone 1. JPB Parcel (Assessor's Block 5087, Lot 005) will remain an active Caltrain Railroad corridor and in JPB ownership. Two small right-of-way areas in Visitacion Avenue and Sunnydale Avenue are owned by the City of San Francisco.

development program for Redevelopment Zone 1, the former Schlage Lock site, increasing the number of residential units from 1,250 to 1,679 and reducing the amount of retail commercial uses from 105,000 to 46,700 square feet. The amount of proposed new cultural uses would not be changed and is still projected to include 15,000 new square feet.

The projected growth in Redevelopment Zone 2 would remain the same as analyzed in the final EIR.

The growth projections under the Modified Development Program would be as follows:

Redevelopment Zone 1

- Up to approximately 1,679 new residential units (an increase of 429 residential units from the EIR);
- Approximately 46,700 square feet of new neighborhood-serving commercial development (a decrease of 58,300 square feet from the EIR); and
- Approximately 15,000 square feet of new cultural/institutional/education development (no change from the EIR).

Redevelopment Zone 2

- No change from the program analyzed in the EIR.

In addition, the Modified Development Program would include changes to the original phasing plan. The new phasing plan would include one initial phase ("Phase 1") for development of Parcels 1 and 2 with the possibility of the development of Parcels 3, 4, 5 and 6. Development of the remaining Parcels 7 through 12 ("Subsequent Parcels") would be grouped into subsequent phases ("Subsequent Phases") dependent on market and design considerations. The timing and order of the subsequent phases would be at the discretion of the developer. However, the buildout of all 12 parcels would remain consistent with the Project described in the EIR.

The Modified Development Program would increase height limits within Zone 1 from 55 feet to 57 feet, 55 feet to 66 and 68 feet, 55 feet to 76 feet, and 65 feet to 86 feet (see Figure 1). These modified height limits are intended to facilitate the increase amount of residential development in Zone 1. The areas of open space analyzed in the EIR have also been reconfigured. Open space was initially programmed at the northern edge, within a central block, and in the southern area of Zone 1. Under the Modified Development Program, open space would be provided along an east-west swath north of an improved Leland Avenue and on an entire block south of an improved Visitacion Avenue.

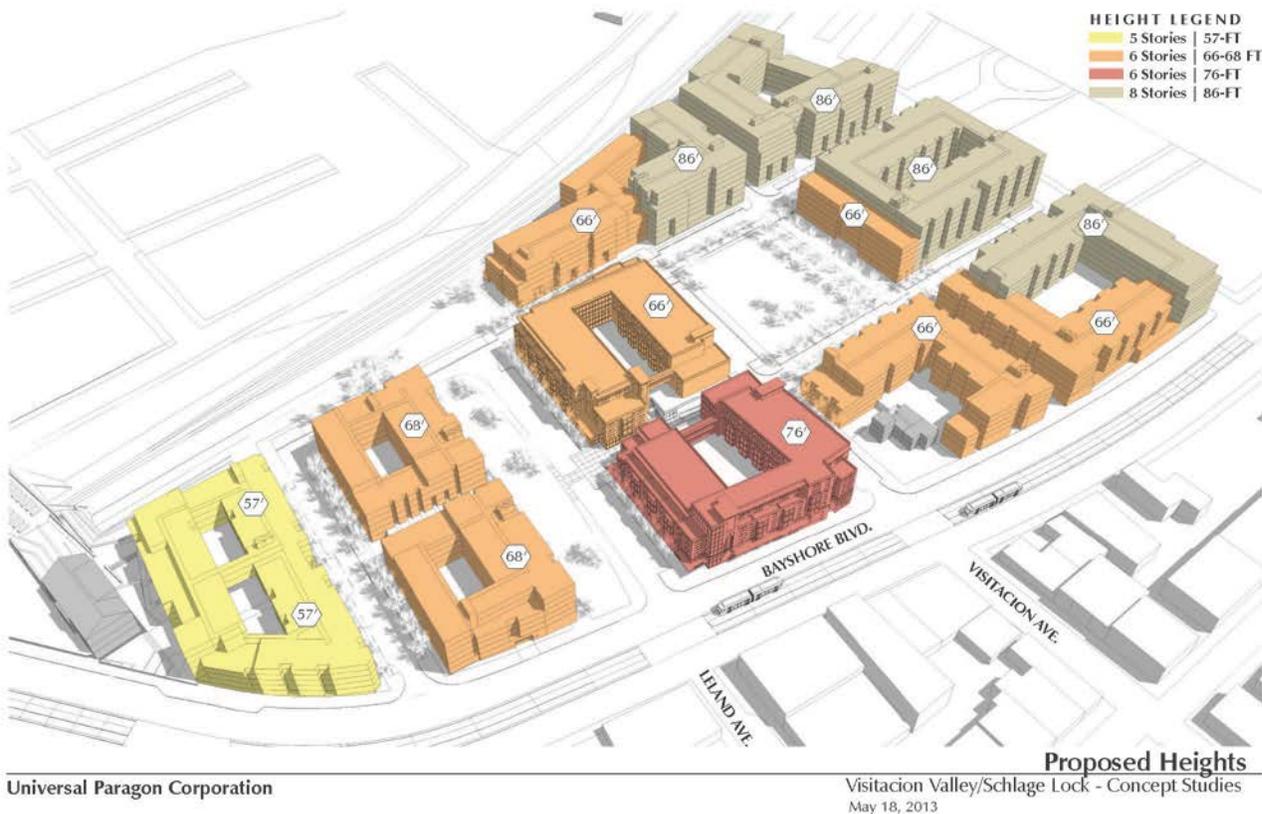
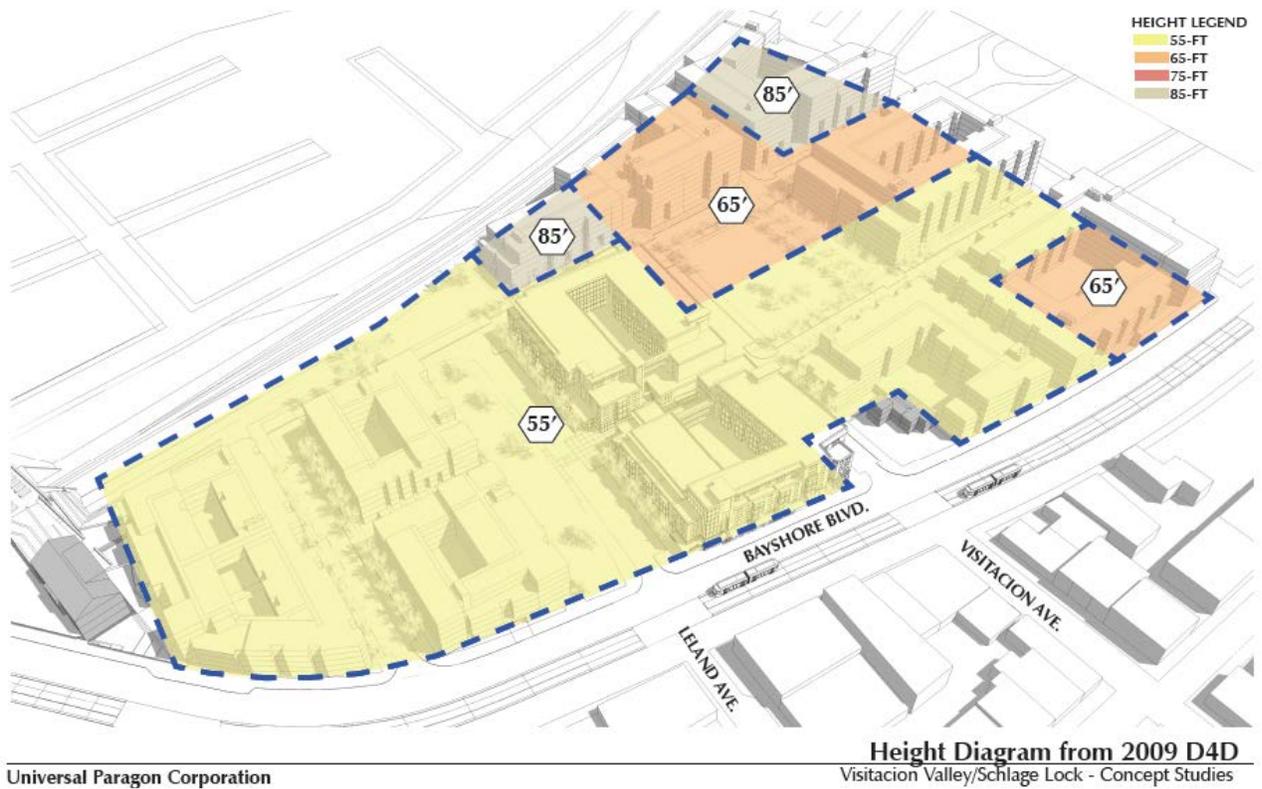


Figure 1 – Height Limits of Zone 1 in EIR and as Proposed Under Modified Project

Analysis of Potential Environmental Effects

The EIR analyzed the environmental effects of implementing the *Visitacion Valley Redevelopment Program*, as well as the environmental impacts under alternatives to the proposed program. The EIR evaluated six alternatives (“No Project,” “Reduced Housing Development,” “Stand-Alone Grocery Store/Retail Along Bayshore Boulevard South of Visitacion Valley,” “Preservation and Re-Use of All Schlage Lock Plant 1 Buildings,” “No Rezoning on Bayshore Boulevard in Redevelopment Zone 2,” and “Planning Code Changes But No Redevelopment Plan”).

Since certification of the EIR, no substantial changes have occurred in the circumstances under which the project as currently proposed would be implemented. The proposed Redevelopment Program phasing plan has been modified, as described above in “Proposed Modified Development Program”; however, this would not create new impacts or substantially increase the severity of the physical impacts of implementing the Modified Development Program, and no new information has emerged that would materially change the analyses or conclusions set forth in the EIR.

Further, the Modified Development Program, as demonstrated below, would not result in any new significant environmental impacts, substantial increases in the significance of previously identified effects, or necessitate implementation of additional or considerably different mitigation measures than those identified in the EIR. The effects associated with the Modified Development Program would be substantially the same as those reported for the project in the EIR. The following discussion provides the basis for this conclusion.

Less-than-Significant Impacts

The EIR identified less-than-significant environmental impacts in the following environmental topic areas: Land Use, Population and Housing, Visual Factors, Air Quality, Hazards and Hazardous Materials, Hydrology and Water Quality, Public Services and Utilities and Service Systems. The Modified Development Program would not result in any significant impacts in these topic areas, as discussed below.

Land Use, Plans, and Zoning

The EIR found that the Visitacion Valley Redevelopment Program would result in less-than significant land use impacts. The Modified Development Program would increase height limits within Zone 1 from 55 feet to 57 feet, 55 feet to 66 and 68 feet, 55 feet to 76 feet, and 65 feet to 86 feet (see Figure 1). These modified height limits are intended to facilitate the increase amount of residential development in Zone 1. The areas of open space analyzed in the EIR have also been reconfigured. Open space was initially programmed at the northern edge, within a central block, and in the southern area of Zone 1. Under the Modified Development Program, open space would be provided along an east-west swath north of an improved Leland Avenue and on an entire block south of an improved Visitacion Avenue. The Modified Development Program would continue to facilitate the reuse of the vacant Schlage Lock property and adjacent properties in Zone 1. The land uses in Zone 2 would not change under the Modified Development Program. The Modified Development Program would not physically divide an

established community or conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. The Modified Development Program would be consistent with the surrounding zoning districts and would result in less-than-significant land use impacts. Therefore, the modifications to the development project would not change the analysis or conclusions reached in the EIR and would have less-than-significant land use impacts.

Visual Factors

The EIR found that the Visitacion Valley Redevelopment Program would result in less-than-significant visual impacts related to shadow. The Modified Development Program would not change this analysis or conclusion because, as was true for the original proposal, all future development proposals within both Zone 1 and Zone 2 would be required to comply with all applicable requirements of the Design for Development, General Plan, and Planning Code provisions as amended. Additionally, the Design for Development, and General Plan and Planning Code amendments have been designed to address shadow effects. Therefore, the Modified Development Program would have less-than-significant visual impacts.

Population and Housing

The EIR found that the Visitacion Valley Redevelopment Program would result in less-than-significant population and housing impacts. While the Modified Development Program within Zone 1 would increase the number of residential units and decrease the amount of commercial square footage and has the potential to induce population growth, that growth would not be large enough to make a difference in the total housing and population of San Francisco. It would not induce substantial population growth in an area, either directly or indirectly. The rezoning would not displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing, or displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. Therefore the Modified Development Program would not change the analysis or conclusions reached in the EIR and would have less-than-significant population and housing impacts.

Air Quality

The EIR found that the Visitacion Valley Redevelopment Program would result in less-than-significant air quality and greenhouse gas (GHG) emissions impacts. No significant local carbon monoxide impacts were identified. The Redevelopment Program would not emit a substantial amount of GHGs nor contribute significantly to global climate change. The Modified Development Program would not change the analysis or conclusions reached in the EIR and would have less-than-significant air quality and GHG impacts.

Hazards and Hazardous Materials

The EIR found that the Visitacion Valley Redevelopment Program would result in less-than-significant impacts related to hazards and hazardous materials as they relate to the creation of hazards to workers and the public through transport, treatment, use, disposal, and risk of upset. Additionally, no significant new project-created adverse existing hazardous soil or groundwater contamination exposure impacts in Zone 1 was identified in the EIR. No significant adverse asbestos, PCB, or lead-based paint exposure impacts, or impacts related to the transport of hazardous materials and wastes were identified. The EIR

reported no significant adverse impacts related to potential interference with emergency response and evaluations plans as a result of the Redevelopment Program.

As described in the EIR, the historical uses on Zone 1 (manufacturing) warranted a comprehensive environmental clean-up involving soil and groundwater remediation. The California Department of Toxic Substances Control (DTSC) is the lead agency for determination and oversight of soil and groundwater clean-up requirements of the project area. Implementation of future development for Zone 1 would be dependent on the site's clean-up according to DTSC protocols.

A Remedial Action Plan (RAP), describing the proposed remedial strategy for the property was submitted to and approved by DTSC. On November 9, 2009, DTSC approved the RAP to address contaminated soil and groundwater. The approved RAP focused on excavation and treatment of contaminated soil, and in-situ remediation of contaminated groundwater. As of November 2013, active remediation of soil and groundwater at the Schlage Lock site in Zone 1 is complete. Groundwater will continue to be monitored as the remaining concentrations of contaminants continue to decline toward the drinking water cleanup standard as specified in the RAP.²

The Redevelopment Program initially envisioned that construction on the northern portion of the site would occur earlier than on the southern portion of the Site, which would allow for attenuation of contaminants in groundwater to occur prior to development of the southern portion. Current development plans indicate that construction on the southern portion of the Site may occur before groundwater contaminant concentrations have reached cleanup standards, or otherwise attenuated to levels that do not pose a risk via the vapor intrusion pathway. Although contaminant concentrations in groundwater continue to decline, at the time of development, engineering controls may be required to reduce a short term vapor risk that could exist between initial construction and attenuation of contaminant vapor concentrations. Engineering controls are subject to DTSC review and approval and may include the following³:

- Automatic heating, ventilation, and cooling (HVAC) systems that provide positive pressure to occupied indoor spaces;
- Podium construction with continuous ventilation;
- Vapor barriers;
- Passive sub-slab venting systems, which employ roof-mounted wind turbines to sweep out and dilute sub-slab vapors;
- Active sub-slab venting systems, which employ mechanical blowers to sweep out and dilute sub-slab vapors;
- Sub-slab depressurization systems, which employ mechanical blowers to sweep out sub-slab vapors and produce a negative pressure beneath the slab;

² Department of Toxic Substances Control Fact Sheet, "Explanation of Significant Differences Schlage Lock and Southern Pacific OU", November 2013. This document is available for review in Case File No. 2006.1308E at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA.

³ Email communication from Steven Huang, Universal Paragon Corporation to Andrea Contreras, San Francisco Planning Department, November 8, 2013.

- Sub-membrane depressurization systems, which employ mechanical blowers to sweep out vapors and produce a negative pressure beneath a vapor barrier as a surrogate for a concrete slab;
- Vapor intrusion protection for elevator shafts and stairways; and
- Protection of utility trenches and piping from groundwater and vapor infiltration and preferential transport.

The original RAP did not include the use of engineering controls to enable development to occur prior to the cleanup standards being met. Subsequently, however, DTSC processed an Explanation of Significant Difference (ESD) to allow the use of vapor mitigation in construction completed prior to attainment of remedial action objectives (RAOs).^{4,5} Implementation of the ESD does not result in any new significant environmental impacts, substantial increases in the significance of previously identified effects, or necessitate implementation of additional or considerably different mitigation measures than those identified in the EIR. The effects associated would be substantially the same as those reported for the project in the EIR and would neither increase severity of any significant impacts associated with the development, nor result in new or substantially different environmental effects as they relate to hazards and hazardous materials.

The Modified Development Program would not change the analysis or conclusions reached in the EIR and would have less-than-significant impacts related to hazards and hazardous materials.

Hydrology and Water Quality

The EIR found that the Visitation Valley Redevelopment Program would result in less-than-significant impacts on hydrology and water quality. The Redevelopment Program would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level; substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site; place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map; place within a 100-year flood hazard area structures that would impede or redirect flood flows; or expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. The Modified Development Program would not change the analysis or conclusions reached in the EIR and would have less-than-significant impacts related hydrology and water quality.

Public Services and Utilities and Service Systems

The EIR found that the Visitation Valley Redevelopment Program would result in less-than-significant impacts on public services and utilities and service systems. The Modified Development Program would not result in the need for new or physically altered fire protection, police facilities, or school facilities.

⁴ Department of Toxic Substances Control, Visitation Valley Redevelopment Program Environmental Impact Report Addendum, Remedial Action Plan for the Schlage Operable Unit (OU) and UPC OU1, November 12, 2009.

⁵ Department of Toxic Substances Control and Office of Planning and Research, Notice of Determination, Remedial Action Plan for the Schlage Operable Unit (OU) and UPC OU1, State Clearinghouse No. 2007022049, November 16, 2009.

The Modified Development Program would not require or result in the construction of substantial new water treatment facilities, and the City would continue to have sufficient water supply available from existing entitlements as described in the EIR analysis and as shown in the Urban Water Management Plan (UWMP) as updated by the 2013 Water Supply Availability Study.⁶ The rezoning would not result in the expansion or construction of new wastewater treatment or stormwater facilities, exceed capacity of the wastewater treatment provider when combined with other commitments, or exceed the wastewater treatment requirements of the Regional Water Quality Control Board. The Modified Development Program would be served by a landfill with sufficient permitted capacity to accommodate solid waste generated by their rezoning and would comply with federal, state, and local statutes and regulations related to solid waste. Therefore, the Modified Development Program would not change the analysis or conclusions reached in the EIR and would have less-than-significant public services and utilities and service systems impacts.

Effects That Can Be Avoided or Reduced to a Less-than-Significant Level with Mitigation Measures

The EIR found that Visitacion Valley Redevelopment Program has the potential to result in significant impacts in the following topic areas: Visual Factors, Transportation, Air Quality, Cultural and Historical Resources, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, and Utilities and Service Systems. However, these potentially significant impacts can be avoided or reduced to a less-than-significant level with mitigation measures incorporated. The mitigation measures are described below, under Mitigation Measures. The Modified Development Program would not result in new impacts or require new or modified mitigation measures in these topic areas not previously identified in the EIR. As described below, the Modified Development Program would have the same impacts as those identified in the EIR and the same mitigation measures would apply.

Visual Factors

The EIR found that the Visitacion Valley Redevelopment Program would result in less-than-significant visual impacts with mitigation with regard to scenic vistas, the existing visual character of the project area and its surroundings, public views, and view corridors. The Modified Development Program would not change this analysis or conclusion because, as was true for the original proposal, all future development proposals within both Zone 1 and Zone 2 would be required to comply with all applicable requirements of the Design for Development, underlying General Plan and Planning Code provisions as amended. The Modified Development Program would be designed according to the Design for Development, General Plan, and Planning Code provisions as to not have an overall substantial negative visual effect on scenic vistas, the existing visual character of the project area or its surroundings, public views, or view corridors. The Modified Development Program in Zone 1 would neither increase the severity of the visual impact, result in new or substantially different effects, nor require new or modified mitigation measures in this topic area.

The EIR found that the Visitacion Valley Redevelopment Program had the potential to result in significant location-specific building scale compatibility impacts on the west side of Bayshore Boulevard

⁶ San Francisco Public Utilities Commission, "2013 Water Availability Study for the City and County of San Francisco, May 2013." Available at <http://sfwater.org/modules/showdocument.aspx?documentid=4168>

in Zone 2. The Modified Development Program does not propose any changes to Zone 2, and, moreover, the EIR found that Mitigation Measure 7-1 would reduce the visual impact of the Visitacion Valley Redevelopment Program in Zone 2 to a less-than-significant level. Mitigation Measure 7-1 required the City to add additional building bulk and/or building articulation controls to the Design for Development to reduce the potential visual effects of permitted greater building height and mass on the west edge of Zone 2. This measure has been added to the Design for Development as now proposed for adoption and thus is part of the Modified Project. Accordingly, because this measure has been incorporated into the modified project itself, it is no longer necessary and has been removed from the Mitigation Monitoring and Reporting Program.

The EIR also identified potentially significant nighttime light and glare impacts in Zone 1, and the Modified Development Program would have the same potentially significant impact. The EIR found that Mitigation Measure 7-2 would reduce the visual impact of the Visitacion Valley Redevelopment Program to a less-than-significant level. Mitigation Measure 7-2 required the City to add a set of Development Controls and Design Guidelines for lighting, focusing on nighttime internal and exterior lighting of multi-story buildings and nighttime lighting of new outdoor spaces, to the Design for Development. This measure has been added to the Design for Development and is now part of the Modified Project. Accordingly, because this measure has been incorporated into the modified project itself, it is no longer necessary and has been removed from the Mitigation Monitoring and Reporting Program.

Transportation

The EIR found that the Visitacion Valley Redevelopment Program has the potential to result in significant transportation impacts. The significant impacts that can be reduced to less-than-significant levels with mitigation include: existing plus project impacts on intersection operations, 2025 cumulative impacts on freeway on-ramp operation, 2025 cumulative impacts on intersection operation with planned regional roadway improvements, and project impacts on bicycle conditions. Mitigation Measures 8-1A, 8-1B, 8-6, 8-7, and 8-10, would reduce these significant transportation impacts at some intersection locations to less-than-significant levels.

Since certification of the EIR on December 18, 2008, the San Francisco Municipal Transportation Agency (SFMTA) proposes to modify Mitigation Measures 8-1A as it applies to Tunnel/Blanken, and has determined that the following mitigation measures are infeasible as proposed in the EIR: Mitigation 8-1A as it applies to the intersections of Bayshore/Blanken and Bayshore/Arleta/San Bruno; Mitigation 8-3 at the intersection of Bayshore/Visitacion; and Mitigation 8-7 as it applies to Bayshore/Sunnydale in the eastbound direction (this mitigation applied to the westbound direction remains feasible).⁷

Mitigation Measure 8-1A as it applies to Tunnel/Blanken, addresses Impact 8-1, Existing Plus Project Impacts on Intersection Operation. At this intersection, projected intersection turning movement volumes under Existing plus Project conditions would cause significant deterioration in levels of service during weekday peak hour (LOS B to LOS F in the AM peak). As stated in the EIR on page 8-36, implementation

⁷ Frank Markowitz, SFMTA, letter to Andrea Contreras, March 28, 2014. This document is available for review in Case File No. 2006.1308E at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA.

of Mitigation Measure 8-1A would reduce the significant impact at Tunnel/Blanken to a less-than-significant level. Mitigation 8-1A includes signalization of the intersection of Tunnel/Blanken (Tunnel/Blanken signalization is also a mitigation measure under Mitigation 8-7, 2025 Cumulative Impacts on Intersection Operation with Planned Regional Roadway Improvements). SFMTA proposes to modify the implementation of Mitigation 8-1A (and Mitigation 8-7) at Tunnel/Blanken to include intersection monitoring. With this mitigation measure modification, the impact at Tunnel/Blanken would remain less-than-significant.

A transportation analysis of the Modified Development Program was conducted that included updated trip generation, mode split, trip distribution and impact assessment.^{8,9} Taking into account the change in unit count and commercial square footage, and the new phasing plan, the Modified Development Program would have similar impacts. The Modified Development Program would neither increase the severity of the above-listed impacts, result in new or substantially different effects, nor require new mitigation measures in this topic area. Therefore, the Modified Development Program would not change the analysis or conclusions reached in the EIR with respect to transportation.

Air Quality

The EIR found that the Visitacion Valley Redevelopment Program and its anticipated growth-inducing effects have the potential to result in a significant air quality impact by violating an air quality standard or contributing to an existing or projected air quality violation, exposing sensitive receptors to substantial pollutant concentrations, and creating objectionable odors affecting a substantial number of people. Remediation, demolition, and construction activities permitted and/or facilitated by the Redevelopment Program would generate exhaust emissions and fugitive dust that could temporarily but noticeably affect local air quality. The Modified Development Program would have the same potential impact. Implementation of Mitigation Measures 9-1A, 9-1B, and 9-1C as described below would reduce the air quality impacts of the Redevelopment Program to a less-than-significant level. The Modified Development Program would neither increase the severity of the air quality impact, result in new or substantially different effects, nor require new or modified mitigation measures in this topic area.

Cultural and Historical Resources

The EIR found that the Visitacion Valley Redevelopment Program and its anticipated growth-inducing effects have the potential to result in significant impacts to Cultural and Historical Resources. The EIR found that the Redevelopment Program would result in impacts to potential archeological and paleontological resources due to disturbance of known archeological resources, disturbance of unknown archeological resources, accidental discovery and disturbance of unknown archeological resources, and disturbance of paleontological resources. The Modified Development Program would have the same potential impacts. Mitigation Measures 10-2, 10-3, 10-4, and 10-5, as described below, would reduce potential impacts to archeological and paleontological resources to less-than-significant levels. The

⁸ Tim Erney and Anthony Mangonon, AECOM, "Visitacion Valley Redevelopment Zone 1," November 18, 2013. This document is available for review in Case File No. 2006.1308E at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA.

⁹ Tim Erney and Anthony Mangonon, AECOM, "Visitacion Valley Redevelopment Zone 1," April 1, 2014. This document is available for review in Case File No. 2006.1308E at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA.

Modified Development Program would neither increase the severity of the cultural resources impact, result in new or substantially different effects, nor require new or modified mitigation measures in this topic area.

Hazards and Hazardous Materials

The EIR found that the Visitacion Valley Redevelopment Program and its anticipated growth-inducing effects have the potential to result in significant impacts related to Hazards and Hazardous Materials. The EIR found a potential impact due to exposure to existing soil or groundwater contamination in Zone 2. The Modified Development Program does not include any changes to Zone 2 and would continue to have the same impacts. Mitigation Measure 11-1, as described below, would reduce the potential impact related to hazard and hazardous materials to less-than-significant levels. The Modified Development Program would neither increase the severity of the hazards and hazardous materials impact, result in new or substantially different effects, nor require new or modified mitigation measures in this topic area.

Hydrology and Water Quality

The EIR found that the Visitacion Valley Redevelopment Program and its anticipated growth-inducing effects have the potential to result in significant impacts related to Hydrology and Water Quality. The EIR found a potential impact on water quality due to increased stormwater runoff. In addition, the Redevelopment Program would result in an increased risk of soil erosion and contaminant spills during project remediation and construction. Taking into account the new phasing plan, the Modified Development Program would result in the same impacts. However, Mitigation Measures 12-1A, 12-1B, and 12-2, as described below, would reduce potential impacts to less-than-significant levels. The Modified Development Program would neither increase the severity of the hydrology or water quality impacts, result in new or substantially different effects, nor require new or modified mitigation measures in this topic area.

Noise

The EIR found that the Visitacion Valley Redevelopment Program and its anticipated growth-inducing effects have the potential to result in significant noise impacts. The EIR found potential impacts due to project-facilitated remediation-, demolition-, and construction-period noise; project-facilitated groundborne vibration levels; and potential exposure of new, project-facilitated, noise-sensitive development to ambient noise levels exceeding standards. Taking into account the new phasing plan, the Modified Development Program would continue to have the same potential impacts. Mitigation Measure 13-1, 13-2, and 13-3, as described below, would reduce the potential noise impacts to less-than-significant levels. The Modified Development Program would neither increase the severity of the noise impacts, result in new or substantially different effects, nor require new or modified mitigation measures in this topic area.

Utilities and Service Systems

The EIR found that the Visitacion Valley Redevelopment Program and its anticipated growth-inducing effects have the potential to result in a significant impact on utilities and service systems. The EIR found a potential impact due to solid waste diversion. Taking into account the new phasing plan, the Modified Development Program would continue to have the same potential impact. Mitigation Measure 15-1, as described below, would reduce this potential impact to less-than-significant levels. The Modified

Development Program would neither increase the severity of the impact, result in new or substantially different effects, nor require new or modified mitigation measures in this topic area.

Significant and Unavoidable Impacts

The EIR found the following significant and unavoidable impacts associated with the Visitacion Valley Redevelopment Program: Transportation, Air Quality, and Cultural and Historical Resources.

Transportation

The EIR found that the Visitacion Valley Redevelopment Program and its anticipated growth-inducing effects have the potential to result in significant and unavoidable transportation impacts on various aspects of the transportation network in the project area. These impacts include: existing plus project impacts on intersection operations, existing plus project impacts on freeway segment operation, project queuing impacts at Zone 1 access points, 2025 cumulative impacts on intersection operation, 2025 cumulative impacts on freeway segment operation, 2025 cumulative impacts on freeway on-ramp operation, 2025 cumulative impacts on intersection operation with planned regional roadway improvements, 2025 cumulative impacts on freeway segment operation with planned regional roadway improvements, and project impacts on transit service. Although Mitigation Measures 8-1, 8-3, 8-4, 8-5, 8-7, and 8-9, as described in the EIR and below, apply to these impacts, implementation of them would not reduce the impacts to a less-than-significant level.

As described above on page 10, since certification of the EIR on December 18, 2008, the SFMTA proposes to modify Mitigation Measures 8-1A as it applies to Tunnel/Blanken and has determined that the following mitigation measures are infeasible: Mitigation 8-1A as it applies to the intersections of Bayshore/Blanken and Bayshore/Arleta/San Bruno; Mitigation 8-3 at the intersection of Bayshore/Visitacion; and Mitigation 8-7 as it applies to Bayshore/Sunnydale in the eastbound direction (this mitigation applied to the westbound direction remains feasible).^{10,11}

Mitigation Measure 8-1A as it applies to Bayshore/Blanken and Bayshore/Arleta/San Bruno, addresses Impact 8-1, Existing Plus Project Impacts on Intersection Operation. At these two intersections, projected intersection turning movement volumes under Existing plus Project conditions would cause significant deterioration in levels of service during weekday peak hour: at Bayshore/Blanken LOS B would degrade to LOS F in the AM peak, and at Bayshore/Arleta/San Bruno LOS C would degrade to LOS F in the PM peak. As stated in the EIR on page 8-34, even with implementation of Mitigation Measure 8-1A at these two intersections, Impact 8-1A at Bayshore/Blanken and Bayshore/Arleta/San Bruno would remain significant and unavoidable. Mitigation 8-1A at Bayshore/Blanken and Bayshore/Arleta/San Bruno

¹⁰ Frank Markowitz, SFMTA, letter to Andrea Contreras, March 28, 2014. This document is available for review in Case File No. 2006.1308E at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA.

¹¹ In approving the Visitacion Valley Redevelopment Program, the San Francisco Redevelopment Agency rejected Mitigation Measure 8-1A as it applies to the intersections of Bayshore/Leland, Bayshore/Visitacion, and Bayshore/Sunnydale, Mitigation Measure 8-3 as it applies to southbound left-turn pocket at the intersection of Bayshore/Sunnydale, and Mitigation Measure 8-5 regarding additional freeway capacity, all as infeasible. (Please see San Francisco Redevelopment Commission Resolution No. 1-2009, adopted on February 3, 2009.) Thus, these mitigation measures are not included in the Mitigation Monitoring and Reporting Program.

includes the following: restriping of Blanken Avenue at the intersection of Bayshore/Blanken, and signal timing modification of the intersection of Bayshore/Arleta/San Bruno. SFMTA has eliminated Mitigation 8-1A at Bayshore/Blanken and Bayshore/Arleta/San Bruno. SFMTA has determined Mitigation 8-1A at Bayshore/Blanken and Bayshore/Arleta/San Bruno to be infeasible due to existing street configuration constraints and signal retiming limitations, respectively. The decision not to implement the mitigation measures at these intersections due to their infeasibility does not change the significance of the impacts at these intersections and they remain significant and unavoidable.

Similarly, SFMTA found Mitigation 8-3 at the intersection of Bayshore/Visitacion; and Mitigation 8-7 as it applies to Bayshore/Sunnydale in the eastbound direction to be infeasible (this mitigation applied to the westbound direction remains feasible). Mitigation Measure 8-3 addresses Impact 8-3, Project Queuing Impacts at Redevelopment Zone 1 Access Points, and includes extending the southbound left-turn pocket of Bayshore Boulevard at Visitacion Avenue. Mitigation Measure 8-7 addresses Impact 8-7, 2025 Cumulative Impacts on Intersection Operation with Planned Regional Roadway Improvements since the Redevelopment Program contributions to projected cumulative intersection operational impacts would be considerable, and includes signal timing modification and restriping at the intersection of Bayshore/Sunnydale. As described on pages 8-43 and 8-59 the EIR, Impact 8-3 at Bayshore/Visitacion, and Impact 8-7 at Bayshore/Sunnydale were found to be significant and unavoidable, even with implementation of Mitigation Measures 8-3 and 8-7. As described above, SFMTA would not implement Measure 8-3 at the intersection of Bayshore/Visitacion or Measure 8-7 at Bayshore/Sunnydale (The requirement for an additional eastbound lane at Bayshore/Sunnydale would be removed). SFMTA has determined Mitigation 8-3 to be infeasible because no alternative location for the current Muni bus stop could be identified. SFMTA has determined Mitigation 8-7 to be infeasible because the eastbound approach of the intersection is not wide enough to accommodate three travel lanes and a bus zone safely, including right bus turning movements from southbound Bayshore on the Muni 9 San Bruno bus route. There are no feasible substitute mitigation measures.¹² However, this would not be a change in the level of significance for these impacts, because Mitigation 8-3 and 8-7 as it was identified in the Visitacion Valley Redevelopment Program EIR would not have reduced the impact to a less-than-significant level. Therefore, these impacts remain significant and unavoidable.

A transportation analysis of the Modified Development Program was conducted that included updated trip generation, mode split, trip distribution and impact assessment.¹³ The Modified Development Program would have similar impacts to those identified in the EIR. Implementation of the Modified Development Program would neither increase the severity of significant transportation impacts, nor result in new or substantially different effects. Therefore, the Modified Development Program would not change the analysis or conclusions reached in the EIR with respect to transportation.

Air Quality

The EIR found that the Visitacion Valley Redevelopment Program and its anticipated growth-inducing effects would result in long-term regional emissions impacts. The Modified Development Program would

¹² Jerry Robbins, San Francisco Municipal Transportation Agency, letter to Andrea Contreras, Planning Department, March 28, 2014.

¹³ *Ibid.*

have the same impact. Mitigation Measure 9-2, as described below, is applicable, but would not reduce the impact to a less-than-significant level. The Modified Development Program would neither increase the severity of the significant air quality impact associated with the Redevelopment Program, nor result in new or substantially different effects.

Cultural and Historical Resources

The EIR found that the Visitacion Valley Redevelopment Program and its anticipated growth-inducing effects could result in a significant impact due to the destruction or degradation of historical resources such that the resource is materially impaired thereby causing a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5. The Modified Development Program would have the same impact. Implementation of Mitigation Measure 10-1, as described below, is applicable, but would not reduce the impact to a less-than-significant level. The Modified Development Program would neither increase the severity of the significant impact to historical resources associated with the Redevelopment Program, nor result in new or substantially different effects.

Mitigation Measures

The EIR's mitigation measures, incorporated here by reference, would apply to the Modified Development Program.¹⁴ The measures are summarized below.

Measure 7-1: requires the City to add to the Design for Development additional building bulk and/or building articulation controls to reduce the potential visual effects of permitted greater building height and mass on the west edge of Zone 2, by a qualified urban design professional. This measure has been added to the Design for Development and is now part of the Modified Project proposed for approval by the City. Accordingly, this mitigation measure is no longer applicable and has been removed from the Mitigation Monitoring and Reporting Program.

Measure 7-2: requires the City to add to the Design for Development a set of Development Controls and Design Guidelines for lighting, focusing on nighttime internal and exterior lighting of multi-story buildings and nighttime lighting of new outdoor spaces, by a qualified urban design professional. This measure has been added to the Design for Development and is now part of the Modified Project proposed for approval by the City. Accordingly, this mitigation measure is no longer applicable and has been removed from the Mitigation Monitoring and Reporting Program.

Measure 8-1A: requires the City and individual development applicants to incorporate the following intersection improvement measures to reduce impacts on vehicular movement:

- *Bayshore Boulevard/Blanken Avenue:* restripe the westbound approach to create two additional lanes: an added exclusive left-turn and an added right-turn lane. Coordinate associated traffic-light phasing, signage, pedestrian crosswalk lights, and/or other traffic calming means to assist

¹⁴ *Visitacion Valley Redevelopment Program Mitigation Monitoring and Reporting Program*, Redevelopment Agency Commission Resolution No. 1-2009, adopted February 3, 2009. This document is available for review in Case File No. 2006.1308E at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA.

pedestrians using the Muni T platform on Bayshore Boulevard near Blanken Avenue. As discussed above, the SFMTA has determined that this mitigation measure is not feasible. Accordingly, it is no longer applicable and has been removed from the Mitigation Monitoring and Reporting Program.

- *Bayshore Boulevard/Arleta Avenue/San Bruno Avenue*: modify signal timing by shifting six seconds of green time from the northbound left-turn movement to the southbound through movement as the delays associated with the southbound through movement are considerably higher than the delay associated with the northbound left-turn movement. This change could add delays to the 9 San Bruno bus line, which turns from northbound Bayshore Boulevard to San Bruno Avenue. As discussed above, the SFMTA has determined that this mitigation measure is not feasible. Accordingly, it is no longer applicable and has been removed from the Mitigation Monitoring and Reporting Program.
- *Tunnel Avenue/Blanken Avenue*: signalize intersection upon the following: LOS reaches LOS E or F, the intersection meets Caltrans signal warrants, and a traffic study by SFMTA finds that the signalization would not result in unacceptable interference with Bayshore Boulevard traffic and Muni operations.

Measure 8-1B: as an alternative measure to reduce the project impact resulting at the Bayshore Boulevard/Leland Avenue intersection, incorporate the following into the project:

- *Bayshore Boulevard/Leland Avenue southbound left turn*: eliminate the proposed left turn from southbound Bayshore Boulevard into Zone 1 at Leland Avenue.

Measure 8-1C: in addition to Mitigation 9-1A or 8-1B, to reduce all of the impacts associated with the project on intersection operating conditions (Impact 8-1), incorporate a Transportation Management Plan for Zone 1. Future applicants for development in Zone 1 shall prepare, fund, and implement project-specific Transportation Management Plans. After the first phase of Zone 1 development of 450 residential units, the project will conduct a follow-up analysis of the Bayshore Boulevard corridor and the Tunnel/Blanken intersection and provide opportunities to revise TMP elements and explore additional mitigation options based on revised information regarding Cumulative conditions.

Measure 8-3: requires the City and individual development applicants to extend the southbound left-turn pocket lengths at the intersection of Bayshore Boulevard and Visitation Avenue. As discussed above, the SFMTA has determined that this mitigation measure is not feasible at the intersection of Bayshore/Visitation. Accordingly, it is no longer applicable at this intersection and has been removed from the Mitigation Monitoring and Reporting Program.

Measure 8-4: requires the City and individual development applicants to incorporate the following measures into the project, in addition to Mitigations 8-1A and 8-1B:

- *Bayshore Boulevard/Tunnel Avenue*: modify signal timing.

- *Alana Way/Beatty Avenue*: signalize the intersection, restripe the southbound Alana Way approach and restripe the eastbound Beatty Avenue approach.

This measure includes establishment of a mechanism for project fair share contribution to the implementation of these mitigation measures.

Measure 8-6: requires the City and individual development applicants to provide a fair-share contribution to planned regional improvements.

Measure 8-7: requires the City and individual development applicants to incorporate the following intersection improvement measures to reduce impacts on intersection operation:

- *Bayshore Boulevard/Leland Avenue*: modify signal timing by shifting six seconds from the northbound/southbound left-turn movements to the through movements and also restripe the eastbound and westbound approaches to create two lanes at the intersection.
- *Bayshore Boulevard/Sunnydale Avenue*: modify signal timing by shifting four seconds from the northbound/southbound left-turn movements to the eastbound/westbound movements and restripe the eastbound and westbound approaches to create two lanes at the intersection. As discussed above, the SFMTA has determined that this mitigation measure is not feasible at this intersection in the eastbound direction. Accordingly, that portion of the measure is no longer applicable and has been removed from the Mitigation Monitoring and Reporting Program.
- *Tunnel Avenue/Blanken Avenue*: signalize intersection upon the following: LOS reaches LOS E or F, the intersection meets Caltrans signal warrants, and a traffic study by San Francisco MTA finds that the signalization would not result in unacceptable interference with Bayshore Boulevard traffic and Muni operations.

Measure 8-9: requires the City to reduce project-related local transit service delay by encouraging additional transit riders through building design features that promote access to transit, implementation of Better Streets Plan in the area, and provision of transit amenities.

Measure 8-10: requires the City to restrict provision of the proposed new southbound left-turn into Zone 1 at Leland Avenue to reduce impacts on bicycle conditions.

Measure 9-1A: requires the City and individual development applicants to have demolition contractors implement dust control measures. This measure has been completed and is therefore not in the Mitigation Monitoring and Reporting Program.

Measure 9-1B: requires the City and individual development applicants to have contractors implement dust control measures for remediation, grading, or construction activity. This measure has been partially completed.

Measure 9-1C: requires the City and individual development applicants to control emissions by diesel-powered construction equipment used by contractors. This measure has been partially completed.

Measure 9-2: requires the City and individual development applicants to apply emissions control strategies where applicable to project-facilitated discretionary mixed use, residential, commercial, and cultural development activities within the project area.

Measure 10-1: requires the sponsors of individual projects to document the affected historical resources and its setting in accordance with one of three documentation levels associated with Historic American Buildings Survey (HABS) or Historic American Engineering Record (HAER) at the discretion of Planning Department historic preservation staff. This mitigation measure has already been completed and is therefore not in the Mitigation Monitoring and Reporting Program.

Measure 10-2: requires individual project sponsors to retain the services of a qualified archeological consultant for the purposes of consultation with Environmental Planning staff archeologist to determine project locations and activities that may affect deposits and features associated with known archeological resource sites. Project activities may be subject to archeological testing program, archeological monitoring program and/or archeological data recovery program, and if necessary a human remains treatment program and final archeological resources report.

Measure 10-3: requires individual project sponsors consult with Environmental Planning staff archeologist to undertake measures to avoid any potentially significant adverse impacts on buried or submerged cultural resources, including an archeological monitoring program and/or archeological data recovery program, and if necessary a human remains treatment program and final archeological resources report.

Measure 10-4: requires individual project sponsors in Zone 2 to consult with Environmental Planning staff archeologist to undertake measures to avoid any potentially significant adverse impacts on buried or submerged cultural resources. Should any indication of an archeological resource be encountered during soils-disturbing activity, requires the project head foreman and/or project sponsor to immediately notify the Environmental Review Officer (ERO) and immediately suspend any soils-disturbing activities in the vicinity of the discovery until the ERO has determined additional measures that should be undertaken to avoid any potential adverse effect on accidentally discovered buried or submerged historical resources.

Measure 10-5: requires individual project sponsors suspend construction activities if any paleontological resources are encountered until a qualified paleontologist can be retained to identify and evaluate the resource, recommend mitigation to document and prevent any significant adverse effects.

Measure 11-1: requires individual project sponsors in Zone 2 comply with all applicable existing, local-, state-, and federal-mandated site assessment, remediation, and disposal requirements for soil, surface water, and/or ground water contamination.

Measure 12-1A: requires individual project sponsors to comply with SFPUC regulations regarding stormwater runoff from Zone 1 by refining the individual development designs for Zone 1 as necessary.

Measure 12-1B: requires City and individual project sponsors to comply with SFPUC regulations regarding stormwater runoff from Zone 2 infill developments that meet the proposed SFPUC minimum size criteria.

Measure 12-2: requires City and individual project sponsors in Zone 1 to set forth in the Zone 1 SWPPP design requirements and implementation measures for minimizing project-generated erosion and for controlling fuel/hazardous material spills in accordance with SWRCB and RWQCB design standards.

Mitigation 13-1: requires City and individual project sponsors, as a condition of demolition and construction permit issuance, the incorporation of the conventional noise abatement measures listed in Chapter 13 of the EIR into individual contractor agreements.

Mitigation 13-2: requires City and individual project sponsors to conduct a site-specific vibration study prior to the development of habitable buildings within 110 feet of the centerline of the nearest railroad tracks, or within 55 feet of light rail tracks.

Mitigation 13-3: requires individual project sponsors to conduct site-specific noise studies consistent with the requirements of the State Building Code for all new project-facilitated residential uses within 75 feet of the Caltrain line and along the Bayshore Boulevard frontage to identify noise reduction measures to be included in the final project design.

Mitigation 15-1: requires individual project sponsors include in final architectural designs adequate space within buildings to accommodate three-bin recycling containers.

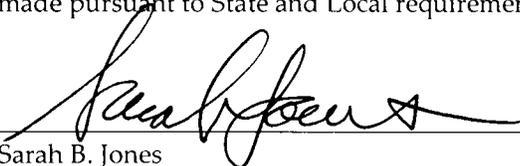
Conclusion

Based on the foregoing, it is concluded that the analyses conducted and the conclusions reached in the final EIR certified on December 18, 2008 remain valid. The proposed revisions to the project would not cause new significant impacts not identified in the EIR, and no new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the proposed project that would cause significant environmental impacts to which the project would contribute considerably, and no new information has become available that shows that the project would cause significant environmental impacts. Therefore, no supplemental environmental review is required beyond this addendum.

Date of Determination:

May 27, 2014

I do hereby certify that the above determination has been made pursuant to State and Local requirements.



Sarah B. Jones

Environmental Review Officer

cc: Jonathan Scharfman, Universal Paragon Corporation
Claudia Flores, Citywide Planning
Emily Lesk, OEWD

Bulletin Board / Master Decision File
Distribution List

**MITIGATION MONITORING AND REPORTING PROGRAM –
VISITACION VALLEY MODIFIED DEVELOPMENT PROGRAM**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
Transportation and Traffic				
<p>Mitigation 8-1A: <i>Tunnel Avenue/Blanken Avenue:</i> Signalize intersection upon the following: LOS reaches LOS E or F, the intersection meets Caltrans signal warrants, and a traffic study by San Francisco Municipal Transportation Agency (SFMTA) finds that the signalization would not result in unacceptable interference with Bayshore Boulevard traffic and Muni operations. The Project impacts at this intersection would be reduced to <i>less than significant</i>.</p>	SFMTA and project sponsor(s)	Once the mitigation measure is triggered as described, the measure must be constructed prior to the issuance of the certificate of occupancy for any building in the first development phase that includes Parcel 5 and/or Parcel 6 that, after completion, would cause the above-listed conditions to be met.	SFMTA	Biannual monitoring of intersection operations beginning at the first development phase that includes Parcel 5 and/or Parcel 6. SFMTA to carry out feasibility study. If feasible, SFMTA to design and install traffic signal.
<p>Mitigation 8-1B: Intersection Operation. <i>Bayshore Boulevard/Leland Avenue southbound left-turn:</i> Eliminate the proposed left-turn from southbound Bayshore Boulevard into Zone 1 at Leland Avenue. Implementation of this measure would eliminate the identified potential significant impacts at this intersection to traffic, transit and bicycle conditions (i.e., would reduce Project impact at this location to a <i>less-than-significant level</i>). However, removal of this left-turn location would have a significant secondary impact, forcing Project vehicular traffic to utilize the left-turn locations at Visitacion and Sunnysdale Avenues, which would exacerbate anticipated queuing impacts at these two remaining left-turn locations.</p>	SFMTA	Prior to Phase 1 Phase Approval	SFMTA	Confirm establishment as part of infrastructure plans in Phase 1 approval
<p>Mitigation 8-1C: Transportation Management Plan. <i>Implement a Transportation Management Plan for Zone 1.</i> To reduce the amount of auto use and auto ownership rates, and thereby reduce the traffic impacts of Zone 1 development, future applicants for developments in Zone 1 shall prepare, fund, and implement project-specific Transportation Management Plans (TMP). The TMPs could include the</p>	Project Sponsor(s)	Development Agreement has been revised to incorporate this measure.	SFMTA	Developer to submit periodic status reports to the SFMTA for review.

**MITIGATION MONITORING AND REPORTING PROGRAM –
VISITACION VALLEY MODIFIED DEVELOPMENT PROGRAM (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p>following elements:</p> <ul style="list-style-type: none"> ▪ Identification of a transportation coordinator, ▪ Establishment of a resident website, ▪ Carpool match services, ▪ Carshare hubs, ▪ Real-time transit information, ▪ Reduced fee transit pass program, ▪ Parking supply reductions, ▪ Unbundled parking supply, and/or ▪ Metered/paid parking. <p>Also see similar measures in <i>Mitigation 9-2</i> (chapter 9, Air Quality) of this EIR.</p> <p>After the first phase of Zone 1 development of 450 residential units, the Project will conduct a follow-up analysis of the Bayshore Boulevard corridor and the Tunnel/Blanken intersection. This analysis will revisit the status of neighboring projects, account for any shifts in travel patterns, mode share, and transit service (as described in subsection 8.2.4) within the Project Area, and reconsider the range of mitigations available for travel on Bayshore Boulevard, Tunnel Avenue, Blanken Avenue, and affected intersections--including revised signal phasing, pedestrian improvements, and/or traffic calming measures. This future study may provide opportunities to revise TMP elements and explore additional mitigation options based on revised information regarding Cumulative conditions. This study shall also study pedestrian volumes in Zone 1 and along Bayshore Boulevard. While implementation of this measure would reduce impacts on the adjacent intersections and roadways to an unspecified but limited degree, the Project impacts would still remain <i>significant and unavoidable</i>.</p>				

**MITIGATION MONITORING AND REPORTING PROGRAM –
VISITACION VALLEY MODIFIED DEVELOPMENT PROGRAM (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p>Mitigation 8-4: 2025 Cumulative Impacts on Intersection Operation.</p> <p><i>Bayshore Boulevard/Tunnel Avenue:</i> Modify signal timing by shifting one second from the southbound left-turn movement to the northbound/southbound through movements. Prior to implementation of this mitigation measure, assess transit and traffic coordination along Bayshore Boulevard to ensure that the changes would not substantially affect MUNI transit operations, signal progressions, pedestrian minimum green time requirements, and programming limitations of signals. <i>Implementation of this mitigation would still result in a cumulative effect that is significant and unavoidable for weekday AM/PM peak hours.</i></p> <p><i>Alana Way/Beatty Avenue:</i> Signalize the intersection, restripe the southbound Alana Way approach to create exclusive left- through and right turn approach to create exclusive left-, through and right-turn lanes; and restripe the eastbound Beatty Avenue approach to create two lanes. If this intersection is reconfigured as part of the Brisbane Baylands the developer will pay an in lieu fee for other transportation improvements. <i>Implementation of this mitigation would still result in a cumulative effect that is significant and unavoidable for weekday AM/PM peak hours.</i></p>	SFMTA and individual project sponsor(s)	Prior to issuance of first certificate of occupancy for any residential or commercial space within the second phase of development.	SFMTA and individual project sponsor(s)	Upon incorporation of measures in Phase 2 Phase Application submitted to Planning Department.
<p>Mitigation 8-6: 2025 Cumulative Impacts on Freeway On-Ramp Operation. These projected 2025 cumulative freeway on-ramp operating condition impacts are anticipated to be resolved by the construction of the proposed new ramps at Geneva Avenue, a planned regional transportation improvement measure. Project fair contribution to these improvements to these planned improvements would be required. Currently there are no interjurisdiction formulated improvement projects or associated funding programs for the affected freeway segments towards which the Project Developer could be required to make a fair share contribution. The ongoing Bi-County Transportation Study is currently investigating inter-regional cumulative transportation network improvement needs and priorities, and is intended to identify an associated interjurisdictional fair share calculation procedure. The Planning Department will continue to participate in the current Bi-County Transportation Planning Study, and will continue to advocate and participate in similar interjurisdictional study, planning and fair share funding efforts. Project fair-share contribution to the planned regional improvements would reduce the anticipated 2025 cumulative freeway on-ramp impacts to a <i>less-than-significant level.</i></p>	Project sponsor(s), Planning Department, Interagency Plan Implementation Committee	<p>The project's Bi-County contribution will be met through impact fees, paid by individual project sponsors, collected by the Planning Department, and allocated by the City's Interagency Plan Implementation Committee.</p> <p>Prior to issuance of building permits for each building.</p>	Planning Department	At building permit issuance by Department of Building Inspection.

**MITIGATION MONITORING AND REPORTING PROGRAM –
VISITACION VALLEY MODIFIED DEVELOPMENT PROGRAM (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p>Mitigation 8-7: 2025 Cumulative Impacts on Intersection Operation with Planned Regional Roadway Improvements. To mitigate 2025 cumulative unacceptable operating conditions (LOS E or F) implement <i>Mitigation 8-1</i> plus the following additional measures:</p> <ul style="list-style-type: none"> • <i>Bayshore Boulevard/Leland Avenue:</i> Modify signal timing by shifting 6 seconds from the northbound/southbound left-turn movements to the through movements. Implementation of this mitigation could potentially impact transit operations, this 2025 cumulative intersection impact is considered to be <i>significant and unavoidable</i>. • <i>Tunnel Avenue/Blanken Avenue:</i> Signalize intersection upon the following: LOS reaches LOS E or F, the intersection meets Caltrans signal warrants, and a traffic study by SFMTA finds that the signalization would not result in unacceptable interference with Bayshore Boulevard traffic and Muni operations. It would be possible to modify this intersection from an all-way stop to a signalized intersection under the 2025 Cumulative condition. Implementation of this mitigation would reduce measure would reduce this impact to a <i>less-than significant</i> level. 	<p>SFMTA and individual project sponsor(s)</p> <p>SFMTA and project sponsor(s)</p>	<p>Prior to issuance of first certificate of occupancy for any residential or commercial space within the second phase of development</p> <p>See Mitigation 8-1A above</p>	<p>SFMTA</p> <p>See Mitigation 8-1A above</p>	<p>Upon incorporation of measures in Phase 1 Phase Application submitted to Planning Department.</p> <p>See Mitigation 8-1A above</p>
<p>Mitigation 8-9: The addition of Project-related transit trips would not result in a significant impact to transit capacity (existing transit services currently have capacity to accommodate the new trips). As a result, no transit service capacity mitigation measures would be required. However, the new <u>vehicle-trips</u> generated by the Project would result in long delays at several Bayshore Boulevard intersections, as indicated above under Impacts 8-1 and 8-4. Related intersection improvement and left-turn pocket extension measures have been identified under Mitigations 8-1 and 8-4 to mitigate these traffic impacts. Because these measures would not fully mitigate the associated traffic impacts, and could result in additional impacts associated with the relocation of a Muni bus stop, this Project-related local transit service delay impact would be considered <i>significant and unavoidable</i>.</p> <p>Implementation of <i>Mitigation 8-1C (Transportation Management Plan)</i> would help decrease the number of vehicle trips generated by the Project and reduce the magnitude of the Project’s impact on transit operations at these</p>	<p>See Mitigations 8-1 and 8-4, above</p> <p>SFMTA and individual project sponsor(s)</p>	<p>See Mitigations 8-1 and 8-4, above</p> <p>Development Agreement has been revised to incorporate this measure.</p>	<p>See Mitigations 8-1 and 8-4, above</p> <p>SFMTA</p>	<p>See Mitigations 8-1 and 8-4, above</p> <p>Developer to submit periodic status reports to the</p>

**MITIGATION MONITORING AND REPORTING PROGRAM –
VISITACION VALLEY MODIFIED DEVELOPMENT PROGRAM (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p>locations, but not to a less-than-significant level.</p> <p>In addition, to encourage additional transit riders (thereby further reducing the amount of vehicular activity), the Project could implement the following measures:</p> <ul style="list-style-type: none"> ▪ Consistent with the Design for Development, implement building design features that promote the primary access to new Project Area buildings from transit stops and pedestrian areas, and discourage the location of primary access points to new Project Area buildings through parking lots and other auto-oriented entryways. ▪ Implement recommendations of the <i>San Francisco Better Streets Plan</i> in the Project Area, which are designed to make the pedestrian environment safer and more comfortable for pedestrians, including traffic calming strategies, sidewalk corner bulbs, and other features. <p>Provide transit amenities at key light rail and bus stops in the Project Area, including “Next Bus” passenger information, accurate and usable passenger information and maps, and adequate light, shelter, and sitting areas.</p>				SFMTA for review.
<p>Mitigation 8-10: Impacts on Bicycle Conditions. To mitigate this potential impact to the Bayshore Boulevard bicycle lane, do not provide the proposed new southbound left-turn into Zone 1 at Leland Avenue. To mitigate additional bicycle impacts establish an internal connection from Zone 1 to the east side of Bayshore Boulevard/Geneva intersection. This mitigation would reduce the Project’s impact on bicycle conditions to a <i>less-than-significant</i> level.</p>	SFMTA and individual project sponsor(s)	Prior to issuance of first certificate of occupancy for any residential or commercial space within the final phase of development	SFMTA, Planning Department	Confirm this has been included in final phase application plans.
Air Quality				
<p>Mitigation 9-1B: For all <i>remediation, grading, or construction</i> activity in the Project Area, require implementation of the following dust control measures by construction (also remediation) contractors, where applicable:</p> <ul style="list-style-type: none"> ▪ Water all active remediation and construction areas at least twice daily, or as needed to prevent visible dust plumes from blowing off- 	Project Sponsor(s) and project contractor(s) of each subsequent development project	Continuous throughout demolition activity	DBI, BAAQMD, Planning	Continuous throughout demolition activity

**MITIGATION MONITORING AND REPORTING PROGRAM –
VISITACION VALLEY MODIFIED DEVELOPMENT PROGRAM (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p>site.</p> <ul style="list-style-type: none"> ▪ Cover all trucks hauling soil, sand, and other loose materials. ▪ Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites. ▪ Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites. ▪ Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets. ▪ Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more). ▪ Limit the area subject to excavation, grading, and other construction activity at any one time. <p>The above measures may be revised or supplemented over time by new BAAQMD regulations. Implementation of these measures would reduce the impacts to a <i>less-than-significant level</i>.</p>				
<p>Mitigation 9-1C: The following are measures to control emissions by diesel-powered construction (including remediation and demolition) equipment used by contractors, where applicable:</p> <ul style="list-style-type: none"> ▪ Ensure that emissions from all on-site, diesel-powered construction equipment do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired or replaced immediately. ▪ The contractor shall install temporary electrical service whenever possible to avoid the need for independently powered equipment (e.g., compressors). ▪ Diesel equipment standing idle for more than three minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were on-site and away from residences. ▪ Properly tune and maintain equipment for low emissions. ▪ Use late model heavy-duty diesel-powered equipment at each construction site to the extent that the equipment is readily available in the San Francisco Bay Area. 	<p>Project Sponsor(s) and project contractor(s) of each subsequent development project</p>	<p>During construction activity requiring diesel-powered equipment</p>	<p>DBI, BAAQMD, Planning</p>	<p>During construction activity requiring diesel-powered equipment</p>

**MITIGATION MONITORING AND REPORTING PROGRAM –
VISITACION VALLEY MODIFIED DEVELOPMENT PROGRAM (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<ul style="list-style-type: none"> ▪ Use diesel-powered equipment that has been retrofitted with after-treatment products (e.g., engine catalysts) to the extent that it is readily available in the San Francisco Bay Area. ▪ Replant vegetation in disturbed areas as quickly as possible. ▪ Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site. ▪ Install wind breaks, or plant trees/vegetation wind breaks at windward side(s) of construction sites. ▪ Suspend excavation and grading where winds (instantaneous gusts) exceed 25 miles per hour. ▪ Use low-emission diesel fuel and/or biodiesel for all heavy-duty diesel-powered equipment operating and refueling at each construction site to the extent that the fuel is readily available and cost effective in the San Francisco Bay Area (this does not apply to diesel-powered trucks traveling to and from the site). <p>Utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent that the equipment is readily available and cost-effective in the San Francisco Bay Area.</p>				
<p>Mitigation 9-2: Apply the following emissions control strategies where applicable to Project-facilitated discretionary mixed use, residential, commercial, and cultural development activities within the Project Area in order to reduce overall emissions from traffic and area sources.</p> <p><i>Transportation Emissions</i></p> <ul style="list-style-type: none"> ▪ New or modified roadways should include bicycle lanes where reasonable and feasible. ▪ Provide transit information kiosks. ▪ Where practical, employment-intensive development proposals (e.g., retail) shall include measures to encourage use of public transit, ridesharing, van pooling, use of bicycles, and walking, as well as to minimize single passenger motor vehicle use. ▪ Develop parking enforcement and fee strategies that encourage alternative modes of transportation. ▪ Parking lots or facilities should provide preferential parking for electric or alternatively fueled vehicles. ▪ Implement and enforce truck idling restrictions of three minutes. 	Project Sponsor(s)	Continuous throughout demolition activity	Planning Department, BAAQMD, MTA	Upon completion of demolition activity

**MITIGATION MONITORING AND REPORTING PROGRAM –
VISITACION VALLEY MODIFIED DEVELOPMENT PROGRAM (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p>▪ Require large commercial land uses (e.g., 10,000 square feet or 25 employees) that would generate home-to-work commute trips to implement Transportation Demand Management (TDM) programs. Components of these programs should include the following (also see similar measures in <i>Mitigation 8-1C</i> [chapter 8, Transportation and Circulation] of this EIR):</p> <ul style="list-style-type: none"> - a carpool/vanpool program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of vanpool vehicles, etc.; - a transit use incentive program for employees, such as on-site distribution of passes and/or subsidized transit passes for local transit systems; - a guaranteed ride home program; and/or - a parking cash-out program for employees (where non-driving employees receive transportation allowance equivalent to the value of subsidized parking). <p><i>Building Emissions:</i></p> <ul style="list-style-type: none"> ▪ Require energy efficient building designs that exceed State Title 24 building code requirements. ▪ Discourage use of gasoline-powered landscape equipment, especially two-stroke engines and motors (which burn and leak oil), for public park maintenance. ▪ Allow only low-emitting fireplaces for residential uses, such as those that burn only natural gas (standard City requirement for multi-family residences). <p>The above measures may be revised or supplemented over time by new BAAQMD regulations. Implementation of these measures would reduce the remediation-, demolition-, and construction-related air quality impacts of diesel-powered equipment to a <i>less-than-significant level</i>.</p>				

**MITIGATION MONITORING AND REPORTING PROGRAM –
VISITACION VALLEY MODIFIED DEVELOPMENT PROGRAM (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
Cultural and Historical Resources				
<p>Mitigation 10-1: Destruction or Degradation of Historical Resources. The following mitigation measures should be considered if proposed changes to a historical resource are not in accordance with the Secretary of the Interior’s standards.</p> <p><i>a) Documentation.</i> In consultation with a Planning Department Preservation Technical Specialist, the individual project applicant shall have documentation of the affected historical resource and its setting prepared. Generally, this documentation shall be in accordance with one of three documentation levels associated with the Historic American Building Survey (HABS) or Historic American Engineering Record (HAER). The Specialist, possibly in consultation with the National Park Service Regional Office, can decide the most appropriate form of documentation, depending on the significance of the affected resource. The three possible documentation level protocols are described under this mitigation in chapter 10 of this EIR.</p> <p>The agreed-upon documentation shall be filed with the San Francisco History Center at the Main Library, as well as with other local libraries and historical societies, as appropriate.</p>	Project Applicant	Initiate before any demolition	Planning Department	Initiate before any demolition
<p><i>(b) Oral Histories.</i> The individual project applicant shall undertake an oral history project that includes interviews of several long-time residents of Visitacion Valley and former employees of the Schlage Lock Factory. This program shall be conducted by a professional historian in conformance with the Oral History Association’s <i>Principles and Standards</i> (http://alpha.dickinson.edu/oha/pub_eg.html). 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 History Room of the Main Library.</p>	Project Applicant	Initiate before approval of any demolition permit and ongoing after demolition	Planning Department	Initiate before demolition and ongoing after demolition

**MITIGATION MONITORING AND REPORTING PROGRAM –
VISITACION VALLEY MODIFIED DEVELOPMENT PROGRAM (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p><i>(c) Relocation.</i> If preservation of the affected historical resource at the current site is determined to be impossible, the building shall, if feasible, be stabilized and relocated to another nearby site appropriate to its historic setting and general environment. A moved building or structure that is otherwise eligible may be listed in the California Register if it was moved to prevent its demolition at its former location and if the new location is compatible with the original character and use of the historical resource. After relocation, the building’s preservation, rehabilitation, and restoration, as appropriate, shall follow the Secretary of the Interior’s standards to ensure that the building retains its integrity and historical significance.</p>	Project Applicant	Before approval of any demolition permit for applicable building	Planning Department	Initiate before demolition and ongoing after demolition
<p><i>(d) Salvage.</i> If the affected historical resource can neither be preserved at its current site nor moved to an alternative site and is to be demolished, the individual project applicant shall consult with a San Francisco Planning Department Preservation Technical Specialist and other local historical societies regarding salvage of materials from the affected historic resource for public information or reuse in other locations. Demolition may proceed only after any significant historic features or materials have been identified and their removal completed.</p>	Project Applicant	Before approval of any demolition permit for applicable building	Planning Department	Initiate before demolition and ongoing after demolition
<p><i>(e) Commemoration.</i> If the affected historical resource can neither be preserved at its current site nor moved to an alternative site and is to be demolished, the individual project applicant shall, with the assistance of a Planning Department Preservation Technical Specialist or other professionals experienced in creating historical exhibits, incorporate a display featuring historic photos of the affected resource and a description of its historical significance into the publicly accessible portion of any subsequent development on the site. In addition, the factory machinery in Schlage Plants 1 and 2 should be cleaned and moved to a public space (such as a park or plaza on-site) for public viewing.</p>	Project Applicant	Condition for demolition permit for applicable building; ongoing implementation as required by measure	Planning Department	Initiate before demolition and ongoing after demolition
<p><i>(f) Contribution to a Historic Preservation Fund.</i> If an affected historical resource can neither be reserved at its current site nor moved to an alternative site and is demolished, the project applicant may be eligible to mitigate project-related impacts by contributing funds to the City to be applied to future historic preservation activities, including survey work,</p>	Project Applicant	Ongoing implementation as required by measure	Planning Department	Initiate before demolition and ongoing after demolition

**MITIGATION MONITORING AND REPORTING PROGRAM –
VISITACION VALLEY MODIFIED DEVELOPMENT PROGRAM (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p>research and evaluation, and rehabilitation of historical resources within Visitacion Valley in accordance with the Secretary’s Standards. Contribution to the preservation fund would be made only after the documentation, oral history, salvage, and commemoration mitigations specified above had been completed. The details of such an arrangement would be formulated on a case-by-case basis, and could also include in-kind implementation of historic resource preservation. As part of any such arrangement, the project applicant shall clearly demonstrate the economic infeasibility of other mitigation measures that would mitigate impacts to historical resources, including preservation, relocation, and project modification.</p> <p>While implementation of these measures would reduce impacts on historical resources, the impact would remain <i>significant and unavoidable</i>.</p>				
<p>Mitigation 10-2: Disturbance of Known Archaeological Resources. The project sponsor shall retain the services of a qualified archaeological consultant having expertise in California prehistoric and urban historical archeology. The archaeological consultant shall consult with the Environmental Planning archaeologist at the San Francisco Planning Department to determine project locations and activities that may affect archaeological deposits/features associated with known archaeological resource sites. Project activities determined to potentially affect these resources shall be subject to an archaeological testing program (ATP) as specified under this mitigation heading in chapter 10 of this EIR. In addition, the consultant shall be available to conduct an archaeological monitoring program (AMP) and/or archaeological data recovery program (ADRP) and, if necessary, a human remains treatment program and final archaeological resources report (FARR) as specific under this mitigation heading in Chapter 10 of this EIR. The archaeological consultant’s work shall be conducted in accordance with this measure at the direction of the City’s Environmental Review Officer (ERO).</p> <p>All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, shall be considered draft reports, subject to revision until final</p>	Project Sponsor(s), Project Archaeologist	Prior to preparation of the ATP & project soils disturbance (including demolition and excavation)	ERO	Sufficiently in advance of project for preparation & ERO review & approval of ATP

**MITIGATION MONITORING AND REPORTING PROGRAM –
VISITACION VALLEY MODIFIED DEVELOPMENT PROGRAM (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p>approval by the ERO. Archaeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archaeological resource as defined in CEQA.</p> <p><u>Archaeological Testing Program.</u> The archaeological consultant shall prepare and submit to the ERO for review and approval an archaeological testing plan (ATP). An archaeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archaeological resource(s) that potentially could be adversely affected by the project, the testing method to be used, and the locations recommended for testing.</p> <p>The purpose of the archaeological testing program will be to determine to the extent possible the presence or absence of archaeological resources to identify and to evaluate whether any archaeological resource encountered on the site constitutes a historical resource under CEQA.</p>	<p>Project Archaeologist</p>	<p>Prior to preparation of the ATP & project soils disturbance (including demolition and excavation). NAHC and Native American consultation prior to preparation of the ATP</p>	<p>ERO</p>	<p>Sufficiently in advance of project for preparation & ERO review & approval of ATP</p>
<p>At the completion of the archaeological testing program, the archaeological consultant shall submit a written report of the findings to the ERO. If based on the archaeological testing program the archaeological consultant finds that significant archaeological resources may be present the ERO in consultation with archaeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include notification of designated members of the community as appropriate, archaeological data recovery program.</p>	<p>Project Archaeologist</p>	<p>Following completion of archaeological testing</p>	<p>ERO</p>	<p>Prior to project construction demolition and remediation</p>
<p>If the ERO determines that a significant archaeological resource is present and that the resource could be adversely affected by the project, at the discretion of the project sponsor either:</p> <p>A. The project shall be re-designed so as to avoid any adverse</p>	<p>Project Archaeologist</p>	<p>Determination as data recovery requirement</p>	<p>ERO</p>	<p>Prior to project Construction, demolition and remediation and archaeological data</p>

**MITIGATION MONITORING AND REPORTING PROGRAM –
VISITACION VALLEY MODIFIED DEVELOPMENT PROGRAM (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> • <i>Field Methods and Procedures.</i> Descriptions of proposed field strategies, procedures, and operations. • <i>Cataloguing and Laboratory Analysis,</i> Description of selected cataloguing system and artifact analysis procedures. • <i>Discard and Deaccession Policy.</i> Description of and rationale for field and post-field discard and deaccession policies. • <i>Interpretive Program.</i> Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. • <i>Security Measures.</i> Recommended security measures to protect the archeological resource from vandalism, looting, and nonintentionally damaging activities. • <i>Final Report.</i> Description of proposed report format and distribution of results. • <i>Curation.</i> Description of the procedures and recommendations for die curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities <p><u>Human Remains, Associated or Unassociated Funerary Objects.</u> The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.</p>	<p>Project Archaeologist, ERO in consultation with the Coroner of the City and County of San Francisco, Native American Heritage Commission, and Most Likely</p>	<p>Upon identification of human remains</p>	<p>ERO</p>	<p>On discovery of human remains</p>

**MITIGATION MONITORING AND REPORTING PROGRAM –
VISITACION VALLEY MODIFIED DEVELOPMENT PROGRAM (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p>historical archaeology. The archaeological consultant shall undertake an archaeological monitoring program (AMP), and if triggered by the AMP, an archaeological data recovery program (ADRP), human remains treatment program, and/or final archaeological resources report (FARR), as specified under this mitigation heading in chapter 10 of this EIR and detailed in Mitigation 10-2. The archaeological consultants work shall be conducted in accordance with this measure at the direction of the City's Environmental Review Officer (ERO).</p> <p>Implementation of this measure would reduce the impact to a <i>less-than-significant level</i>.</p>				
<p>Mitigation 10-4: Accidental Discovery. For individual development projects in Zone 2, the project applicant shall consult with the Environmental Planning archaeologist at the San Francisco Planning Department prior to any development activity and, at the direction of the Planning Department, shall undertake the following measures to avoid any potentially significant adverse impact on possible buried or submerged cultural resources.</p> <p>The project sponsor shall distribute the San Francisco Planning Department archaeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc., firms); and utilities firm involved in soils disturbing activities within the project site. Prior to any soils 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 City's Environmental Review Officer (ERO) with assigned affidavit from the responsible parties (prime contractor, subcontractors, and utilities firm) to the ERO confirming that all field personnel have received copies of the "ALERT" Sheet.</p> <p>Should any indication of an archaeological resource 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</p>	Project Sponsor(s)	Prior to grading and demolition permits; ongoing implementation as required by measure	Planning Department	Ongoing implementation as required by measure

**MITIGATION MONITORING AND REPORTING PROGRAM –
VISITACION VALLEY MODIFIED DEVELOPMENT PROGRAM (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p>discovery until the ERO has determined what additional measures should be undertaken. Notification shall also include designated members of the community as appropriate.</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. The archaeological consultant shall advise the ERO as to whether the discovery is an archaeological resource, retains sufficient integrity, and is 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>Measures might include: preservation in situ (in place) 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 City's Environmental Planning (EP, formerly Major Environmental Analysis or "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>The project archaeological consultant shall submit a Final Archaeological Resources Report (FARR) to the ERO pursuant to the FARR content and distribution requirements described under this mitigation measure in chapter 10 of this EIR.</p> <p>Implementation of this measure would reduce the impact to a <i>less-than-significant level</i>.</p>				
<p>Mitigation 10-5: Disturbance of Paleontological Resources If any paleontological resources are encountered during site grading or other construction activities, all ground disturbances shall be halted until the</p>	Project Sponsor(s)	If triggered by 10-2;10-3 or 10-4	Planning Department	Ongoing implementation as required by measure

**MITIGATION MONITORING AND REPORTING PROGRAM –
VISITACION VALLEY MODIFIED DEVELOPMENT PROGRAM (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p>for commercial land use, such as a retail center, the majority of the site will be paved and there will be little or no contact with contaminated soil. Industrial clean-up levels would likely be applicable. If the slated development activity could involve human contact with soils, such as may be the case with residential use, then Step 3 should be completed. If no human contact is anticipated, then no further mitigation is necessary.</p> <p>Step 3. Should the Phase 2 investigation reveal high levels of hazardous materials in the site soils, mitigate health and safety risks according to City of San Francisco, RWQCB, and DTSC regulations. This would include site-specific health and safety plans prepared prior to undertaking any building or utility construction. Also, if buildings are situated over soils that are significantly contaminated, undertake measures to either remove the chemicals or prevent contaminants from entering and collecting within the building. If remediation of contaminated soil is infeasible, a deed restriction would be necessary to limit site use and eliminate unacceptable risks to health or the environment.</p> <p><i>(b) Surface or Groundwater Contamination.</i> In order to reduce potential health hazards due to construction personnel or future occupant exposure to surface water or groundwater contamination, developers would complete the following steps for each site proposed for disturbance as part of a Project-facilitated construction activity in Zone 2:</p> <p>Step 1. Investigate the site to determine whether it has a record of hazardous material discharge into surface or groundwater, and if so, characterize the site according to the nature and extent of contamination that is present before development activities proceed at that site.</p> <p>Step 2. Install drainage improvements in order to prevent transport and spreading of hazardous materials that may spill or accumulate on-site.</p>				

**MITIGATION MONITORING AND REPORTING PROGRAM –
VISITACION VALLEY MODIFIED DEVELOPMENT PROGRAM (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p>Step 3. If investigations indicate evidence of chemical/environmental hazards in site surface water and/or groundwater, then mitigation measures acceptable to the RWQCB and DTSC would be required to remediate the site <u>prior</u> to development activity.</p> <p>Step 4. Inform construction personnel of the proximity to recognized contaminated sites and advise them of health and safety procedures to prevent exposure to hazardous chemicals in surface water/groundwater.</p> <p>Compliance by future, individual, site-specific developments in Zone 2 with established regulations (accomplished through the steps outlined above) would adequately assure that associated potential health and safety impacts due to exposure to existing soil and groundwater contamination would be <i>less-than-significant</i>.</p>	Project Sponsor(s)	Applicant for Development	DPH/DTSC/RWQCB	RWQCB prior to site development; DPH and depending on the improvement DBI or DWP
Hydrology and Water Quality				
<p>Mitigation 12-1A: Potential Water Quality Impact Due to Increased Stormwater Runoff. To comply with anticipated SFPUC regulations regarding stormwater runoff from Zone 1, the developer(s) shall refine the individual development design(s) for Zone 1 as necessary to: (1) provide retention storage facilities and/or detention treatment facilities as needed to ensure that at least 80 percent of total annual runoff either remains on-site or receives an approved level of water quality treatment before discharge into the combined sewer system; and (2) provide a minimum of 25 percent of the surface of setbacks to be pervious. Implementation of these measures would reduce the water quality impact associated with future development of Zone 1 to a <i>less-than-significant level</i>.</p> <p>Mitigation 12-1B. Stormwater design requirements similar to those described above for the Zone 1 development shall also be applied to individual infill developments in Zone 2 that meet the proposed SFPUC minimum size criteria. Implementation of these measures would reduce the water quality impact associated with future development of these parcels to a <i>less-than-significant level</i>.</p>	Project Sponsor(s)	Submit as part of subdivision improvement plans	DPW;DBI, SFPUC	Review as part of design and construction plans

**MITIGATION MONITORING AND REPORTING PROGRAM –
VISITACION VALLEY MODIFIED DEVELOPMENT PROGRAM (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p>Mitigation 12-2: Increased Risk of Soil Erosion and Contaminant Spills During Project Remediation and Construction. For future development within Zone 1, design requirements and implementation measures for minimizing Project-generated erosion and for controlling fuel/hazardous material spills would be set forth in the Zone 1 SWPPP, in accordance with SWRCB and RWQCB design standards. During construction, the SFPUC would monitor implementation of the approved SWPPP. This plan shall include, at a minimum, the following or similar actions:</p> <ul style="list-style-type: none"> ▪ Following demolition of existing improvements, stabilize areas not scheduled for immediate construction with planted vegetation or erosion control blankets; ▪ Collect stormwater runoff into stable drainage channels from small drainage basins, to prevent the buildup of large, potentially erosive stormwater flows; ▪ Direct runoff away from all areas disturbed by construction; ▪ Use sediment ponds or siltation basins to trap eroded soils before runoff is discharged into on-site channels or the combined sewer system; ▪ To the extent possible, schedule major site development work involving excavation and earthmoving activities during the dry season (May through September); ▪ Develop and implement a program for the handling, storage, use, and disposal of fuels and hazardous materials. The program should also include a contingency plan covering accidental hazardous material spills; ▪ Restrict vehicle cleaning, fueling, and maintenance to designated areas for containment and treatment of runoff; and ▪ After construction is completed, inspect all on-site drainage facilities for accumulated sediment, and clear these facilities of debris and sediment as necessary. <p>Implementation of these measures would reduce the risk of soil erosions and contaminant spills during Project remediation and construction to a <i>less-than-significant level</i>.</p>	<p>SFPUC and individual Project Sponsor(s)</p>	<p>Infrastructure plans with Phase 1</p>	<p>SFPUC and DWP</p>	<p>Review as part of design and construction plans</p>
Noise				
<p>Mitigation 13-1: Project-Facilitated Remediation-, Demolition-, and</p>	<p>Project Sponsor(s)</p>	<p>Provide information</p>	<p>DPW; DBI</p>	<p>DPW/DBI to review</p>

**MITIGATION MONITORING AND REPORTING PROGRAM –
VISITACION VALLEY MODIFIED DEVELOPMENT PROGRAM (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p>Construction-Period Noise. Reduce program-related individual project remediation-, demolition-, and construction-period noise impacts on nearby residences and businesses by incorporating conditions in project demolition and construction contract agreements that stipulate the following conventional noise abatement measures:</p> <ul style="list-style-type: none"> ▪ <i>Remediation and Construction Plans.</i> For major noise generating remediation and construction activities, prepare detailed remediation and construction plans identifying schedules. The plans shall identify a procedure for coordination with nearby noise ▪ <i>Remediation and Construction Scheduling.</i> Ensure that noise generating remediation and construction activity is limited to between the hours of 7:00AM to 8:00PM, Monday through Friday, and noise levels generated by construction are prohibited on Saturdays, Sundays, and holidays (San Francisco Municipal Code Section 2908) ▪ <i>Remediation and Construction Equipment Noise Limits.</i> Limit all powered remediation and construction equipment to a noise level of 80 dBA or less when measured at a distance of 100 feet or an equivalent sound level when measured at some other convenient distance (San Francisco Municipal Code Section 2907) ▪ <i>Impact Tools and Equipment.</i> Equip all impact tools and equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment. Equip all pavement breakers and jackhammers with acoustically attenuating shields or shrouds that are in good condition and appropriate for the equipment (San Francisco Municipal Code Section 2907) ▪ <i>Equipment Locations.</i> Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a remediation or construction site. ▪ <i>Remediation and Construction Traffic.</i> Route all remediation and construction traffic to and from the sites via designated truck routes where possible. Prohibit remediation- and construction-related heavy truck traffic in residential areas where feasible. ▪ <i>Quiet Equipment Selection.</i> Use quiet equipment, particularly air compressors wherever possible. 	and project contractor(s)	regarding compliance prior to building permit issuance		information prior to prior to construction site permit

**MITIGATION MONITORING AND REPORTING PROGRAM –
VISITACION VALLEY MODIFIED DEVELOPMENT PROGRAM (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<ul style="list-style-type: none"> ▪ <i>Temporary Barriers.</i> Construct solid plywood fences around remediation and construction sites adjacent to residences, operational businesses, or noise-sensitive land uses. ▪ <i>Temporary Noise Blankets.</i> Temporary noise control blanket barriers should be erected, if necessary, along building facades of construction sites. This mitigation would only be necessary if conflict occurred which were irresolvable by proper scheduling. (Noise control blanket barriers can be rented and quickly erected.) <p><i>Noise Disturbance Coordinator.</i> For Zone 1 remediation and larger individual construction projects, the City may choose to require project designation of a “Noise Disturbance Coordinator” who would be responsible for responding to any local complaints about remediation or construction noise. The Disturbance Coordinator would determine the cause of the noise complaint (e.g. starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the Disturbance Coordinator at the remediation/construction schedule. (The project sponsor should be responsible for designating a Noise Disturbance Coordinator, posting the phone number, and providing schedule notices. The Noise Disturbance Coordinator would work directly with an assigned City staff member).</p> <p>Implementation of these measures would reduce this intermittent, short-term, Project remediation- and construction period noise impact to a <i>less-than significant level</i>.</p>				
<p>Mitigation 13-2: Project-Facilitated Groundborne Vibration Levels. Prior to the development of habitable buildings within 110 feet of the centerline of the nearest railroad tracks, or within 55 feet of the light rail tracks, a site-specific vibration study shall be required demonstrating that ground borne vibrations associated with rail operations either (1) would not exceed the applicable FTA ground borne vibration impact assessment criteria (see Table 13.5 of this EIR), or (2) can be reduced to below the applicable FTA criteria thresholds through building design and construction measures (e.g., stiffened floors). Implementation of this measure would reduce this potential intermittent vibration impact to a <i>less than significant level</i>.</p>	Project Sponsor(s) and construction contractor(s)	Design Review Approval	DPW, DBI	DPW/DBI to review information prior to issuance of construction site permit

**MITIGATION MONITORING AND REPORTING PROGRAM –
VISITACION VALLEY MODIFIED DEVELOPMENT PROGRAM (Continued)**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
Planning Department would reduce potential Project related noise impacts on new residential uses to a <i>less-than significant level</i> .				
Utilities and Service Systems				
<p>Mitigation 15-1: Solid Waste Diversion Impacts. The City shall require that final architectural designs for individual developments permitted in the Project Area indicate adequate space in buildings to accommodate three-bin recycling containers, as detailed under this mitigation in section 15.3 (Solid Waste Disposal/Recycling) of this EIR. The City shall ensure that these provisions are included in Project-facilitated building construction prior to issuance of a Certificate of Occupancy. Implementation of this measure would reduce this impact to a <i>less-than-significant level</i>.</p>	Project Sponsor(s)	Each development or schematic design application	Department of the Environment	Review within each design document

IMPROVEMENT MEASURES – VISTACION VALLEY MODIFIED DEVELOPMENT PROGRAM

Improvement Measures	Improvement Responsibility	Improvement Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
Transportation and Circulation				
Improvement Measure for Impacts 8-1 and 8-9 Add bus signal prioritization for all signal improvements along Bayshore Boulevard to improve transit and traffic flows.	SFMTA	Concurrently with other improvements to each applicable intersection	SFMTA	
Improvement Measure for Impacts 8-1 Bayshore Boulevard/Visitacion: MTA will study the possibility of restriping the existing Visitacion Avenue connection to the west side of Bayshore Boulevard (now two travel lanes—one eastbound and one westbound) to create three lanes—one shared left through eastbound lane, one exclusive right-turn eastbound lane, and one westbound through lane. There are secondary impacts on traffic and bus operation associated with these striping changes. Implementation of this improvement measure is contingent upon future bus operations and parking demand.	SFMTA	Prior to issuance of first certificate of occupancy for any residential or commercial space within the second phase of development	SFMTA	
Improvement Measure for Impacts 8-1 Bayshore Boulevard/Sunnydale: MTA will study the possibility of restriping the existing Sunnydale Avenue connection to the west side of Bayshore Boulevard (now two travel lanes—one eastbound and one westbound) to create three lanes—one shared left through eastbound lane, one exclusive right-turn eastbound lane, and one westbound through lane. There are secondary impacts on traffic and bus operation associated with these striping changes. Implementation of this improvement measure is contingent upon future bus operations and parking demand.	SFMTA	Prior to issuance of first certificate of occupancy for any residential or commercial space within the second phase of development	SFMTA	
Improvement Measure for Impacts 8-1A and 8-9 Study shared use of LRV lane by buses to alleviate transit and traffic conflicts and improve anticipated delays for bus routes.	SFMTA	Prior to issuance of first certificate of occupancy for any residential or commercial space within the second phase of development	SFMTA	

IMPROVEMENT MEASURES FOR WESTERN SOMA COMMUNITY PLAN AND REZONING OF ADJACENT PARCELS (Continued)

Improvement Measures	Improvement Responsibility	Improvement Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p>Improvement Measure for Impact 8-3 Queuing Impacts Study new Brisbane roadway connections that will be developed south of the site to improve access and alleviate queuing congestion.</p>	SFMTA/City of Brisbane	Prior to issuance of first certificate of occupancy for any residential or commercial space within the second phase of development	SFMTA	
<p>Improvement Measure for Impacts 8-1, 8-3 and 8-9 Study bus route configuration and bus stop relocations to minimize traffic and transit delays along Bayshore Boulevard.</p>	SFMTA	Prior to issuance of first certificate of occupancy for any residential or commercial space within the first phase of development	SFMTA	
<p>Improvement Measure for Impact 8-8 Study transportation incentives to promote rail travel for Visitacion Valley residents, once Caltrain electrification takes place and Bayshore station receives more trains.</p>	SFMTA/Project Sponsor(s)	Prior to issuance of first certificate of occupancy for any residential or commercial space within the first phase of development	Project Sponsor(s)	Subject to Caltrain electrification schedule
<p>Improvement Measure for Impact 8-8 Facilitate the construction of a temporary pathway to the Caltrain Station from Bayshore Boulevard.</p>	City of Brisbane	Prior to issuance of first certificate of occupancy for any residential or commercial space within the first phase of development	Project Sponsor(s)	

IMPROVEMENT MEASURES FOR WESTERN SOMA COMMUNITY PLAN AND REZONING OF ADJACENT PARCELS (Continued)

Improvement Measures	Improvement Responsibility	Improvement Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p>Improvement Measure for Impact 8-8 The City will work with the Bi-County Study team and CalTrans to explore the utilization of HOV lanes and ramp meters in San Mateo to reduce SOV.</p>	SFMTA	Prior to issuance of first certificate of occupancy for any residential or commercial space within the first phase of development	SFMTA	
<p>Improvement Measure for Pedestrian Safety Condition In addition to the traffic calming measures described in the Design for Development, implement Bayshore Boulevard pedestrian safety measures, such as speed radar signs on Bayshore, enhanced crosswalk marking, additional signage and motorist education for the Visitacion Valley neighborhood.</p>	SFMTA	Prior to issuance of first certificate of occupancy for any residential or commercial space within the first phase of development	SFMTA	