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Executive Summary
Amendments to the Planning Code, Zoning Maps, and General Plan, and Approval of a Development Agreement

HEARING DATE: JUNE 5, 2014

Date:	May 29, 2014
Case No.:	**2006.1308EMTZW**
Project Address:	**Visitacion Valley/Schlage Lock**
Zoning:	M-1, Visitacion Valley Special Use District
Proposed Zoning:	MUG, Visitacion Valley Special Use District
Height/Bulk:	40-X & 55-X
Proposed Height:	*Varies 45-X to 85-X*
Block/Lot No.'s:	**AB 5066B** / 003, 004, 004a, 005, 006, 007, 008, 009; AB **5087**/003, 003a, 004, 005; **AB 5099**/014; **AB 5100**/ 002, 003,007,010 **AB 5101**/006, 007; **AB 5102** / 009, 010; **AB 5107**/001, 003, 004, 005; **AB 6233**/048, 055; **AB 6248**/002, 045; **AB 6249**/001, 002, 002A, 016, 017, 018, 019, 020, 021, 022, 023, 024, 025, 026, 027, 028, 029, 030, 031, 032, 033, 034, 035, 036; **AB 6308**/001, 001a, 001d, 002, 002b, 003; **6309B**/001, 002, 018.
Staff Contact:	Claudia Flores – (415) 558-6473 Claudia.Flores@sfgov.org
Reviewed by:	Joshua Switzky – (415) 558-6815 Joshua.Switzky@sfgov.org
Recommendation:	**Approval of: (1) Development Agreement; (2) Planning Code Text & Amendments; (3) General Plan Map Amendments; and (4) related documents with proposed modifications.**

INTRODUCTION

On May 8, 2014 the Planning Commission adopted a Resolution to Initiate amendments to the City's General Plan. The Mayor and Supervisor Cohen introduced related components – a Development Agreement Ordinance, a Planning Code and Zoning Map Ordinance and relevant documents incorporated by reference - to the Board of Supervisors on Tuesday, April 29, 2014 and referred them to the Commission. The proposed amendments that are the subject of today's approval actions regarding the Schlage Lock Project were contained in an Initiation Package and presented to the Commission at the Initiation Hearing as well as made available to the public one week in advance of that hearing. The Initiation Package provided the Commission with all the documentation necessary to take action at this approval hearing on the proposed amendments and related actions that are necessary to implement the Visitacion Valley / Schlage Lock Development Program.

Subsequent to the Commission's May 8th initiation action, notice of the approval hearing was published and mailed to all affected property owners and tenants, as required by the Planning Code.

The Planning Commission is considering the General Plan amendments as well as related Planning Code and Zoning Map Amendments, approval of the Development Agreement, the Design for

Development, the Open Space and Streetscape Master Plan, Infrastructure Master Plan and a Transportation Demand Management Plan.

This case report includes the following key sections: 1) A summary of the actions the Commission is considering at this hearing; and 2) a list of all substantive changes, some of which are in response to input from the Commission and the public received since that hearing, to the May 8, 2014 Initiation Packet materials.

Attached to this report are also draft approval resolutions and documents not previously included in the May 8, 2014 Initiation Package.

AMENDMENTS & APPROVALS

The proposed amendments and approval actions would**:**

(1) **Amend the Planning Code** (introduced by the Mayor and the Board) to:

- Update Planning Code Section 249.45 - the "Visitacion Valley/Schlage Lock Special Use District, which would:
  - allow for the development of 1,679 housing units and up to 46,700 square feet of new retail;
  - establish key controls that supersede the underlying zoning such as parking, and prohibiting and allowing certain uses;
  - establish that development in the SUD is regulated by the *Visitacion Valley/Schlage Lock Design for Development* document and the *Open Space and Streetscape Master Plan* as adopted and periodically amended by the Planning Commission, except for those controls specifically enumerated in the SUD;
  - establish a process for phase and project design review, approval and the consideration of modifications to the controls of the SUD and the *Design for Development Controls and Guidelines*, including public notification and hearings; and
  - sunset the 2009 Redevelopment Plan

(2) **Amend the Zoning Maps** (introduced by the Mayor and the Board) as follows:

- Amend Z10 to designate the new Mixed Use General (MUG) zoning for Zone 2 (the Schlage Lock site) of the project site; and
- Amend Zoning Map HT10 to reclassify the height limits within the project site according to the proposed project.

(3) **Amend the General Plan** as follows:

- Urban Design Element map - Urban Design Guidelines for Height of Buildings (Map 4) and Urban Design Guidelines for Bulk of Buildings (Map 5) to reference the Visitacion Valley/Schlage Lock Special Use District replacing the references to the 2009 Redevelopment Area Plan;
- Commerce and Industry Element maps - Generalized Commercial and Industrial Land Use Plan (Map 1), Generalized Commercial & Industrial Density Plan (Map 2), Residential Service Areas of Neighborhood Commercial Districts and Uses (Map 4), and Generalized Neighborhood Commercial Land Use and Density Plan (Map 5) to replacing the references to

the 2009 Redevelopment Area Plan and instead reference the Visitacion Valley/Schlage Lock Special Use District.

- Transportation Element map - Vehicular Street Map (Map 6) to replace references to the Redevelopment Area Plan and instead reference the Special Use District.

(4) Make environmental findings, Planning Code Section 302 findings and findings of consistency with the General Plan and the Priority Policies of the Planning Code Section 101.1.

(5) The Visitacion Valley/Schlage Lock Project also necessitates **approval of a Development Agreement** by the Planning Commission and the Board of Supervisors, (6) accompanied by and implemented through four additional documents to guide future development at the Schlage site: *the Visitacion Valley/Schlage Lock Design for Development, the Visitacion Valley/Schlage Lock Open Space and Streetscape Master Plan, the Visitacion Valley/Schlage Lock Infrastructure Plan,* and a *Transportation Demand Management Plan*.

The Way It Is Now:

The existing Visitacion Valley/Schlage Lock Special Use District references the Redevelopment Plan and the 2009 Design for Development Document. The loss of Redevelopment necessitates revisions to the adopted documents.

The Way It Would Be:

The proposed Ordinances would modify the General Plan, Planning Code and Zoning Maps to reference the updated and new documents and procedures to implement the Visitacion Valley/Schlage Lock Development Project; and would approve the Development Agreement – the contract which spells out the City's and Developer's obligations.

REQUIRED COMMISSION ACTIONS AT THIS HEARING

The following actions are requested from the Commission at this hearing:

1. Adopt a resolution recommending **approval with modification to the Board of Supervisors of the Schlage Lock Development Project Development Agreement,** in order to approve Schlage Lock's Development Program.

2. Adopt a resolution recommending **approval with modifications to the Board of Supervisors of the Ordinances amending the Planning Code, including the Zoning Maps, and the General Plan,** and related implementation documents, in order to approve the Schlage Lock Development Program. Recommend modifications to the Ordinances as part of the Commission's resolution.

ISSUES & CONSIDERATIONS: PROPOSED CHANGES SINCE INITIATION HEARING

The following is an outline of the recommended substantive revisions to the Ordinances and supporting documents that are proposed for discussion by the Commission for recommendation to the Board based on Commission and public comments. All comments were thoroughly reviewed and considered by staff. Staff recommends the Commission recommend all the following substantive changes to the Ordinances and supporting documents as part of the Commission's resolution recommending approval to the Board. There are additional non-substantive technical and typographic corrections and clean up that are being made to the various related documents that do not necessitate action or discussion by the Commission.

Issue	Document	Change
Zoning and height changes	Ordinance Amending the Planning Code and Zoning Map	• Remove 2 parcels - The ordinance erroneously included 2 parcels owned by two property owners, other than the project sponsor, (specifically, Assessor's Blocks and Lots 5087-004 and 5087005) for rezoning to MUG and for height reclassification. Rezoning of those two parcels will trail, if appropriate, after discussions with the property owners. These properties are already located within the existing Special Use District.
Post-application meeting requirement for parks	Ordinance Amending the Planning Code and Zoning Map	• Correct language: This is to be a required meeting not an optional one.
Post-application meeting requirement for buildings/site permits	Ordinance Amending the Planning Code and Zoning Map	• Add language: Post-application meetings will also be required for building/site permit applications, not just Phase Applications.
Design guideline for commercial signs	Design for Development	• Add a design guideline for retail signage to minimize size and number of signs and place them in locations that are compatible with the surrounding aesthetic and architecture.
Accessibility of sidewalks	Open Space and Streetscape Master Plan	• Add language that design of sidewalks may be adjusted and will comply with City and ADA policy.
Phase Application review	Development Agreement	• Section 3.4.4. (establishes the Phase Application review process) edit to specify time for staff review of applications and for post-application meetings, which should be required not optional.

Issue	Document	Change
Permit Application review	Development Agreement	• Section 3.8.3 (establishes other City agency review for individual permit applications) edit to specify time for Recreation and Parks Department review of applications.
City's contributions	Development Agreement	• Section 4.1 (Costa-Hawkins Rental Housing Act) add detail consisting of a list of the City's contributions to the Project.
Publicly accessibility of parks in perpetuity	Development Agreement	• Section 6.15 (addresses the public accessibility of the parks) add a section to establish the project sponsor's obligation to record Notices of Special Restriction on the parks to ensure they will remain publicly accessible in perpetuity.
Missing exhibits	Development Agreement	Various exhibits were still incomplete in the initiation packet, these are now complete and include: - Exhibit C – List of Community Improvements - Exhibit G – Phase Application Checklist - Exhibit I – Mitigation Measures and MMRP - Exhibit L – Infrastructure Plan - Exhibit Q - Notice of Special Restrictions for Community Use Restrictions for Old Office Building - Exhibit R - Notice of Special Restrictions for Visitacion Park - Exhibit S – Notice of Special Restrictions for Leland Greenway Park
Transportation Demand Management (TDM) Plan	Development Agreement	• Language was added to Exhibit J (TDM Plan) to require the transit pass contribution amount to be revised in line with the Consumer Price Index.

In addition, while the DA is substantially complete there are items that City staff and the Developer are still negotiating and finalizing. The table below outlines those issues for discussion by the Commission. If the Commission agrees with the rough terms and potential changes, staff recommends the Commission recommend that the Board of Supervisors resolve all final terms as part of the Commission's resolution recommending Board approval.

Issue	Document	Change under consideration
Parcel mapping process; and infrastructure review, acceptance and city roles.	Development Agreement	- **Final DPW Roles & Responsibilities** – Clarifying the parcel mapping process, clarifying the City's responsibility with regard to temporary improvements that may be made during the early stages of development, laying out conditions for the City's acceptance of infrastructure, and, spelling out the roles of various agencies in reviewing public improvements that fall under DPW's permitting jurisdiction, including DPW's powers with regard to public improvements that fall under DPW's jurisdiction.
Cost Cap Fire Suppression System	Development Agreement	- **Cost Cap Fire Suppression System –** The final DA brought before the Board of Supervisors may include additional language that limits the developer's cost obligation for an auxiliary or portable fire suppression system. SFPUC has engaged a technical consultant to study the expected cost of such a system, and SFPUC and the project sponsor expect to negotiate an appropriate cost cap based on the consultant's findings.
Infrastructure Plan	Development Agreement	- **Exhibit L – Infrastructure Plan** – The project sponsor and SFPUC are still in conversation about the preferred order for future technical reviews that SFPUC will have to perform following the development agreement's execution. The Infrastructure Plan may need to be revised slightly, depending on the agreement reach that SFPUC and the project sponsor reach.

Park Acquisition Terms **(see attached memo with process and terms of acquisition)**	Development Agreement	- **Exhibit M – Park Acquisition** – Negotiation is expected to be completed and terms finalized prior to the Board of Supervisors' consideration of the DA. **The attached memo lays out scope and structure of the acquisition process and terms**.

ENVIRONMENTAL REVIEW

On December 18, 2008, the Planning Commission and the former San Francisco Redevelopment Commission certified the Final Environmental Impact Report (FEIR) for the Project. At that time the Commission adopted CEQA findings and mitigations. As a result of the changes to the site plan, an Addendum was prepared to analyze the potential impacts. The Addendum concludes that, since certification of the FEIR, no changes have occurred in the proposed project or in the circumstances under which the project would be implemented that would cause new significant impacts or a substantial increase in the severity of impacts identified and analyzed in the FEIR, and that no new information has emerged that would materially change the analyses or conclusions set forth in the EIR. The Modified Project would not necessitate implementation of additional or considerably different mitigation measures than those identified in the FEIR.

As part of the Addendum drafting process, the Planning Department consulted with San Francisco Municipal Transportation Agency ("SFMTA") who determined that certain mitigation measures identified in the FEIR are not feasible as proposed and that no other feasible mitigation measures are available to address certain identified significant impacts. This determination is set forth in a letter from Frank Markowitz, SFMTA, to Andrea Contreras, Planning Department, dated March 28, 2014. The mitigation measures the SFMTA found to be infeasible as proposed in the FEIR are: Mitigation Measure 8-1A as it applies to the intersections of Bayshore/Blanken, Bayshore/Arleta/San Bruno, and Tunnel/Blanken; Mitigation Measure 8-3 as it applies to the intersection of Bayshore/Visitation; and Mitigation Measure 8-7 as it applies to Bayshore/Sunnydale in the eastbound direction.

As described in Chapter 8 of the FEIR, Impact 8-1A at Bayshore/Blanken and Bayshore/Arleta/San Bruno, 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 8-1A, 8-3, and 8-7 as proposed in the FEIR. For the reasons set forth in the March 28, 2014 letter, SFMTA would not implement Mitigation 8-1A at Bayshore/Blanken and Bayshore/Arleta/San Bruno, nor would it implement Measure 8-3 at the intersection of Bayshore/Visitacion. No other feasible mitigation measures exist that would reduce the impacts at these intersections to less than significant levels. SFMTA additionally proposes to modify Mitigation 8-7 to remove the requirement for an additional eastbound lane at the intersection of Bayshore/Sunnydale because it has determined this requirement is not feasible. Because these impacts were identified in the FEIR as significant and unavoidable, even with implementation of the mitigation measures that the SFMTA has now determined are infeasible,

elimination and modification of these mitigation measures as described would not result in any new significant impacts or in a substantial increase in severity of the impacts as already identified in the FEIR.

SFMTA has additionally recommended that Mitigation Measure 8-1A at the intersection of Tunnel/Blanken be modified to include intersection monitoring. The FEIR identified the impact at this intersection as less than significant with mitigation, and implementation of Mitigation 8-1A with this proposed modification would continue to reduce that intersection impact to less than significant. Modification of Mitigation Measure 8-1A as recommended by SFMTA staff would not result in any new significant impacts or in a substantial increase in severity of the impacts as already identified in the FEIR.

Additionally, the SFRA Commission and Planning Commission rejected certain other mitigation measures as infeasible when in their CEQA Findings adopted when they approved the project in 2009 and 2008, respectively. Staff recommends adoption of the attached MMRP with all proposed modifications.

PUBLIC COMMENT & UPCOMING HEARINGS

Public comment will be taken at the Planning Commission hearing on June 5th 2014 and at subsequent adoption hearings at the Board of Supervisors and other necessary commissions. A schedule of hearings is on the project's website at http://visvalley.sfplanning.org

RECOMMENDATION & BASIS FOR RECOMMENDATION

Staff recommends that the Planning Commission approve the Development Agreement and recommend approval of the General Plan, Planning Code, and Zoning Map Amendments to the Board of Supervisors, with all of the proposed modifications discussed above. The associated Plan documents, including the Design for Development, the Open Space and Streetscape Master Plan, Infrastructure Master Plan and a Transportation Demand Management Plan are incorporated by reference as both exhibits to the Development Agreement and in some cases also referenced by the Planning Code. Staff also recommends approval of these documents with all of the proposed modifications discussed above.

- The Department finds the requested actions to be necessary to implement the Visitacion Valley/Schlage Lock Project.
- The Department finds the Project to be a beneficial development to the City - it would transform the site into a sustainable, transit-oriented development and include transportation improvements and new opens spaces among other community amenities.
- The Department finds that continuing to have a long-vacant site is not beneficial to the community. The project would contribute to the strengthening the existing Leland Avenue Neighborhood Commercial Corridor by adding more residents and bringing additional investment into the community and.

- The proposed project would result in increased rental and for-sale housing of various sizes and income levels.

- The proposed project establishes a detailed design review process for buildings and community improvements.

RECOMMENDATION:	**Approval of: (1) Development Agreement; (2) Planning Code Text & Amendments; (3) General Plan Map Amendments; and (4) related documents with proposed modifications.**

Exhibits:
Exhibit 1 – Draft Planning Commission Resolution for Planning Code, General Plan and Zoning Map Amendments
Exhibit 2 – SF Redevelopment Agency Resolution No. 1-2009
Exhibit 3 – 2009 Planning Commission Motion No. 17790
Exhibit 4 – 2009 CEQA Findings & Mitigation Monitoring and Reporting Program (MMRP)
Exhibit 5 – Addendum to Environmental Impact Report
Exhibit 6 – Draft Planning Commission Resolution for Development Agreement Approval
Exhibit 7 – Development Agreement Exhibits not previously included in May 8th Planning Commission Initiation Package:

- Exhibit C – List of Community Improvements
- Exhibit G – Phase Application Checklist
- Exhibit I – Mitigation Measures and Revised MMRP
- Exhibit L – Infrastructure Plan
- Exhibit Q - Notice of Special Restrictions for Community Use Restrictions for Old Office Building
- Exhibit R - Notice of Special Restrictions for Visitacion Park
- Exhibit S – Notice of Special Restrictions for Leland Greenway Park

Exhibit 8 – Park Acquisition Overview Memo

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DRAFT Planning Commission Resolution

Planning Code Text Amendment, Zoning Map Amendments, and General Plan Amendments

HEARING DATE: JUNE 5, 2014

Project Name:	**Schlage Lock Development Project** **T Case: Amend Section 249.45** **Z Case: Rezone some Parcels within Zone 1 of the SUD** **M Case: Amend various Maps of the General Plan**
Case Number:	**2006.1308EMTZW**
Staff Contact:	Claudia Flores Claudia.Flores@sfgov.org, 415-558-6473
Reviewed By:	Joshua Switzky Joshua.Switzky@sfgov.org, 415-575-6815
Recommendation:	**Approval with Modifications**

RECOMMENDING THAT THE BOARD OF SUPERVISORS ADOPT AN ORDINANCE THAT WOULD (1) AMEND THE SAN FRANCISCO PLANNING CODE SECTION 249.45, THE "VISITACION VALLEY/SCHLAGE LOCK" SPECIAL USE DISTRICT"; (2) AMEND THE PLANNING CODE ZONING MAP SHEETS ZN10 AND HT10 TO RECLASSIFY ASSESSOR'S BLOCKS 5107-001, 50870-03A, 5100-002, 5102-009, 5087-003, 5101-006, 5100-003, 5099-014, 5101-007, AND 5100-010 FROM M-1 (LIGHT INDUSTRIAL) AND M-2 (HEAVY INDUSTRIAL), TO MUG (MIXED-USE GENERAL), AND TO MAKE CONFORMING HEIGHT MAP AMENDMENTS TO FACILITATE THE LONG-RANGE DEVELOPMENT PLANS OUTLINED IN THE *VISITACION VALLEY/SCHLAGE LOCK DESIGN FOR DEVELOPMENT* DOCUMENT; (3) AMEND THE SAN FRANCISCO GENERAL PLAN URBAN DESIGN ELEMENT MAPS 4 & 5, THE COMMERCE & INDUSTRY ELEMENT MAPS 1-2 & 4-5, THE TRANSPORTATION ELEMENT MAP 6, AND THE LAND USE INDEX TO MAKE CONFORMING MAP AMENDMENTS; AND (4) MAKE AND ADOPT FINDINGS, INCLUDING ENVIRONMENTAL FINDINGS AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND THE EIGHT PRIORITY POLICIES OF PLANNING CODE SECTION 101.1.

PREAMBLE

WHEREAS, Section 4.105 of the Charter of the City and County of San Francisco provides to the Planning Commission the opportunity to periodically recommend to the Board of Supervisors for approval or rejection of proposed amendments to the General Plan.

The Planning Department ("Department"), the Office of Economic and Workforce Development (OEWD), the Board of Supervisors, the Mayor's Office, and other City Departments have been working on a plan to transform the vacant Schlage Lock site and support revitalization of the Visitacion Valley neighborhood and transform the vacant Schlage Lock site into a Transit-Oriented Development (TOD) to

take advantage of existing public transit resources and encourage infill development and improvements in the Visitacion Valley neighborhood, via the *Visitacion Valley/Schlage Lock Development Project.*

The Schlage Lock Company began operations in the Visitacion Valley neighborhood in the 1920s, and was one of the City's largest industrial employers until 1999, when the plant closed down and manufacturing operations were relocated. The site has been vacant since 1999. After Home Depot proposed to develop a retail store on the vacant Schlage site in 2000– a proposal that met with community opposition - the Board of Supervisors imposed interim zoning controls, sponsored by then Supervisor Sophie Maxwell, on the site to encourage the long-term planning of the site. Residents of Visitacion Valley then partnered with City agencies and the Universal Paragon Corporation to develop a plan for the reuse and revitalization of this critical site in their community. Several years of analysis and an extensive community planning process concluded in 2009 with the adoption of a Redevelopment Plan, zoning changes and a detailed Design for Development to guide change on the site. Since City adoption of the Plan, the former Visitacion Valley Citizens Advisory Committee (CAC) had continued to meet to discuss and comment on various aspects of the Plan's implementation and to provide comments to the project sponsor as it continued to implement the plans for the Schlage Lock site.

However, the demise of Redevelopment Agency in early 2012, and the loss of public funding that accompanied it, required reopening the plans for the site. City staff, along with the project sponsor, re-initiated efforts to move transformation of Schlage forward beginning with a community meeting on October 13th 2012. The Planning Department partnered with the Mayor's Office of Economic and Workforce Development and the community to evaluate the project's feasibility, to look at tools which can help move the project forward, and to make the necessary legislative changes to foster the site's transformation. The proposed amendments to the 2009 documents and the new Development Agreement are the results of that effort.

Building upon all of these efforts, and with extensive consultation with the Visitacion Valley community, the *Visitacion Valley / Schlage Lock Project* includes the *Visitacion Valley/Schlage Lock Design for Development* document, the *Visitacion Valley/Schlage Lock Open Space and Streetscape Master Plan,* a Development Agreement and associated amendments to the General Plan, Zoning Map and Planning Code. This represents the culmination of many years of community participation from Visitacion Valley residents, business owners, workers and stakeholders, towards a plan for reuse of the long-vacant Schlage Lock site into a true part of its larger neighborhood, as a vibrant, transit-oriented mixed use development that will meet the community's goals and objectives for the project. The plan calls for the creation of new residential units, a grocery store, and other neighborhood commercial ground floor retail on the Schlage site. It also includes three new interconnected neighborhood parks of different sizes, requires the extension of the Visitacion Valley street grid throughout the Schlage Lock property, and integrates the commercial backbone of the community, Leland Avenue, into the site.

The planning goals for the project are to:

1. Create a livable, mixed use urban community that serves the diverse needs of the community and includes access to public resources and amenities.
2. Encourage, enhance, preserve and promote the community and city's long term

environmental sustainability.

3. Create pedestrian-oriented environment that encourages walking as the primary transportation mode within the Project.
4. Encourage the use of alternative modes of transportation by future area residents, workers and visitors and support the development of the Caltrain Station as a major multi-modal transit facility.
5. Create well designed open spaces that enhance the existing community and new development.
6. Develop new housing to help address the City's and the region's housing shortfall, and support regional transit use.
7. Establish the project area and surrounding neighborhoods as a gateway to the City of San Francisco.
8. Encourage private investment by eliminating blighting influences and correcting environmental deficiencies.

The property encompassing the Schlage Lock Development Project includes approximately 20 acres of privately-owned land at the southeastern corner of San Francisco, generally bounded to the north by Blanken Avenue, to the east by Tunnel Avenue, to the west by Bayshore Boulevard, and to the south by the San Francisco / San Mateo County line, and the city of Brisbane; and

The Project Sponsor (Visitacion Development, LLC) seeks to transform the existing vacant site of the former Schlage Lock factory into a pedestrian-focused, vibrant mixed-use residential development; and

The Project Sponsor is seeking to build up to 1,679 dwelling-units, up from 1,250 under the 2009 plan; and up to 46,700 square feet of new retail, which is 58,300 square feet less than under the 2009 plan; and

The Schlage Lock Development Project seeks to create new neighborhood-serving amenities such as a grocery store, additional retail, new streets, pedestrian improvements and infrastructure; provide new parks/open space; and incorporate sustainable and green features throughout the site; and

Other key changes to the approved project in 2009 include an increase in heights to accommodate the additional units; a reconfiguration of the location of the parks; a change to the underlying zoning; updates to controls and design guidelines to address site changes; and sun setting the 2009 Redevelopment Plan; and

The goals of the *Visitacion Valley/Schlage Lock Project* are, on the whole, consistent with San Francisco General Plan Objectives and Policies. However, the General Plan contains a number of maps that reflect the *Redevelopment Plan*, which will sunset, and the current zoning does not accommodate the site-specific goals of the Schlage Lock Development Project, a master-plan now under single ownership, specifically the changes to permitted heights, and density; and

The proposed Ordinances are intended to implement the Schlage Lock Development Project by modifying General Plan maps, contained in the Commerce and Industry, Transportation, Urban Design Elements, and the Land Use Index; the Zoning Map and the Planning Code to reflect the amended project; and

The Visitacion Valley/Schlage Lock Development Project is also being considered for approval by Planning Commission and the Board of Supervisors through a Development Agreement by and between the City and County of San Francisco and Visitacion Development LLC; and

The Planning Commission (hereinafter "Commission") recommended approval of the 2009 Visitacion Valley/Schlage Lock Redevelopment Plan, Design for Development and related project documents at a regularly scheduled hearing on December 18, 2008 to the Board of Supervisors; and

The former San Francisco Redevelopment Agency ("SFRA") Commission and this Commission certified a final environmental impact report ("FEIR") for the Visitacion Valley Redevelopment Program, Planning Department File No. 2006.1308E, on, respectively, December 16, 2008 and December 18, 2008. The project analyzed in the FEIR was for redevelopment of an approximately 46-acre project area in San Francisco's Visitacion Valley neighborhood, extending on both sides of Bayshore Boulevard roughly between Sunnydale Avenue and Blanken Avenue and along the Leland Avenue commercial corridor. The project was intended to facilitate re-use of the Project site, revitalize other properties along both (east and west) sides of Bayshore Boulevard, and help revitalize the Leland Avenue commercial corridor; and

After certification of the FEIR, both the SFRA Commission and this Commission took certain approval actions, including approving the Redevelopment Plan and amendments to the General Plan, the Planning Code, and the Zoning Maps, among other actions, and in so doing, adopted findings under the California Environmental Quality Act ("CEQA"), including findings rejecting proposed project alternatives and certain mitigation measures as infeasible and adopting a statement of overriding consideration, and adopted a mitigation monitoring and reporting program. These findings were made in SFRA Commission Resolution No. 1-2009, adopted on February 3, 2009, and Planning Commission Motion No. 17790, adopted on December 18, 2008 ("CEQA Findings"). This Commission hereby incorporates by reference as though fully set forth herein these findings, copies of which are on file with the Commission Secretary; and

Since California eliminated its Redevelopment Agencies, the proposed project design was revised with respect to the Project Site, and these modifications were analyzed in an Addendum to the FEIR prepared by the Planning Department and are now before this Commission for approval; and

On May 8th 2014, the Planning Commission (hereinafter "Commission") passed Resolution No.19140, initiating amendments to the General Plan related to the proposed Project; and

On June 5th 2014, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed Ordinances; and

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented by Department staff, and other interested parties; and

All pertinent documents associated with Case No. **2006.1308EMTZW** may be found in the files of the Department, as the custodian of records, at 1650 Mission Street, Fourth Floor, San Francisco, California; and

The Commission has reviewed the proposed Ordinances; and

MOVED, that the Commission hereby adopts the Mitigation Monitoring and Reporting Program (MMRP), attached hereto as Exhibit A, which includes all proposed modifications and recommends that the Board of Supervisors *approve with modifications* the proposed Ordinances and related documents following execution of the Development Agreement, and adopts the Draft Resolution to that effect, and;

The Commission's recommended modifications would include the appropriate parcels to be rezoned; clarify the public participation review process in design review of buildings and parks; and make changes to the documents incorporated by reference to clarify various issues, make them consistent, and specify terms and obligations that were previously missing or unclear.

Specifically, the Commission recommends the following substantive changes and updates to the Ordinance Amending the Planning Code and the Zoning Map, to the Design for Development document, and to the Open Space and Streetscape Master Plan document:

Issue	Document	Change
Zoning and height changes	Ordinance Amending the Planning Code and Zoning Map	• Remove 2 parcels - The ordinance erroneously included 2 parcels owned by two property owners, other than the project sponsor, (specifically, Assessor's Blocks and Lots 5087-004 and 5087005) for rezoning to MUG and for height reclassification. Rezoning of those two parcels will trail, if appropriate, after discussions with the property owners. These properties are already located within the existing Special Use District.
Post-application meeting requirement for parks	Ordinance Amending the Planning Code and Zoning Map	• Correct language: This is to be a required meeting not an optional one.

Issue	Document	Change
Post-application meeting requirement for buildings/site permits	Ordinance Amending the Planning Code and Zoning Map	• Add language: Post-application meetings will also be required for building/site permit applications, not just Phase Applications.
Design guideline for commercial signs	Design for Development	• Add a design guideline for retail signage to minimize size and number of signs and place them in locations that are compatible with the surrounding aesthetic and architecture.
Accessibility of sidewalks	Open Space and Streetscape Master Plan	• Add language that design of sidewalks may be adjusted and will comply with City and ADA policy.

FINDINGS

Having reviewed the materials identified in the preamble above, which preamble shall also be considered findings of this Commission, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

The Commission finds the Schlage Lock Development Project to be a beneficial development to the City that could not be accommodated without the actions requested.

1. The Department finds the requested actions to be necessary to implement the Visitacion Valley/Schlage Lock Project.

2. The Department finds the Project to be a beneficial development to the City - it would transform the site into a sustainable, transit-oriented development and include transportation improvements and new opens spaces among other community amenities.

3. The Department finds that continuing to have a long-vacant site is not beneficial to the community. The project would contribute to the strengthening the existing Leland Avenue Neighborhood Commercial Corridor by adding more residents and bringing additional investment into the community and.

4. The proposed project would result in increased rental and for-sale housing of various sizes and income levels.

5. The proposed project establishes a detailed design review process for buildings and community improvements.

General Plan Compliance. Analysis of applicable General Plan Objectives and Policies has determined that the proposed action is, on balance, consistent with the General Plan as it is proposed to be amended. Below are specific policies and objectives that support the proposed actions.

HOUSING ELEMENT (2009 PER WRIT)

HOUSING ELEMENT

Objectives and Policies

OBJECTIVE 1: IDENTIFY AND MAKE AVAILABLE FOR DEVELOPMENT ADEQUATE SITES TO MEET THE CITY'S HOUSING NEEDS, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING.

POLICY 1.1 Plan for the full range of housing needs in the City and County of San Francisco, especially affordable housing.

OBJECTIVE 4 FOSTER A HOUSING STOCK THAT MEETS THE NEEDS OF ALL RESIDENTS ACROSS LIFECYCLES.

POLICY 4.1 Develop new housing, and encourage the remodeling of existing housing, for families with children.

POLICY 4.5 Ensure that new permanently affordable housing is located in all of the City's neighborhoods, and encourage integrated neighborhoods, with a diversity of unit types provided at a range of income levels.

POLICY 11.1 Promote the construction and rehabilitation of well-designed housing that emphasizes beauty, flexibility, and innovative design, and respects existing neighborhood character.

The Project will provide approximately 1679 units of market rate and affordable housing, with 15% affordable units, and minimum 20% of 2 or more bedrooms as a unit-mix. The units will be built according to the required design standards and controls in the Visitacion/Valley Schlage Lock Design for Development and will be a mix of rental and ownership.

AIR QUALITY ELEMENT

Objectives and Policies

OBJECTIVE 3: DECREASE THE AIR QUALITY IMPACTS OF DEVELOPMENT BY COORDINATION OF LAND USE AND TRANSPORTATION DECISIONS.

Policy 3.2 Encourage mixed land use development near transit lines and provide retail and other types of service oriented uses within walking distance to minimize automobile dependent development.

The Project establishes a mixed-use housing development including neighborhood commercial development near existing transit lines, including MUNI Metro and MUNI coach service providing service to a number of city neighborhoods, as well as Caltrain, providing service to the San Mateo, the Peninsula and San Jose.

COMMERCE AND INDUSTRY ELEMENT

Objectives and Policies

OBJECTIVE 1: MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.

Policy 1.1 Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development that has substantial undesirable consequences that cannot be mitigated.

Policy 1.3 Locate commercial and industrial activities according to a generalized commercial and industrial land use plan.

Reuse of the site as a mixed-use residential area with supportive commercial, open space and institutional uses will provide substantial benefits to the Visitacion Valley neighborhood and the City as a whole.

OBJECTIVE 6: MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.

Policy 6.1 Ensure and encourage the retention and provision of neighborhood-serving goods and services in the city's neighborhood commercial districts, while recognizing and encouraging diversity among the districts.

Policy 6.2 Promote economically vital neighborhood commercial districts which foster small business enterprises and entrepreneurship and which are responsive to the economic and technological innovation in the marketplace and society.

Policy 6.4 Encourage the location of neighborhood shopping areas throughout the city so that essential retail goods and personal services are accessible to all residents.

Leland Avenue is Visitacion Valley's existing commercial center. As part of the project, the sponsor will extend the Visitacion Valley street grid east across Bayshore Boulevard. Neighborhood commercial uses are planned for the new Leland Avenue extension, and the Project also includes a site that will accommodate a super market, desired by the community.

Policy 6.6 Adopt specific zoning districts, which conform to a generalized neighborhood commercial land use and density plan.

As part of the Project, the Planning Commission will consider rezoning the site to ensure the land use, density and building height are consistent with the plans contained in the "Visitacion Valley/Schlage Lock Design for Development" document.

POLICY 6.7 Promote high quality urban design on commercial streets.

The Project will enhance Visitacion Valley's existing neighborhood commercial core by extending Leland Avenue east of Bayshore Boulevard to the Schlage site, and incorporating retail uses along part of the street frontage. Design guidelines will guide new development to achieve a positive pedestrian experience and good design. New streets will incorporate streetscape features that will encourage active street life throughout by incorporating well designed street furniture and other features.

Policy 6.10 Promote neighborhood commercial revitalization, including community-based and other economic development efforts where feasible.

The Project will help to revitalize the Visitacion Valley neighborhood by redeveloping the former Schlage Lock Company site - vacant since 1999. The Project will restore the site to active use and will help to revitalize the neighborhood, with new neighborhood commercial activity both in the Schlage site and in surrounding areas, with infill development along Leland Avenue and Bayshore Boulevard. The new activity will generate new customers and more vibrant round-the-clock activity, which will benefit existing neighborhood commercial establishments as well. Neighborhood commercial uses in the area will also benefit from streetscape improvements to Leland Avenue.

COMMUNITY FACILITIES ELEMENT

OBJECTIVE 3 ASSURE THAT NEIGHBORHOOD RESIDENTS HAVE ACCESS TO NEEDED SERVICES AND A FOCUS FOR NEIGHBORHOOD ACTIVITIES.

Policy 3.1 Provide neighborhood centers in areas lacking adequate community facilities.

Policy 3.4 Locate neighborhood centers so they are easily accessible and near the natural center of activity.

Policy 3.5 Develop neighborhood centers that are multipurpose in character, attractive in design, secure and comfortable, and inherently flexible in meeting the current and changing needs of the neighborhood served.

The Project will retain the existing Schlage Office Building and renovate the building and will require a portion of it be used for community uses. Programming of the facility will allow for a number of uses that may change over time, based on community interests and input. The site is easily accessible to the Visitacion Valley community by transit, bicycle; pedestrian access will be facilitated by access from the new surrounding streets.

THE ENVIRONMENTAL PROTECTION ELEMENT

Objective 13: ENHANCE THE ENERGY EFFICIENCY OF HOUSING IN SAN FRANCISCO.

Policy 13.1: Improve the energy efficiency of existing homes and apartment buildings.

OBJECTIVE 15: INCREASE THE ENERGY EFFICIENCY OF TRANSPORTATION AND ENCOURAGE LAND USE PATTERNS AND METHODS OF TRANSPORTATION WHICH USE LESS ENERGY.

Policy 15.1 Increase the use of transportation alternatives to the automobile.

Policy 15.2 Provide incentives to increase the energy efficiency of automobile travel.

Policy 15.3 Encourage an urban design pattern that will minimize travel requirements among working, shopping, recreation, school and childcare areas.

OBJECTIVE 16: PROMOTE THE USE OF RENEWABLE ENERGY SOURCES.

Policy 16.1 Develop land use policies that will encourage the use of renewable energy sources.

The Project calls for reducing energy demand by site design,

The Project will encourage compact moderate density residential development with good access to transit facilities. All of the new development will be within walking distance of a mix of commercial, institutional and open space. The project planning and design would promote reduced car use; there is no required parking only parking maximums. The Project will meet all required Green Building Codes and standards. In addition, the Project establishes streets and a public realm amenities that will encourage walking, bicycling, and incorporates traffic-calming measures.

COMMERCE AND INDUSTRY ELEMENT

Objectives and Policies

OBJECTIVE 1: MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKINIG ENVIRONMENT.

Policy 1.3 Locate commercial and industrial activities according to a generalized commercial and industrial land use plan.

The Project will reutilize a former industrial site that has been vacant since 1999. The project calls for the extension of Leland Avenue, Visitacion Valley's commercial core, east of Bayshore Boulevard, and the

provision of new ground floor retail space along the street extension should help to encourage increased pedestrian traffic. The Visitacion Valley/Schlage Lock Design for Development also designates a site for a market and retail at other ground-floor locations.

OBJECTIVE 2: MAINTAIN AND ENHANCE A SOUND AND DIVERSE ECONOMIC BASE AND FISCAL STRUCTURE FOR THE CITY.

Policy 2.1 Seek to retain existing commercial and industrial activity and to attract new such activity to the City.

OBJECTIVE 6: MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.

Policy 6.1 Ensure and encourage the retention and provision of neighborhood-serving goods and services in the city's neighborhood commercial districts, while recognizing and encouraging diversity among the districts.

The project will help to retain existing retail and neighborhood-commercial uses on Leland Avenue and Bayshore Boulevard in part by providing additional sites for new retail uses, including a mid-sized market, long-desired by area residents. By increasing space available for new neighborhood-commercial uses, the Project will provide opportunities for small business ownership and employment. The additional residential density will increase the demand for neighborhood-commercial services and will help the neighborhood as a whole.

Policy 6.2 Promote economically vital neighborhood commercial districts which foster small business enterprises and entrepreneurship and which are responsive to the economic and technological innovation in the marketplace and society.

The Project will help to retain existing retail and neighborhood-commercial uses on Leland Avenue and Bayshore Boulevard in part by providing additional sites for new retail uses, including a mid-sized grocery, long-desired by area residents. By increasing space available for new neighborhood-commercial uses, the Project will provide opportunities for small business ownership and employment. The Project will increase the supply of housing, including low-cost housing. This in turn will increase the demand for neighborhood-commercial services and will help the neighborhood as a whole.

OBJECTIVE 4: IMPROVE THE VIABILITY OF EXISTING INDUSTRY IN THE CITY AND THE ATTRACTIVENESS OF THE CITY AS A LOCATION FOR NEW INDUSTRY.

Policy 4.3 Carefully consider public actions that displace existing viable industrial firms.

The Project incorporates the former Schlage Lock Company site, acquired by Ingersoll Rand Corporation in the 1920's. Ingersoll Rand closed the industrial facility in 1999 and the site has been vacant since that time. The Project will not displace an existing industrial use, but converts it into a mixed-use development with housing, commercial, institutional and open space uses, consistent with the surrounding neighborhood. The

Project will also take advantage of excellent public transit immediately adjacent to the site to establish a Transportation-Oriented Development (TOD).

OBJECTIVE 6 MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.

Policy 6.1 Ensure and encourage the retention and provision of neighborhood-serving goods and services in the city's neighborhood commercial districts, while recognizing and encouraging diversity among the districts.

Policy 6.3 Preserve and promote the mixed commercial-residential character in neighborhood commercial districts. Strike a balance between the preservation of existing affordable housing and needed expansion of commercial activity.

Policy 6.4 Encourage the location of neighborhood shopping areas throughout the city so that essential retail goods and personal services are accessible to all residents.

POLICY 6.7 Promote high quality urban design on commercial streets.

The Project will enhance Visitacion Valley's existing neighborhood commercial core by extending Leland Avenue east of Bayshore Boulevard to the Schlage site, and incorporating retail uses along much of the street frontage. Additional neighborhood-commercial uses will be developed along Bayshore Boulevard and at other Project areas. Existing residential uses will not be lost to commercial development; infill development will include primarily retail and small office uses on the ground level with residential uses above the ground story. New streets will incorporate streetscape features that will encourage active street life throughout the Project area, by incorporating well designed street furniture, and improvements will be made to increase safety for pedestrians crossing Bayshore Boulevard.

Policy 6.6 Adopt specific zoning districts, which conform to a generalized neighborhood commercial land use and density plan.

As part of the Project, The Planning Commission will consider amending the Planning Code to establish the Visitacion Valley Special Use District (SUD). The SUD will call for a distribution of land use, density and building height consistent with plans contained in the "Visitacion Valley/Schlage Lock Design for Development" document.

Policy 6.10 Promote neighborhood commercial revitalization, including community-based and other economic development efforts where feasible.

The Project will help to revitalize the Visitacion Valley neighborhood by redeveloping the former Schlage Lock Company site - vacant since 1999. The Project will restore the site to active use and will help to revitalize the neighborhood, with new neighborhood commercial activity both in the Schlage site and in surrounding areas, with infill development along Leland Avenue and Bayshore Boulevard. The new activity will generate new customers and more vibrant round-the-clock activity, which will benefit existing

neighborhood commercial establishments as well. Neighborhood commercial uses in the area will also benefit from streetscape improvements to Leland Avenue.

COMMUNITY FACILITIES ELEMENT

OBJECTIVE 3
ASSURE THAT NEIGHBORHOOD RESIDENTS HAVE ACCESS TO NEEDED SERVICES AND A FOCUS FOR NEIGHBORHOOD ACTIVITIES.

Policy 3.1 Provide neighborhood centers in areas lacking adequate community facilities.

Policy 3.4 Locate neighborhood centers so they are easily accessible and near the natural center of activity.

Policy 3.5 Develop neighborhood centers that are multipurpose in character, attractive in design, secure and comfortable, and inherently flexible in meeting the current and changing needs of the neighborhood served.

The Project will retain the existing Schlage Office Building and renovate the building for use as a community facility. Programming of the facility will allow for a number of uses that may change over time, based on community interests and input. The site for the community facility is easily accessible to the Visitacion Valley community by transit, bicycle; pedestrian access will be facilitated by access from surrounding streets as well as via a mid-block pedestrian walkway from the south.

RECREATION AND OPEN SPACE ELEMENT

Objectives and Policies

OBJECTIVE 2: INCREASE RECREATION AND OPEN SPACE TO MEET THE LONG-TERM NEEDS OF THE OF THE CITY AND BAY REGION

OBJECTIVE 4: PROVIDE OPPORTUNITIES FOR RECREATION AND THE ENJOYMENT OF OPEN SPACE IN EVERY SAN FRANCISCO NEIGHBORHOOD.

POLICY 2.1 Prioritize acquisition of open space in high needs areas.

POLICY 2.7 Expand partnerships among open space agencies, transit agencies, private sector and nonprofit institutions to acquire, develop and/or manage existing open spaces.

OBJECTIVE 3: IMPROVE ACCESS AND CONNECTIVITY TO OPEN SPACE

The Project will result in development of high quality open spaces, including three new parks. The Project will also establish a public plaza at the northeast corner of Bayshore Boulevard and Leland Avenue

(extension), establishing a connection and meeting place at the intersection of the existing Visitacion Valley neighborhood and the new residential and mixed-use development at the Schlage Lock site. Public Open Space, whether managed and maintained by the City or the Project sponsor, will be accessible to members of the public 24 hours a day. The Project will also provide common or private open space, in the form of rooftop common open space, interior block courtyards and open space, terraces and balconies that will be directly accessible to dwelling units. New residential development will be required to provide private open space accessible from each unit and/or common open space available to building residents. In addition, the Project will establish pedestrian walkways or mews that will connect neighborhood commercial development throughout the Schlage Lock site.

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 2: USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.

Policy 2.1 *Use* rapid transit and other transportation improvements in the city and region as the catalyst for desirable development, and coordinate new facilities with public and private development.

Policy 2.4 ***Organize*** **the transportation system to reinforce community identity, improve linkages among interrelated activities and provide focus for community activities.**

The Schlage site is a former industrial site with no internal roadways. The Project will extend the Visitacion Valley east/west street grid to the Schlage site, strengthening the connection between the existing community and the mixed-use development at the Schlage site. Careful attention will be given to the design of the new streetscapes. The Project will also encourage bicycle use and reduced use of the private automobile.

POLICY 2.5 Provide incentives for the use of transit, carpools, vanpools, walking and bicycling and reduce the need for new or expanded automobile and automobile parking facilities.

The Project takes advantage of its location well served by transit services, including the MUNI Metro T-Third light rail line providing service between Visitacion Valley, the Eastern Neighborhoods and downtown San Francisco, the Caltrain Bayshore Station, immediately adjacent to the Project Area, which provides service between downtown San Jose and downtown San Francisco, as well as a number of bus lines. The Project will provide incentives for use of transit by area residents, and will also encourage bicycle use and alternative transportation modes, including car share and will establish a streetscape system that will encourage residents and visitors to walk to desired services.

OBJECTIVE 11: ESTABLISH PUBLIC TRANSIT AS THE PRIMARY MODE OF TRANSPORTATION IN SAN FRANCISCO AND AS A MEANS THROUGH WHICH TO GUIDE FUTURE DEVELOPMENT AND IMPROVE REGIONAL MOBILITY AND AIR QUALITY.

Policy 11.3 Encourage development that efficiently coordinates land use with transit service, requiring that developers address transit concerns as well as mitigate traffic problems.

The Project supports the City's Transit First Policy. The Project will establish a mixed-use residential development well served by neighborhood commercial uses in an area that is well served by transit including regional transit, citywide and local transit services.

Policy 18.2 Design streets for a level of traffic that serves, but will not cause a detrimental impact on adjacent land uses, or eliminate the efficient and safe movement of transit vehicles and bicycles. New streets will be designed to accommodate neighborhood traffic and incorporate traffic calming measures such as corner sidewalk bulbs to reduce the distance pedestrians have to cross the street, and incorporation of street trees and street furniture that will encourage an active pedestrian life.

Policy 21.1 Provide transit service from residential areas to major employment centers outside the downtown area.

Policy 21.3 Make future rail transit extensions in the city compatible with existing BART, CalTrain or Muni rail lines.

The Project location adjacent to the MUNI Metro T-Third Street line and Caltrain Bayshore station provides transit service to major employment centers in the City, on the Peninsula (including SFO) and in the South Bay. It will also enable future plans for extension of the MUNI Metro line to the Caltrain station, to create a multi-modal center with convenient multimodal service connections.

OBJECTIVE 23: IMPROVE THE CITY'S PEDESTRIAN CIRCULATION SYSTEM TO PROVIDE FOR EFFICIENT, PLEASANT, AND SAFE MOVEMENT.

Policy 23.6 Ensure convenient and safe pedestrian crossings by minimizing the distance pedestrians must walk to cross a street.

OBJECTIVE 24: IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

Policy 24.2 Maintain and expand the planting of street trees and the infrastructure to support them.

Policy 24.3 Install pedestrian-serving street furniture where appropriate.

The Project will establish new streets and sidewalks on the Schlage Site that will be designed to accommodate and encourage pedestrian use through incorporation of street trees pedestrian-scale street lights and street furniture, and include sidewalk and corner bulbs to provide additional space for pedestrians to cue and reduce the distance pedestrians must travel when crossing a street.

OBJECTIVE 27: ENSURE THAT BICYCLES CAN BE USED SAFELY AND CONVENIENTLY AS A PRIMARY MEANS OF TRANSPORTATION, AS WELL AS FOR RECREATIONAL PURPOSES.

OBJECTIVE 28: PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.

POLICY 28.1 Provide secure bicycle parking in new governmental, commercial, and residential developments.

The Project encourages bicycle use. New development will be required to provide secure bicycle parking, including new residential development and commercial uses.

OBJECTIVE 34: RELATE THE AMOUNT OF PARKING IN RESIDENTIAL AREAS AND NEIGHBORHOOD COMMERCIAL DISTRICTS TO THE CAPACITY OF THE CITY'S STREET SYSTEM AND LAND USE PATTERNS.

Policy 34.4 Regulate off-street parking in new housing so as to guarantee needed spaces without requiring excesses and to encourage low auto ownership in neighborhoods that are well served by transit and are convenient to neighborhood shopping.

Policy 34.3 Permit minimal or reduced off-street parking supply for new buildings in residential and commercial areas adjacent to transit centers and along transit preferential streets.

The Project will establish and design a new street grid system that will serve the former Schlage site and be consistent with Visitacion Valley's existing east/west street grid and block size pattern. The Project will also redesign some of the existing street intersections to improve circulation and to improve bicycle and pedestrian facilities, thereby improving safety conditions.

The Project will also assure that any new parking facilities provided for the residential uses meet design criteria. The Project will take into account issues such as parking needs, design and access. The amount of parking on the site will relate to the capacity of the City's street system and land use patterns.

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 1: EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE AND A MEANS OF ORIENTATION.

Policy 1 Promote harmony in the visual relationships and transitions between new and older buildings.

Policy 3 Recognize that buildings, when seen together, produce a total effect that characterizes the City and its districts.

Policy 6 Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.

OBJECTIVE 3 MODERATION OF MAJOR NEW DEVELOPMENT TO COMPLEMENT THE CITY PATTERN, THE RESOURCES TO BE CONSERVED, AND THE NEIGHBORHOOD ENVIRONMENT.

POLICY 3.1 Promote harmony in the visual relationships and transitions between new and older buildings.

Policy 5 Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development.

Policy 6 Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.

The Project specifies Development Controls and Design Guidelines to ensure continuation of the existing fabric of the Visitacion Valley and adjacent Little Hollywood neighborhoods. The Project will respect the area's characteristic pattern by establishing new blocks and a street grid consistent with the neighborhood pattern, by extending existing Visitacion Valley streets onto the Schlage Lock site, and by enforcing Design Guidelines based on the historic nature and unique aesthetic of the area. While some portions of buildings will be permitted to exceed existing building heights, those heights have been carefully located so as not to affect views or aesthetics of the overall environment, and have also been designed to include features like setbacks and other moderating elements development. Development controls and design guidelines call for building facades to be modulated to establish building scale similar to surrounding development, by incorporating façade articulation, maximum building lengths and bulk controls.

1. The proposed long-range mixed-use development project is generally consistent with the eight General Plan priority policies set forth in Section 101.1 in that:

    1. The project will not negatively affect existing, neighborhood-serving retail. The Project will provide space for additional neighborhood-serving retail uses that will complement the existing neighborhood commercial corridor, and include development of up to 1,679 new residential units that will increase the demand for neighborhood commercial services.

    2. The project will not affect existing housing or neighborhood character. The project provides opportunities to construct additional housing on the vacant Schlage Lock site, which currently has no residential uses, and includes design guidelines and a design

review process to achieve high-quality design which respects the existing, surrounding neighborhood.

3. The project will not decrease the City's supply of affordable housing because it will facilitate the building of up to 1,679 new dwelling units, of which of 15% will be affordable.

4. The Project has been planned to reduce impacts to MUNI, to improve the pedestrian qualities of streets and to reduce neighborhood parking needs. Because of the existing and numerous transit routes serving the area, residents and visitors will be encouraged to utilize transit and alternate modes of transportation for trips, increasing transit ridership. Numerous pedestrian improvements, such as new interconnected streets, signalized intersections with timed traffic lights, raised or specially paved crosswalks and sidewalk bulb-outs will promote walking as a mode of transportation. The project also requires a Transportation Demand Management Plan.

5. The project will not result in displacement of the City's industrial and service sectors due to new commercial office development because the Schlage Factory site, which formerly supported industrial use, has been vacant since 1999.

6. The project will improve the City's preparedness for an earthquake since all new buildings will be constructed to meet all applicable building codes and seismic-safety regulations.

7. A Historic Structures Technical Report for the existing and former structures on the Schlage Lock site concluded that a number of the structures may be eligible for historic status. However, given the overriding concerns for public health and safety, most buildings cannot be preserved. The California Department of Toxic Substances Control (DTSC) requires the property owner to remediate soils and ground water on the site contaminated with Volatile Organic Compounds (VOC's), and has dictated the Project sponsor to remove most of the structures on the site to do so. In order to mitigate impacts to historic structures, the Project sponsor will preserve the Schlage Old Office Building and rehabilitate it according to the Secretary of the Interior Standards. The Project Sponsor is also required to document all buildings on site through architectural drawings and/or photographs, salvage and reuse recyclable materials onsite, and commemorate the site's industrial history by retaining some of the remaining industrial machinery and installing it in public spaces throughout site, wherever feasible. Taken together, these actions will memorialize the site's industrial past while enabling site remediation to proceed and utilizing the site to revitalize the Visitacion Valley neighborhood with a variety of residential, commercial, open space and community land uses.

8. The project will not affect any existing City parks or open spaces nor their access to sunlight. The project will provide at least three new public open spaces for public use, setbacks will be employed to ensure maximum sunlight on the new parks.

2. The proposed development project is consistent with the requirements set forth in Planning Code Section 302, in that:
    a. The Project is necessary and desirable because it would enhance the lives of existing and future residents, and the City as a whole, by converting a vacant, formerly-industrial site into a high-quality, mixed-use development that includes neighborhood-serving retail, open space and housing. The Project would also construct a significant amount of new housing units at an in-fill location within an existing urban environment. For the reasons set forth above, the Commission finds the requested amendments to the Planning Code, Zoning Maps, and General Plan to be required by public necessity, convenience and general welfare.

3. Findings under the California Environmental Quality Act (CEQA):

    a. This Commission has reviewed the FEIR and the Addendum and hereby finds that since certification of the FEIR, no substantial changes have occurred in the proposed project or in the circumstances under which the project would be implemented that would cause new significant impacts or a substantial increase in the severity of impacts previously identified and analyzed in the FEIR, and that no new information of substantial importance has emerged that would materially change the analyses or conclusions set forth in the FEIR. The Project would not necessitate implementation of additional or considerably different mitigation measures than those identified in the FEIR. Accordingly, the Addendum was properly prepared; and

    b. Since certification of the FEIR, the San Francisco Municipal Transportation Agency ("SFMTA") has determined that certain mitigation measures identified in the FEIR are not feasible as proposed and that no other feasible mitigation measures are available to address certain identified significant impacts. This determination is set forth in a letter from Frank Markowitz, SFMTA, to Andrea Contreras, Planning Department, dated 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, and is hereby incorporated by reference. The mitigation measures the SFMTA found to be infeasible as proposed in the FEIR are: Mitigation Measure 8-1A as it applies to the intersections of Bayshore/Blanken, Bayshore/Arleta/San Bruno, and Tunnel/Blanken; Mitigation Measure 8-3 as it applies to the intersection of Bayshore/Visitation; and Mitigation Measure 8-7 as it applies to Bayshore/Sunnydale in the eastbound direction; and

    c. As described in Chapter 8 of the FEIR, Impact 8-1A at Bayshore/Blanken and Bayshore/Arleta/San Bruno, 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 8-1A, 8-3, and 8-7 as proposed in the FEIR. For the reasons set forth in the March 28, 2014 letter, SFMTA would not implement Mitigation 8-1A at Bayshore/Blanken and Bayshore/Arleta/San Bruno, nor would it implement Measure 8-3 at the intersection of Bayshore/Visitacion. No other feasible mitigation measures exist

that would reduce the impacts at these intersections to less than significant levels. SFMTA additionally proposes to modify Mitigation 8-7 to remove the requirement for an additional eastbound lane at the intersection of Bayshore/Sunnydale because it has determined this requirement is not feasible. This Commission finds that, because these impacts were identified in the FEIR as significant and unavoidable, even with implementation of the mitigation measures that the SFMTA has now determined are infeasible, elimination and modification of these mitigation measures as described here and in more detail in the March 28, 2014 letter would not result in any new significant impacts or in a substantial increase in severity of the impacts as already identified in the FEIR; and

d. SFMTA has additionally recommended that Mitigation Measure 8-1A at the intersection of Tunnel/Blanken be modified to include intersection monitoring. The FEIR identified the impact at this intersection as less than significant with mitigation, and implementation of Mitigation 8-1A with this proposed modification would continue to reduce that intersection impact to less than significant. Thus, this Commission finds that, modification of Mitigation Measure 8-1A as recommended by SFMTA staff would not result in any new significant impacts or in a substantial increase in severity of the impacts as already identified in the FEIR; and

e. With these proposed modifications to the mitigation measures as well as the modifications previously made by the SFRA Commission and Planning Commission when they rejected certain other mitigation measures as infeasible in their CEQA Findings, this Commission finds that the impacts of the project would be substantially the same as identified in the FEIR.

I hereby certify that the Planning Commission ADOPTED the foregoing Resolution on _____.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED:

RESOLUTION NO. 1-2009

Adopted February 3, 2009

ADOPTING ENVIRONMENTAL FINDINGS AND A STATEMENT OF OVERRIDING CONSIDERATIONS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT FOR THE VISITACION VALLEY REDEVELOPMENT PROGRAM; VISITACION VALLEY REDEVELOPMENT SURVEY AREA

BASIS FOR RESOLUTION

1. The Redevelopment Agency of the City and County of San Francisco ("Agency"), the Planning Department ("Planning Department"), the Mayor's Office, and other City Departments have been working on a plan to transform the vacant Schlage Lock Site into a new transit-oriented community, support revitalization of the commercial corridors along Leland Avenue and Bayshore Boulevard, provide new community facilities for the Visitacion Valley neighborhood, and encourage infill development, via the proposed Visitacion Valley Redevelopment Program.

2. On June 7, 2005, the San Francisco Board of Supervisors established the Visitacion Valley Redevelopment Survey Area (Resolution No. 424-05).

3. On November 6, 2006, the San Francisco Planning Commission ("Planning Commission") approved the Visitacion Valley Preliminary Plan (Motion No. 17340).

4. The Agency has prepared a proposed Visitacion Valley Redevelopment Plan for the Visitacion Valley Redevelopment Survey Area ("Redevelopment Plan").

5. The proposed Redevelopment Plan would create an approximately 46-acre Visitacion Valley Redevelopment Project Area ("Project Area"), consisting of the former Schlage Lock factory and surrounding industrial properties ("Schlage Lock Site") and the neighborhood commercial corridors along Leland Avenue and Bayshore Boulevard.

6. As part of the proposed Visitacion Valley Redevelopment Program, the Agency and the Planning Department has prepared the Visitacion Valley Schlage Lock Design for Development ("Design for Development") for the Project Area, which provides an urban design framework plan and specific development controls and design guidelines for the Project Area.

7. The Design for Development is a companion document to the Redevelopment Plan. The Redevelopment Plan establishes Goals and Objectives and basic land use standards for the Project Area. The Design for Development provides legislated development requirements and specific design recommendations that apply to all developments within Zone 1 of the Project Area.

8. The Agency shall utilize the Design for Development, along with the Redevelopment Plan in consideration of entitlements of future developments in Zone 1, and will follow the design review procedure described therein.

9. The environmental effects of the proposed Visitacion Valley Redevelopment Program ("Project"), including the Redevelopment Plan and Design for Development for the Project Area, have been analyzed in the environmental documents, which are described in Resolution No. 157-2008. Copies of the environmental documents are on file with the Agency.

10. On December 16, 2008, the Agency Commission adopted Resolution No. 157-2008, certifying the Final Environmental Impact Report ("FEIR") for the Project as adequate, accurate, and objective and in compliance with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.)("CEQA") and the CEQA Guidelines (14 California Code of Regulations Sections 15000 et seq.). At its meeting on December 18, 2008, the Planning Commission also certified the FEIR (Motion No. 17789).

11. The Planning Department and Agency prepared Findings, as required by CEQA, regarding the alternatives, mitigation measures, and significant environmental impacts analyzed in the FEIR, and overriding considerations for approving the proposed Project, including all of the actions listed in Attachment A hereto, and a proposed Mitigation Monitoring and Reporting Program, attached as Exhibit 1 to Attachment A, which material was made available to the public and this Agency Commission for its review, consideration, and action.

RESOLUTION

ACCORDINGLY IT IS RESOLVED by the Redevelopment Agency of the City and County of San Francisco that:

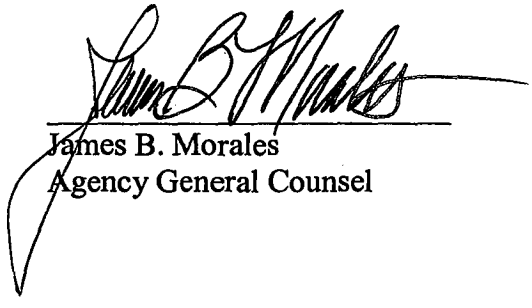
1. The Agency Commission certified the FEIR as adequate, accurate, and objective, and reflecting the independent judgment of the Agency in Resolution No. 157-2008.

2. The Agency Commission has reviewed and considered the FEIR and hereby adopts the Findings attached hereto as Attachment A, including its Exhibit 1, and incorporates the same herein by this reference.

3. The Agency Commission finds, based on substantial evidence in light of the whole record, that: (a) approvals of the actions before it related to implementation of the Project will not require important revisions to the FEIR as there are no new significant environmental effects or substantial increases in the severity of previously identified significant effects; (b) no new information of substantial importance to the Project has become available that would indicate: (i) the Project or the approval actions will have significant effects not discussed in

the FEIR; (ii) significant environmental effects will be substantially more severe; (iii) mitigation measures or alternatives found not feasible that would reduce one or more significant effects have become feasible, or (iv) mitigation measures or alternatives that are considerably different from those in the FEIR would substantially reduce one or more significant effects on the environment.

APPROVED AS TO FORM:



James B. Morales
Agency General Counsel

SAN FRANCISCO
PLANNING DEPARTMENT

Planning Commission Motion No. 17790

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Hearing Date:	December 18, 2008
Case No.:	**2006.1308E**
Project Title:	**Visitacion Valley Redevelopment Program**
Block/Lot:	**AB 5066B** / 003, 004, 004a,005, 006, 007, 008, 009; AB 5087/003, 003a, 004, 005; **AB 5099**/014; **AB 5100**/ 002, 003, **AB 5101**/006, 007, 5102/009, 010, 0007; **AB 5102** / 009, 010; AB 5107/001, 003, 004, 005; **AB 6237**/ 048, 066; AB 6247/ 002, 003, 004, 005, 006, 007, 008, 009, 010, 011, 012, 013, 014, 015, 016, 017, 018, 019, 042; **AB 6248**/002, 008, 009, 010, 011, 012, 013, 014, 015, 016, 017, 019, 020, 021, 022, 045; **AB 6249**/001, 002, 002A, 003, 012, 013, 014, 015, 016, 017, 18, 019, 020, 021, 022, 023; **AB 6250** / 001, 017, 018, 019, 020, 021, 022, 023, 024, 028, 029, 030, 031, 034, 035, 036, 037; AB **6251**/ 001, 016, 17, 018, 019, 020, 023; **AB 6252** / 036; **AB 6308**/ 001, 001A, 001D, 002, 002B, 003; **AB 6309B** / 001, 002, 018
Project Sponsor:	S. F. Redevelopment Agency, Planning Department
Staff Contact:	Joy Navarrete– (415) 575-9040 joy.navarrete@sfgov.org

ADOPTING ENVIRONMENTAL FINDINGS (AND A STATEMENT OF OVERRIDING CONSIDERATIONS) UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND STATE GUIDELINES IN CONNECTION WITH THE ADOPTION OF THE VISITACION VALLEY REDEVELOPMENT PROGRAM ("PROJECT") LOCATED IN THE SOUTHEAST QUADRANT OF SAN FRANCISCO, IMMEDIATELY NORTH OF THE SAN FRANCISCO / SAN MATEO COUNTY LINE AND THE CITY OF BRISBANE IN SAN MATEO COUNTY, CONSISTING OF 46 ACRES BOUNDED TO THE NORTH AND WEST BY MCLAREN PARK AND THE EXCELSIOR AND CROCKER AMAZON DISTRICTS, TO THE EAST BY HIGHWAY 101, EXECUTIVE PARK AND BAYVIEW HUNTERS POINT NEIGHBORHOODS, AND TO THE SOUTH BY THE SAN FRANCISCO / SAN MATEO COUNTY LINE, AND THE CITY OF BRISBANE.

Whereas, the Planning Department, the Lead Agency responsible for the implementation of the California Environmental Quality Act ("CEQA") has undertaken a planning and environmental review process for the proposed Visitacion Valley Redevelopment Program ("Project") and provided for appropriate public hearings before the Planning Commission.

Whereas, The San Francisco Planning Department is seeking to implement the Visitacion Valley Redevelopment Program. A primary focus is the redevelopment of the vacant Schlage Lock property of approximately 20 acres along the east side of Bayshore Boulevard, bounded on the east by Tunnel Avenue, on the south by the City/County line, and on the west by Bayshore Boulevard; the Schlage Lock property is, designated as Redevelopment (sometimes "Zone 1"). In addition, the implementation of such Redevelopment Program will revitalize properties along Bayshore Boulevard and assist in the

background studies and materials, and additional information that became available, constitute the Final Environmental Impact Report ("FEIR").

Whereas, the Planning Commission, on December 18, 2008, by Motion No. 17786, reviewed and considered the FEIR and found that the contents of said report and the procedures through which the FEIR was prepared, publicized, and reviewed complied with the provisions of CEQA, the CEQA Guidelines, and Chapter 31.

Whereas, the Planning Commission by Motion No. XXXX, also certified the FEIR and found that the FEIR was adequate, accurate, and objective, reflected the independent judgment of the Planning Commission and that the Comments and Responses document contains no significant revisions to the DEIR that would have required recirculation under CEQA Guidelines Section 15088.5, and adopted findings of significant impacts associated with the Project and certified the completion of the FEIR for the Project in compliance with CEQA and the CEQA Guidelines.

Whereas, the Planning Department prepared proposed Findings, as required by CEQA, regarding the alternatives, mitigation measures, and significant environmental impacts analyzed in the FEIR and overriding considerations for approving the Project, including all of the actions listed in Exhibit E-1 hereto, and a proposed mitigation monitoring and reporting program, attached as Exhibit 1 to Exhibit E-1, which material was made available to the public and this Planning Commission for the Planning Commission's review, consideration, and actions.

THEREFORE BE IT RESOLVED, that the Planning Commission has reviewed and considered the FEIR and the actions associated with the Visitacion Valley Redevelopment Program and hereby adopts the Project Findings attached hereto as Exhibit E-1 including a statement of overriding considerations, and the Mitigation Monitoring and Reporting Program.

I hereby certify that the foregoing Motion was **ADOPTED** by the Planning Commission at its regular meeting of December 18, 2008.

Jonas Ionin
Acting Commission Secretary

AYES: Commissioners Olague, Antonioni, Borden, Lee, Miguel, Moore, Sugaya

NOES: None

ABSENT: None

ADOPTED: 12/18/2008

ACTION: Adoption of CEQA Findings

VISITACION VALLEY REDEVELOPMENT PROGRAM

CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS: FINDINGS OF FACT, EVALUATION OF MITIGATION MEASURES AND ALTERNATIVES, AND STATEMENT OF OVERRIDING CONSIDERATIONS

SAN FRANCISCO PLANNING COMMISSION
AND
SAN FRANCISCO REDEVELOPMENT COMMISSION

Adopted February 3, 2009 Resolution No. 1-2009

ARTICLE 1. INTRODUCTION

In determining to approve aspects of the revised Visitacion Valley Redevelopment Program (―Project"), the San Francisco Planning Commission (the ―Planning Commission") and the Redevelopment Agency of the City and County of San Francisco (―Redevelopment Commission") make and adopt the following findings of fact and decisions regarding mitigation measures and alternatives, and adopt the statement of overriding considerations (collectively the ―Findings") pursuant to the California Environmental Quality Act, California Public Resources Code Section 21000 et seq., (―CEQA"), in light of substantial evidence in the record of Project proceedings, including but not limited to, the Visitacion Valley Redevelopment Program Final Environmental Impact Report (―FEIR") prepared pursuant to CEQA, the State CEQA Guidelines, 14 California Code of Regulations Sections 15000 et seq., (the ―CEQA Guidelines"), and Chapter 31 of the San Francisco Administrative Code (―Chapter 31").

This document is organized as follows:

Article 2 describes the Project proposed for adoption, the environmental review process, the approval actions to be taken, and the location of records.

Article 3 provides the basis for approval of the Project (the Plans and related actions identified in the FEIR), and evaluates the different Project alternatives, and the economic, legal, social, technological, and other considerations that lead to the rejection of alternatives as infeasible that were not incorporated into the Project.

Article 4 sets forth Findings as to the disposition of each of the mitigation measures proposed in the FEIR.

Article 5 identifies the unavoidable, significant adverse impacts of the Project that have not been mitigated to a level of insignificance by the adoption of mitigation measures as provided in Article 5.

Article 6 contains a Statement of Overriding Considerations, setting forth specific reasons in support of the Planning Commission's approval actions for the Project in light of the significant unavoidable impacts discussed in Article 6.

Exhibit 1, attached, contains the Mitigation Monitoring and Reporting Program required by CEQA Section 21081.6 and CEQA Guidelines Section 15091. It provides a table setting forth each mitigation measure listed in Section IV of the FEIR that is required to reduce or avoid a significant adverse impact. Exhibit 1 also specifies the agency responsible for implementation of each measure, establishes monitoring actions and a monitoring schedule. Finally, Exhibit 1 includes a series of Improvement Measures, which although do not avoid significant impacts described in the FEIR and Article 5 of this document, may provide some reduction the extent of these impacts.

ARTICLE 2. PROJECT DESCRIPTION AND ENVIRONMENTAL REVIEW PROCESS

Section 2.1 Project Description.

The Project Description in the FEIR is the adoption and implementation of the Visitacion Valley Redevelopment Program, applicable to an approximately 46-acre area extending on both sides of Bayshore Boulevard between Sunnydale Avenue and Blanken Avenue. A primary focus is the redevelopment of the vacant Schlage Lock property of approximately 20 acres along the east side of Bayshore Boulevard, bounded on the east by Tunnel Avenue, on the south by the City/County line, and on the west by Bayshore Boulevard; the Schlage Lock property is, designated as Redevelopment Zone 1 (~~"Z~~one 1"). In addition, the implementation of such Redevelopment Program will revitalize properties along Bayshore Boulevard and assist in the revitalization of the Leland Avenue commercial corridor, comprised primarily of general commercial, light industrial, residential and mixed-use parcels fronting on Bayshore Boulevard and commercial, residential and mixed-use parcels along Leland Avenue extending to Rutland Avenue; this part of the Project Area is designated as Redevelopment Zone 2 (~~"Z~~one 2").

The proposed Project was analyzed in the FEIR as follows:

(1) as to Zone 1, the proposed Project is the redevelopment program for the Schlage Lock property, and

(2) as to Zone 2, the proposed Project for such area is Alternative 5: No Rezoning on Bayshore Boulevard in Zone 2 and the policies in the proposed Design for Development, as described in the FEIR would also apply, except the parcels on the west side of Bayshore Boulevard in Zone 2 would not be rezoned and the Planning Code designation for the Zone 2 properties would remain "NC-3" Neighborhood Commercial and would not be changed to "NC-T3" Neighborhood Commercial Transit. The height limits however would be increased to 55 feet along Bayshore Boulevard as discussed in

the FEIR. The result of the revised zoning would be approximately 90 fewer net residential units in Zone 2.

(3) All other proposed development under the redevelopment program would remain as described in FEIR Chapter 3 (Project Description) of the FEIR. The Project will encourage transit-oriented development in coordination with new public transit improvements such as the MUNI Third Street Light Rail (MUNI Metro T-Line) and the recently relocated Caltrain Bayshore multi-model transit station. Regional vehicular access to the Project Area is through U.S. Highway 101 (U.S. 101) via the Bayshore Boulevard-Jamestown Avenue and Third Street Interchange and the future Geneva Avenue Interchange.

Therefore, the proposed Project includes all the redevelopment activities and development proposals discussed in the Project Description contained in Chapter II of the FEIR with the exception of the proposed rezoning of properties along Bayshore Boulevard.

The proposed Project objective is 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 sub-regional (Muni Metro T line) and regional (Caltrain Bayshore station) transit improvements in the area, and generally improving physical and economic conditions that cannot reasonably be expected to be alleviated without redevelopment assistance.

Section 2.2 Actions Included in the Project.

The Project will be implemented through a series of actions that together define the terms under which the Project will occur (collectively the "Project Approvals"). The primary Project Sponsor for the Redevelopment Plan is the Agency. The landowner and potential master development sponsor of the Zone 1 Project is Universal Paragon Corporation ("UPC").

The City and County of San Francisco, including the Planning Commission and the Board of Supervisors, and the San Francisco Redevelopment Agency will be taking various approval actions related to the Project, including the following major permits and approvals, and related collateral actions:

Planning Commission

- Adoption of these CEQA Findings and Statement of Overriding Considerations, mitigation measures, and a Mitigation Monitoring and Reporting Program;
- Adoption of General Plan consistency and Planning Code § 101.1 findings in regard to the proposed Visitacion Valley Redevelopment Plan;
- Adoption of amendments to the General Plan to bring the General Plan into conformity with the Visitacion Valley Redevelopment Plan;

- Adoption of amendments to the San Francisco Planning Code text and maps,
- Approval of the Visitacion Valley Design for Development;
- Approval of the Visitacion Valley Cooperation and Delegation Agreement; and
- Future rezoning of Zone 1 portions of the Project Area.

Redevelopment Commission

- Adoption of these CEQA Findings, including a statement of overriding considerations, mitigation measures, and a Mitigation Monitoring and Reporting Program;
- Approval of the Visitacion Valley Redevelopment Plan;
- Approval of all actions required under the California Community Redevelopment Law (Health and Safety Code Sections 33000 et seq.) for implementation of the Redevelopment Plan and related implementation actions, including the approval of the Report on the Redevelopment Plan, the Rules for Property Owner Participation, a Relocation Plan, and Business Re-Entry Policy for the Redevelopment Project;
- Approval of a Visitacion Valley Cooperation and Delegation Agreement,
- Approval of the Visitacion Valley Design for Development;
- Future adoption of an Owner Participation Agreement for the development of Zone 1; and
- Future approvals of related Redevelopment Plan documents including Infrastructure Plan and Streetscape and Open Space Plans.

Board of Supervisors

- Adoption of these CEQA Findings, including a statement of overriding considerations, mitigation measures, and a Mitigation Monitoring and Reporting Program;
- The Planning Commission's certification of the EIR may be appealed to the Board of Supervisors. If appealed, the Board of Supervisors will determine whether to uphold the certification or to remand the EIR to the Planning Department for further review;
- Approve the Redevelopment Plan approved by the Redevelopment Commission;
- Adopt the Zoning Map amendments approved by the Planning Commission; and
- Adopt the Planning Code amendments approved by the Planning Commission.

Section 2.3 Project Implementation.

The Project also includes the implementation of the Visitacion Valley Redevelopment Plan, described as redevelopment actions in the Redevelopment Plan, as follows:

- Provide very low-, low- and moderate-income housing, including supportive housing for the homeless;

- Preserve the availability of affordable housing units assisted or subsidized by public entities, which are threatened with conversion to market rates;
- Require the integration of affordable housing sites with sites developed for market rate housing;
- Assist the development of affordable and supportive housing by developers;
- Promote the retention, improvement and expansion of existing businesses and attractions of new business and the provision of assistance to the private sector; if necessary.
- Provide relocation assistance to eligible occupants displaced from property in the Project Area;
- Provide participation in redevelopment by owners presently located in the Project Area and the extension of preferences to business occupants and other tenants desiring to remain or relocate within the redeveloped Project Area;
- Acquire land or building sites;
- Demolish or remove certain buildings and improvements;
- Construct buildings or structures;
- Improve land or building sites with on-site or off-site improvements;
- Rehabilitate structures and improvements by present owners, their successors and/or the Agency;
- Dispose of property by sale, lease, donation or other means to public entities or private developers for uses in accordance with this Redevelopment Plan;
- Finance insurance premiums pursuant to Section 33136 of the Community Redevelopment Law;
- Develop plans, pay principal and interest on bonds, loans, advances or other indebtedness or pay financing or carrying charges; and
- Remedy or remove the release of hazardous substances on, under, within or from property within the Project Area.

Section 2.4 <u>Project Objectives.</u>

The following Project Goals and Objectives were formulated in conjunction with the Visitacion Valley Citizens Advisory Committee (~~C~~AC") and members of the community. These Project Objectives are also set forth in Section 3.6.2 of the FEIR and Section 3.1 of the Redevelopment Plan.

- *<u>Goal 1:</u>* Create a livable, mixed urban community that serves the diverse needs of the community and includes access to public resources and amenities.

  Objectives:
  - Attract a grocery store and provide a variety of retail options to serve a multi-cultural, multi-generational community at a range of incomes.
  - Provide for the expansion of local public services such as a new library, police sub-station, and fire department facilities.
  - Provide high quality public infrastructure that serves as a model of sustainable design.

- Create opportunities for the old Schlage Office Building to serve in the Project Area as a landmark that can be used for a variety of civic purposes.
- Attract educational facilities including job training, English as a Second Language classes, City College extension, arts programs, and multi-cultural resources.
- Promote neighborhood-serving retail to provide residents and workers with immediate walking access to daily shopping needs.

- *Goal 2:* Encourage, enhance, preserve, and promote the community and City's long term environmental sustainability.

  Objectives:
  - Facilitate the clean-up, redesign, and development of vacant and underutilized properties in the Project Area.
  - Protect human health by ensuring that toxic cleanup be the primary consideration in the planning and phasing of new development.
  - Promote environmentally sustainable building practices in the Project Area so that the people, the community and ecosystems can thrive and prosper.
  - Promote, encourage, and adopt design and construction practices to ensure durable, healthier, energy and resource efficient, and/or higher performance buildings and infrastructure that help to regenerate the degraded urban environment.
  - Design Green streets and sidewalks to contribute to the sustainability of the Project Area.
  - Ensure that development balances economics, equity, and environmental impacts and has a synergistic relationship with the natural and built environments.

- *Goal 3:* Create [a] pedestrian-oriented environment that encourages walking as the primary transportation mode within the Project Area.

  Objectives:
  - Connect *the* neighborhood through the creation of new streets and multi-use paths throughout the Schlage site linking Visitacion Valley to Little Hollywood.
  - Access into the Schlage site shall be fully public accessible and designed as an extension of the block pattern of the surrounding community.
  - Construct pedestrian-friendly streets throughout the Project Area to promote and facilitate easy pedestrian travel.
  - Ensure [that] new buildings have multiple residential entrances and/or retail at the street level to contribute to sidewalk activity.
  - Improve pedestrian safety along Bayshore Boulevard with intersection improvements and traffic calming.

- *Goal 4:* Encourage the use of alternative modes of transportation by future area residents, workers and visitors and support the development of the Caltrain Station as a major multi-modal transit facility.

  Objectives:
  - Encourage development that promotes the *use* of public transit, car pooling, shuttles, bikes, walking, and other alternatives to the privately-owned automobile.
  - Contribute to regional connectivity of the greater Visitacion Valley area, particularly with the Baylands of Brisbane.
  - Coordinate with local and regional transportation and planning agencies to facilitate rights-of-way connectivity and access to public transportation.
  - Enhance the attractiveness, safety, and functionality of transit stop locations within the Project Area.
  - Encourage new buildings on adjacent parcels to include safe pedestrian connections to the Caltrain facility.
  - Minimize the number of curb cuts in new developments, and encourage common parking access where feasible.
  -

- *Goal 5:* Create well-designed open spaces that enhance the existing community and new development.

  Objectives:
  - Create new parks, greenways, boulevards, and plazas which contribute to the existing open space network *and* serve the diverse needs of a mixed-use community.
  - Publicly accessible open spaces should incorporate design elements of the Visitacion Valley Greenway in order to express a cohesive, creative and unique neighborhood character.
  - Design new open spaces and streets to contribute to the sustainability of the infrastructure serving the Project Area, including treatment of stormwater, and the creation and maintenance of urban habitat.
  - Provide opportunities for ongoing community involvement in the parks through environmental education, interpretation and other active programming.
  - Include pedestrian walkways and destination-points such as small plazas that create a sense of place.
  - Incorporate local art by local artists in the design of public places.
  - Create [a] financing mechanism to ensure the long-term maintenance of parks and streetscapes.

- *Goal 6:* Develop new housing to help address the City's and the region's house shortfall, and to support regional transit use.

Objectives:

- Avoid the displacement of any residents.
- Assist with the preservation and rehabilitation of existing affordable housing.
- Facilitate the construction of new housing for a range of income levels and household sizes.
- Increase the local supply of well-designed affordable housing for low-income and moderate-income working individuals, families, and seniors.
- Develop housing to capitalize on transit-oriented opportunities within the Project Area.

- *Goal 7:* Establish the Project Area and surrounding neighborhoods as a gateway to the City of San Francisco.

Objectives:

- Use thoughtful design that complements and integrates the existing architectural character and natural context of Visitacion Valley.
- Ensure that buildings reflect high-quality architectural, environmentally sustainable building and urban design standards.
- Incorporate local historical, ecological, cultural and artistic elements in the designs of buildings, streetscapes, and parks.
- Improve the district's identity and appearance through streetscape design.
- Increase the economic viability of small businesses in the Project Area by providing an attractive, pedestrian-friendly street environment.
- Design housing and public spaces to be family- and multi-generational oriented.
- Facilitate the preservation, rehabilitation, and seismic retrofitting of historic buildings and landmarks.
- Design streets, parks, and building facades to provide adequate lighting and visual connectivity to promote public safety.

- *Goal 8:* Encourage private investment by eliminating blighting influences and correcting environmental deficiencies.

Objectives:

- Assemble and re-subdivide vacant industrial parcels in order to create buildable parcels and provide block patterns that integrate with the architectural character of the existing community.
- Incorporate a mix of uses into the new development within the Project Area, particularly the Schlage site, including different types of housing, retail and community services.
- New development should take advantage of the transit proximity and be designed as a compact, walkable, mixed use community.
- Provide economic opportunities for current Visitacion Valley residents and businesses to take part in the rebuilding and revitalization of the community.
- Provide opportunities for participation of property owners in the redevelopment

of their own properties.

- Strengthen the economic base of the community through commercial functions in the Project Area, and attract citywide attention to the district through events, media campaigns, and district-wide advertising.
- New development should relate to Leland Avenue and help revitalize the neighborhood's traditional main street with local business development.
- New retail is a critical component of the Project on the Schlage site, and should also support and contribute to the existing retail corridors on Leland Avenue and Bayshore Boulevard.

Section 2.5 Environmental Review Process.

The City's Planning Department (~~P~~Planning Department") and the Agency determined that an EIR was required for a proposal to adopt the Redevelopment Plan, and rezone the geographic area covered by the redevelopment plan in accordance with the Planning Department's *Visitacion Valley / Schlage Lock Strategic Concept Plan ("VV Concept Plan")*. The Agency provided public notice of that determination by publication in a newspaper of general circulation on January 31, 2007.

On June 3, 2008, the Planning Department and the Agency published the Draft Environmental Impact Report (hereinafter "Draft EIR ") on the Visitacion Valley Redevelopment Program, and provided public notice in a newspaper of general circulation of the availability of the Draft EIR for public review and comment and of the date and time of the Planning Commission public hearing on the Draft EIR. This notice was mailed to property owners in the Project Area and within a 300-foot radius of the Project Area, anyone who requested copies of the Draft EIR, persons and organizations on the Agency's CAC mailing list, parties on the Planning Department's list of EIR recipients, and to government agencies, the latter both directly and through the State Clearinghouse. Notices were posted at approximately 20 locations in and around the proposed Project Area. The Planning Department and the Agency posted the Draft EIR on their respective websites.

Notice of Completion of the Draft EIR was filed with the State Secretary of Resources via the State Clearinghouse on June 2, 2008.

The Planning Commission held a duly advertised public hearing on the Draft EIR on June 26, 2008, at which opportunity for public comment was given, and public comment was received on the Draft EIR. The Agency Commission held a duly advertised public hearing on the Draft EIR on July 1, 2008. The period for acceptance of written comments ended on July 21, 2008.

The Agency and Planning Department prepared responses to comments on environmental issues received at the public hearing and in writing during the 48-day public review period for the Draft EIR, prepared revisions to the text of the Draft EIR in response to comments received or based on additional information that became available during the

public review period, and corrected errors in the Draft EIR. This material was presented in the Visitacion Valley Redevelopment Project EIR Comments and Responses (~~"C~~omments and Responses"), published on December 2, 2008 and was distributed to the Planning Commission, the Redevelopment Commission, the Visitacion Valley Citizen Advisory Committee members (~~"C~~AC"), all affected taxing entities, all parties who commented on the Draft EIR, and others who had previously requested the document. Notice of Completion of the Comments and Responses was sent to the State Secretary of Resources via the State Clearinghouse on December 3, 2008. The Comments and Responses document is available to others upon request at the Planning Department and Agency offices and available on both the Agency's and Planning Department's websites.

The Agency Commission, on December 16, 2008, and the Planning Commission, on December 18, 2008, reviewed and considered the FEIR and found that the contents of said report and the procedures through which the FEIR was prepared, publicized and reviewed complied with the provisions of CEQA, the CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code.

Section 2.6 Location of Project Records and Custodian of Records.

The FEIR consists of two volumes: Volume 1 is the Draft EIR and Volume II contains the Comments and Responses to the Draft EIR. A copy of each of the following is included in FEIR Volume 2:

- FEIR Appendix 4.1 contains a transcript of the Planning Commission's June 26, 2008 public hearing on the Draft EIR and a summary of each comment made at such public hearing and response thereto

- FEIR Appendix 4.2 contains a transcript of the Redevelopment Agency's July 1, 2008 public hearing on the Draft EIR and a summary of each comment made at such public hearing and response thereto

- FEIR Appendix 4.3 contains a copy of each written comment on the Draft EIR submitted during the comment period and response thereto

- FEIR Appendix 4.4 contains an update of the status of remediation activities on Zone 2

The record related to the Project and the Project Findings also include the following:

- The Redevelopment Plan.

- The CAC Goals for the Visitacion Valley Redevelopment Plan.

- The Visitacion Valley/Schlage Lock Design for Development.

- The Strategic Concept Plan for Visitacion Valley/Schlage Lock.

- The Preliminary Report on the Visitacion Valley Redevelopment Plan.
- The Final Report on the Visitacion Valley Redevelopment Plan.
- Rules for Property Owner Participation for the Redevelopment Project.
- The Relocation Plan for the Redevelopment Project.
- Business Re-Entry Policy for the Redevelopment Project.
- The Visitacion Valley Cooperation and Delegation Agreement.
- The FEIR, and all documents referenced in or relied upon by the FEIR.
- All information (including written evidence and testimony) provided by City staff to the Planning Commission relating to the EIR, the proposed approvals and entitlements, the Project, and the alternatives set forth in the FEIR.
- All information (including written evidence and testimony) presented to the Planning Commission by the environmental consultant and subconsultants who prepared the EIR, or incorporated into reports presented to the Planning Commission.
- All information (including written evidence and testimony) presented to the City from other public agencies relating to the Project or the FEIR.
- All applications, letters, testimony and presentations presented to the City by the project sponsor and its consultants in connection with the Project.
- All information (including written evidence and testimony) presented at any public hearing or workshop related to the Project and the FEIR.
- For documentary and information purposes, all locally-adopted land use plans and ordinances, including, without limitation, general plans, specific plans and ordinances, together with environmental review documents, findings, mitigation monitoring programs and other documentation relevant to planned growth in the area.
- The Mitigation Monitoring and Reporting Program is attached as Exhibit 1 to these Findings.

The public hearing transcript, copies of all letters regarding the Draft EIR received during the public review period, the administrative record, and background documentation for the Final EIR are located at both the Planning Department at 1650 Mission Street, San Francisco. (Linda Avery, Commission Secretary, is the custodian of these documents and materials for the Planning Department) and the Redevelopment Agency at One South

Van Ness Avenue, 5th Floor, San Francisco (Stanley Muraoka, Environmental Review Officer, is the custodian of these documents and materials for the Agency).

ARTICLE 3. CONSIDERATION OF PROJECT ALTERNATIVES

This Article describes the Project as well as rejected Project Alternatives. Included in these descriptions are the reasons for selecting or rejecting the alternatives. This Article also outlines the Project's purposes and provides a context for understanding the reasons for selecting or rejecting alternatives, and describes the project alternative components analyzed in the FEIR. The Project's FEIR presents more details on selection and rejection of alternatives.

CEQA mandates that an EIR evaluate a reasonable range of alternatives to the Project or the Project location that generally reduce or avoid potentially significant impacts of the Project. CEQA requires that every EIR also evaluate a "No Project" alternative. Alternatives provide a basis of comparison to the Project in terms of their significant impacts and their ability to meet Program objectives. This comparative analysis is used to consider reasonable, potentially feasible options for minimizing environmental consequences of the Project.

Section 3.1 Summary of Alternatives Analyzed in the FEIR

The FEIR for the Visitacion Valley Redevelopment Program and Rezoning Project analyzed the environmental effects of the Project and considered six alternatives:

1. No Project Alternative – Expected Growth Without the Project
2. Reduced Housing Development in Zone 1
3. Stand Alone Grocery Store/Retail Along Bayshore Boulevard South of Visitacion Avenue
4. Preservation and Reuse of All Schlage Lock Plant 1 Buildings
5. No Rezoning on Bayshore Boulevard in Zone 2
6. Planning Code Changes But No Redevelopment Plan

As described in Section 2.1 above, the Project proposed for approval is a combination of the proposed redevelopment program for Zone 1 and, as to Zone 2, a modification of Alternative 5 above: No Rezoning on Bayshore Boulevard in Zone 2. As described more fully in the Project Description above, this alternative would implement the proposed redevelopment program and Design for Development, as described in the FEIR except the parcels on the west side of Bayshore Boulevard in Zone 2 would not be rezoned. The Planning Code designation for these properties would remain "NC-3" Neighborhood Commercial and not be changed to "NC-T3" Neighborhood Commercial Transit. The change in height district from 40 to 55 feet however would move forward as discussed in the FEIR. The result would be approximately 90 fewer net residential units. All other proposed development under the redevelopment program would remain as described in chapter 3 (Project Description) of the FEIR.

Section 3.2 Reasons for Selection of the Project as Revised to Include Components of Alternative #5

The Project is selected because it will promote achievement of the Project Goals and Objectives which were formulated in conjunction with the Visitacion Valley Citizens Advisory Committee (~~"~~CAC") and members of the community (set forth in Section 2.4).

The Project is based on a combination of the original proposals for redevelopment of Zone 1, combined with a principal feature of Alternative #5 - *No Rezoning of Bayshore Boulevard in Zone 2,* which consists of no change the Planning Code designation for the Bayshore properties in Zone 2 "NC-T3" Neighborhood Commercial Transit. The result would be approximately 90 fewer net residential units. The Project however maintains the changes to the height map along Bayshore Boulevard in the FEIR, which is proposed at 55 feet in the FEIR project description, rather than the 45-foot height limit proposed in Alternative 5.

The reduction in units was found by the FEIR to have the following environmental benefits, while still meeting the redevelopment goals described above:

Land Use: The Alternative #5 component of the Project provides a transition in housing and development density between the new development of Zone 1 and the existing residential neighborhood.

Population and Housing. The retention of existing NC-3 zoning within Zone 2 and the change in the Zone 2 height limit to 55 feet along Bayshore Boulevard would have a nearly similar beneficial effect on increasing Visitacion Valley housing opportunities as the originally proposed project by enabling development of somewhat fewer new units yet retaining the same ratio of affordable units.

Transportation and Circulation. The Project, including the somewhat reduced residential development resulting from the partial incorporation of Alternative #5, would result in reduced, but still significant unavoidable, transportation and circulation impacts, primarily due to the net increase of daily vehicular trips.

Air Quality. The Project, including the incorporation of part of Alternative #5 as described, would result in reduced, but still potentially significant, air quality impacts from construction period emissions, as well as potentially significant long-term impacts.

Noise. The Project's incorporation of Alternative #5, would result in lower noise, as a result of its smaller scale.

Section 3.3 Overview of Other Plan Alternatives Considered and Rejected and Reasons Rejected

The following section presents an overview of the Alternatives analyzed in the FEIR. A more detailed description of each Alternative can be found in Chapter 17 of the FEIR.

The Planning Commission and Redevelopment Commission reject the other Alternatives set forth in the Final EIR and listed below because the Commissions find that there is substantial evidence, including evidence of economic, legal, social, technological, and other considerations further described in Article 6 below under CEQA Guidelines 15091(a)(3), that make infeasible such Alternatives.

In making these determinations, each of the Commissions is aware that CEQA defines ―feasibility" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors." Each Commission is also aware that under CEQA and CEQA case law the concept of ―feasibility" encompasses (i) the question of whether a particular alternative promotes the underlying goals and objectives of a project and (ii) the question of whether an alternative is ―desirable" from a policy standpoint to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors.

The Project also incorporates elements of Alternative 5, as described below. Thus, the Commissions are not rejecting Alternative #5.

Rejected Alternative #1: No Project Alternative

The No Project Alternative would retain the status quo and result in approximately 1,577 fewer net residential units, 130,300 fewer square feet of net retail space, 17,000 fewer square feet of net cultural space, and 45,280 *more* square feet of other net commercial space than the Project. As next discussed, the No Project Alternative is infeasible because it would not achieve the housing and other redevelopment objectives which will result from the adoption and implementation of the proposed Project. Rather, the following would also result if the Project were not approved, as currently proposed.

Population and Housing. Only eight new residences would be anticipated under this No Project Alternative. This alternative would not have the *beneficial effects* associated with facilitating increased housing opportunity within the Visitacion Valley neighborhood such as: new residential development near commercial uses, transit, and other services; and an improved citywide balance between employed residents and jobs. It does not provide needed affordable housing for the community or the city.

Aesthetics. The No Project Alternative would not provide the beneficial visual effects associated with development including the removal of dilapidated buildings and the creation of new parks and streetscape enhancements.

Transportation and Circulation. Trip generation under the No Project Alternative would be minimal. However, this alternative would not advance the Project Objectives as set forth in this document including the creation of a high-density, mixed land use patterns near the Project Area's excellent local and regional transit resources. Additionally, it does not provide the opportunity to make traffic calming improvements to existing roadways, create new streets and circulation facilities within the Schlage Site, nor does it

provide funding for regional transportation improvements as described in the Project Description of the FEIR and the Design for Development.

Air Quality. The No Project Alternative would not meet the Project Objectives of high-density, mixed land use patterns that promote walking, transit use, and shorter commutes.

Cultural and Historic Resources. Under the No Project Alternative, the historic Old Office Building would not be rehabilitated. Rehabilitating the Old Office Building to serve in the Project Area as a landmark that can be used for a variety of civic purposes is an important part of the Project Objectives, specifically Goal 1 – to create a livable, mixed urban community that serves the diverse needs of the community and includes access to public resources and amenities.

Hazards and Hazardous Materials. According to the Department of Toxic Substances Control, the No Project Alternative would impede remediation activities of hazardous materials to the soils beneath and immediately surrounding the existing buildings.

Public Services. The No Project Alternative does not include the Project's proposed improvements to the neighborhood's public space network – an important Project Objective.

Utilities and Service Systems. The No Project Alternative would not result in the benefits of the redevelopment of Visitacion Valley as a LEED neighborhood providing a model for sustainable urban development.

Non-attainment of Project Goals and Objectives by the No Project Alternative:

The No Project Alternative is also rejected as infeasible for the following reasons:

No Remediation of Hazardous Materials – Under the No Project Alternative, the contamination of soil and groundwater would not be remediated. Although some cleanup activities may be possible, the full extent of soil removal and remediation would not be physically or financially possible without elements of the Project.

Reduced Revenues – Under the No Project Alternative, the Agency will receive no tax increment revenues, which would result in few resources being invested back into the neighborhood and its revitalization. Consequently, the No Project Alternative would not achieve the Project objectives of stimulating economic revitalization or eliminating conditions of blight in the Project Area.

Reduced Housing – The No Project Alternative would provide less housing overall and substantially less affordable housing than with the Project.

Reduced Economic and Business Vitality – The No Project Alternative will provide fewer resources for economic revitalization efforts such as façade improvements, catalyst

development programs, business improvement programs, or neighborhood promotional opportunities.

Reduced Community Enhancement Opportunities – The No Project Alternative would not result in plan community enhancements, such as improvements to open space, expanded public facilities, construction of streetscape enhancement, and improved access to public transportation.

As described in detail above, this alternative would not attain the goals and objectives identified in the Project Objectives and the EIR. The current General Plan and associated existing Planning Code provisions do not include the detailed and coordinated strategies, improvements, and contemporary development regulations required under the Project Objectives and proposed by the Design for Development and overall redevelopment program.

The No Project Alternative is rejected as infeasible for the economic, legal, social, technological, and other considerations reasons set forth here and in the FEIR.

Rejected Alternative #2: Reduced Housing in Zone 1

Alternative 2 is an alternative that would include 400 dwelling units, a stand-alone grocery store and retail center in Zone 1, all other elements of the Redevelopment Program would remain the same. This alternative would lead to the development of approximately 850 fewer net residential units. This alternative was primarily proposed to reduce peak-period vehicular trip generation in comparison to the proposed Project.

Population and Housing. Due to the reduced housing opportunities of this alternative, it would produce substantially reduced beneficial effects in achieving a better city-wide balance of job and more housing near commercial uses, transit and other services. It will provide less affordable housing than the Project proposal.

Transportation and Circulation. This alternative would result in reduced impacts when compared to the proposed Project, but still significant, unavoidable transportation and circulation impacts. This Alternative would be less effective than the proposed Project in meeting the Project Objectives of high-density mixed land use, and shorter commutes.

Air Quality. This alternative would result in reduced impacts when compared to the proposed Project, but still potentially significant air quality impacts related to construction-period emissions and long-term regional emission increases. Long-term emissions, although reduced from the proposed Project, would remain significant and unavoidable even after mitigation. Construction emissions would also be reduced to less than significant levels. This Alternative would be less effective in meeting the Project Objective of reducing long-term regional emissions.

Cultural and Historic Resources. This alternative would have similar significant unavoidable impacts as the Project on cultural and historic resources.

Attainment of Project Goals and Objectives. This alternative would be less than effective in attaining the goals and objectives of the Project as identified in Section 1.

The Reduced Housing Alternative is rejected as infeasible for the following reasons:

Reduced Revenues – Under the Reduced Housing Alternative, the Agency will receive less tax increment revenues, which would result in fewer resources being invested back into the neighborhood and its revitalization. Consequently, the Reduced Housing Alternative would not achieve the Project objectives of stimulating economic revitalization or eliminating conditions of blight in the Project Area.

Reduced Housing – The Reduced Housing Alternative would provide less housing overall and substantially less affordable housing than with the Project.

Reduced Economic and Business Vitality – The Reduced Housing Alternative will provide fewer resources for economic revitalization efforts such as façade improvements, catalyst development programs, business improvement programs, or neighborhood promotional opportunities.

Reduced Community Enhancement Opportunities – The Reduced Alternative and would make infeasible the plans for community enhancements, such as improvements to open space, expanded public facilities, construction of streetscape enhancement and improved access to public transportation.

The Reduced Housing Alternative is rejected as infeasible due to loss of revenues from the reduction in dwelling units and retail commercial space. This alternative fails to capitalize on the full transit-oriented opportunities of the Schlage Site, nor does it provide the number of affordable housing units proposed in the Project. Therefore, it is infeasible for the economic, social, technological and other considerations as set forth here and in the FEIR. This Alternative is rejected.

Rejected Alternative #3: Stand Alone Grocery Store/Retail Along Bayshore Boulevard

Alternative 3 would include a stand-alone grocery store and retail center of approximately 70,000 square feet in Zone 1 along Bayshore Boulevard south of Visitacion Avenue. This alternative would provide approximately 950 (instead of 400) residential units in Zone 1 and unlike the Project, no housing would be provided on the upper floors of the grocery store and retail center. The result would be approximately 300 fewer net residential units.

Land Use. The fewer residential units and reduced mixed-use relationships anticipated under this alternative would reduce these co-location benefits of housing and retail proposed in the Project.

Aesthetics. Compared to the Project, the resulting stand alone parking area provides a less desirable urban design landscape when viewed from Bayshore Boulevard or from neighboring vantage points.

Transportation and Circulation. This alternative would result in reduced, but still significant, transportation and circulation impacts and would be less effective than the Project in promoting walking, transit use, and shorter commutes.

Air Quality. This alternative would result in reduced, but still potentially significant, air quality impacts from construction period emissions, as well as potentially significant long-term impacts. This alternative would be less effective in reducing long term emissions impacts through promoting walking, transit use, and shorter commutes.

Attainment of Project Goals and Objectives. This alternative would be less effective in attaining the goals and objectives of the Project as identified in the EIR. The Stand Alone Grocery Store Alternative is rejected as infeasible for the following reasons:

Reduced Revenues – Under the Stand Alone Grocery Store Alternative, the Agency will receive less tax increment revenues, which would result in fewer resources being invested back into the neighborhood and its revitalization. Consequently, the No Project Alternative would not achieve the Project objectives of stimulating economic revitalization or eliminating conditions of blight in the Project Area.

Reduced Housing – The Stand Alone Grocery Store Alternative would provide less housing overall and substantially less affordable housing than with the Project.

Reduced Mixed Use Land Uses – The Stand Alone Grocery Store Alternative would not facilitate the vertical mixing of neither uses nor take full opportunity of the transit facilities nearby. I would also create a surface parking lot or garage which would have limited urban design appeal and impacts on the pedestrian oriented design goals of the Revised Plan.

The Stand Alone Grocery Store/Retail Along Bayshore Boulevard alternative is rejected as infeasible due to the loss of revenues from the reduction in dwelling units the reduced beneficial effect on Visitacion Valley housing opportunities, and the reduced impact on San Francisco's ability to achieve a better citywide balance between employed residents and jobs and ability to increase housing concentration near commercial uses, transit, and other services. This alternative fails to capitalize on the full transit-oriented opportunities of the Schlage Site, and instead results in a single use retail and parking area next to a light rail station. This alternative does not present any significant benefits over the Project regarding identified environmental impacts. Therefore, it is infeasible for the economic, legal, social, technological, and other considerations set forth here and in the FEIR. This Alternative is rejected.

Rejected Alternative #4 – Preservation and Re-Use of All Schlage Lock Plant 1 Building

This alternative would preserve two additional buildings more than the Proposed Project which includes the preservation and re-use of the Old Office Building as a community center. The two additional buildings are Building B - the Sawtooth Building of approximately 188,000 square feet and Building C - the Ancillary Building, of approximately 1,500 square feet. These buildings are considered contributory to a potential "Schlage Lock Historic Site." This alternative suggests the re-use of these buildings as additional community space. This alternative would result in approximately 200 fewer net residential units compared to the proposed Project.

Population and Housing. This alternative would have reduced beneficial effects when compared to the proposed Project due to the reduced dwelling units. As a result of the reduction in residential uses, this alternative does not achieve the jobs/housing balance or affordable housing production benefits that are important Project Objectives.

Aesthetics. This alternative would result in similar potentially significant, aesthetic and visual resource impacts as the Project. Portions of the Sawtooth Building create a tall blank along Bayshore Boulevard and thus this Alternative does not achieve all of the urban design objectives of the Design for Development.

Transportation and Circulation. This alternative would result in a greater traffic trip generation than the proposed Project both in terms of daily and P.M. peek period traffic generation and potentially increased intersection impacts as the increased community uses, while not defined, could draw more activity to the site, particularly in the afternoon. Additionally, this alternative would eliminate at least one major circulation connection within the site and another to Bayshore Boulevard.

Cultural and Historic Resources. This alternative would result in fewer potentially significant impacts on cultural and historic resources than all other alternatives as it would rehabilitate two more "contributory" buildings to a potential Schlage Lock Factory Historic Site. There would still be significant, unavoidable impacts to the historic resources as a result of this alternative.

Attainment of Project Goals and Objectives. As compared to the proposed Project, this alternative would be less effective in attaining the Proposed Project Objectives and would potentially have more negative environmental impacts due to the increased vehicle trips and impeding the remediation of hazardous materials in the soils under the buildings to be preserved.

Reduced Revenues – Under the Preservation Alternative, the Agency will receive less tax increment revenues, which would result in fewer resources being invested back into the neighborhood and its revitalization. Consequently, the Preservation Alternative would not achieve the Project objectives of stimulating economic revitalization or eliminating conditions of blight in the Project Area.

Reduced Housing – The Preservation Alternative would provide less housing overall and substantially less affordable housing than with the Project.

Reduced Economic and Business Vitality – The Preservation Alternative will provide fewer resources for economic revitalization efforts along Leland Avenue, such as façade improvements, catalyst development programs, business improvement programs, or neighborhood promotional opportunities.

Reduced Community Enhancement Opportunities – The Preservation Alternative would reduce project revenues and remove land available for other uses including streets and parks. Therefore, this alternative would make infeasible some of the plans for open space, construction of new streets and improved access from Zone 1 to public transportation along Bayshore Boulevard.

The Preservation and Re-use Alternative is rejected due to its potential negative impacts on the remediation efforts to clean up hazardous materials in the soil, and its loss of revenue due to the reduction in dwelling units. The Preservation and Re-use Alternative interferes with the new circulation system proposed including roadways and pedestrian pathways. This alternative also reduces the transit-oriented uses envisioned in the Refined Projects goals and does not fully utilize the opportunities of the Schlage Site for new housing production, including affordable housing development. It would also mean a reduction of other community benefits including constraints on the inter-connected open space system and reductions of the existing Visitacion Valley impact fees for community facilities would not be collected or distributed to the Visitacion Valley community. Therefore, this alternative is infeasible for the economic, legal, cultural, environmental, technological, and social considerations set forth here and in the FEIR. This Alternative is rejected.

Rejected Alternative #6: Planning Code Changes but No Redevelopment Plan

This alternative would adopt the 2008 Design for Development, the General Plan Amendments and the Planning Code changes for the proposed Project, but it would not adopt the Visitacion Valley Redevelopment Plan. The Redevelopment Agency would not participate in the Project. As a result, the following implementation actions would not occur: (1) housing improvement actions, such as facilitation of affordable housing programs and units; (2) business revitalization actions, including, but not limited to, promotion of existing business, attraction of new businesses, and encouragement and assistance to private sector investment (e.g., financing of insurance premiums); and (3) blight elimination actions, including but not limited to, acquisition and/or demolition of blighted and deteriorated properties, rehabilitation of existing structures and improvements, disposal (sale, lease, etc.) of properties to public or private entities, and clean-up and remediation of existing hazardous materials.

All future development would occur solely through the efforts of the private sector. As a result, the growth increment to facilitate the Project would occur at a slower rate.

Specifically, it would not be completed by 2025, and it is projected that approximately only 75% of the proposed Project would be completed by that time. This would mean that only 75% of the new residential units would be developed by this time and only 75% of the new retail square footage would be developed. The higher affordable housing production requirements proposed by the Redevelopment Plan would not be imposed or facilitated by the new development in Zone 1 or Zone 2. It would also mean that significant amounts of the tax increment revenues would not be collected or distributed to the Visitacion Valley community for community benefits or affordable housing. This alternative would also eliminate the community center uses in the Old Office Building as there would be no public agency to facilitate its redevelopment.

Land Use. This alternative would generally create new beneficial land use elements under the Design for Development but such improvements would likely occur at a slower rate and to a reduced degree of beneficial uses.

Population and Housing. This alternative would have a reduced beneficial effect by 2025 in achieving a better city-wide balance of jobs and housing concentrated near commercial uses, transit, and other services as development would be expected to take place over a longer period of time. This alternative would reduce the affordable housing production planned under the Revised Plan.

Cultural and Historical Resources. This alternative would result in greater potentially significant impacts on cultural and historic resources due to the potential lack of preservation and rehabilitation of the Schlage Lock Old Office Building.

Hazards and Hazardous Materials. This alternative would not necessarily negatively impact the current remediation program. However, the delay of the development in Zone 1 may inhibit the remediation activities from occurring on a timely basis.

Public Services. This alternative would not result in any significant public service impacts. However, the beneficial effects of the improvements to the Project Area park and public open space may not occur.

Attainment of Project Goals and Objections. This alternative would be substantially less effective in attaining the Project Objectives. Specifically, some historic and cultural resources may be lost, public benefits such as affordable housing and open space may be reduced, delays in development could reduce impact fees in real dollars to the community facilities, and services proposed for the Visitacion Valley neighborhood, and remediation activities may be slowed considerably without redevelopment activities.

Reduced Revenues – Under the No Redevelopment Alternative, the Agency will receive no tax increment revenues, which would result in very few resources being invested back into the neighborhood and its revitalization. Consequently, the Reduced Housing Alternative would not achieve the Project Objectives of stimulating economic revitalization or eliminating conditions of blight in the Project Area.

Reduced Housing – The No Redevelopment Alternative would provide substantially less affordable housing than with the Redevelopment Plan.

Reduced Economic and Business Vitality – The No Redevelopment Alternative will provide very few resources for economic revitalization efforts such as façade improvements, catalyst development programs, business improvement programs, or neighborhood promotional opportunities.

Reduced Community Enhancement Opportunities – The No Redevelopment Alternative and would make infeasible the plans for community enhancements, such as improvements to open space, expanded public facilities, construction of streetscape enhancement, and improved access to public transportation.

The Planning Code Changes But No Redevelopment Plan alternative is rejected as infeasible as it would not provide for the facilitation of affordable housing programs and units, the promotion of existing businesses as well as the attraction of new businesses and private sector investment in the Visitacion Valley community, the lack of area rejuvenation and blight elimination, and the remediation of hazardous materials. This alternative would also have a reduced effect on achieving better citywide balance of jobs and housing concentrated near commercial uses, transit, and services, negatively impact the preservation and rehabilitation of the Schlage Lock Office Building, and would be less effective in obtaining the Project's goals and objectives. This alternative does not present any benefits over the Project regarding identified environmental impacts. Therefore, it is infeasible for the economic, legal, cultural, environmental, technological, and social considerations set forth here and in the FEIR. This Alternative is rejected.

ARTICLE 4. FINDINGS REGARDING MITIGATION MEASURES

CEQA requires agencies to adopt mitigation measures that would avoid or substantially lessen a project's identified significant impacts or potential significant impacts if such measures are feasible.

The findings in this section concern mitigation measures set forth in the FEIR. These findings discuss mitigation measures as proposed in the FEIR and recommended for adoption by the Planning Commission and the Redevelopment Commission, which can be implemented by the Agency and City agencies or departments, including, but not limited to, the Department of City Planning ("Planning Department"), the Department of Public Works ("DPW"), the Municipal Transportation Agency ("MTA"), the Department of Building Inspection ("DBI"), and the Department of Public Health ("DPH").

Primary responsibility for implementation and monitoring of mitigation measures will be shared by the Agency and Planning Department. The Redevelopment Plan provides that the Agency may enter into a cooperation and delegation agreement with the Planning Department outlining shared responsibilities for design and site permit review. A proposed Visitacion Valley Cooperation and Delegation Agreement (~~"C~~ooperation Agreement") is under consideration by both Commissions. The Agency expects to retain final approval authority as to design and site permit review, after consulting with the

Planning Department, in Zone 1 through the entitlement provisions of a Master OPA. The Agency will delegate to the Planning Department, in consultation with Agency staff, approval authority of development in Zone 2. Therefore, the Planning Department would be responsible for implementing mitigation measures for development to be approved by the Planning Department under the authority delegated by the Agency in Zone 2 and the Agency would be responsible for implementing mitigation measures as to development where the Agency retains final approval authority in Zone 1. As the precise responsibility for mitigation measure implementation will be dictated by the Cooperation Agreement between the Planning Department and the Agency, the findings provide that both the Agency and the Planning Department, would implement mitigation measures that will apply during the design and site permit review stages.

As explained previously, **Exhibit 1**, attached, contains the Mitigation Monitoring and Reporting Program required by CEQA Section 21081.6 and CEQA Guidelines Section 15091. It provides a table setting forth each mitigation measure listed in the Final EIR that is required to reduce or avoid a significant adverse impact. Exhibit 1 also specifies the agency responsible for implementation of each measure, establishes monitoring actions and a monitoring schedule.

The Planning Commission and the Redevelopment Commission find that, based on the record before it, the mitigation measures proposed for adoption in the FEIR are feasible, as explained further below, and that they can and should be carried out by the identified agencies at the designated time. The Planning Commission urges other agencies to adopt and implement applicable mitigation measures set forth in the FEIR that are within the jurisdiction and responsibility of such entities. The Planning Commission and Redevelopment Commission acknowledge that if such measures are not adopted and implemented, the Project may result in additional significant unavoidable impacts. Additionally, the Final EIR identified some potential significant and unavoidable impacts with no possible mitigation to reduce the impact to a less than significant level. For these reason, and as discussed in Article 5, the Planning Commission and Redevelopment Commission are adopting a Statement of Overriding Considerations as set forth in Article 6.

The Findings in this section concern mitigation measures set forth in the FEIR. Most of the mitigation measures identified in the FEIR that will reduce or avoid significant adverse environmental impacts are proposed for adoption and are set forth in Exhibit 1, in the Mitigation Monitoring and Reporting Program. However, some of the mitigation measures set forth in the FEIR that are needed to reduce or avoid significant adverse environmental impacts are rejected because of secondary impacts identified in the FEIR or are modified to reduce those secondary impacts. The Draft EIR has listed these impacts as significant and unavoidable because of secondary impacts or uncertainty regarding the implementation of necessary mitigations. A handful of the transportation improvements found to be infeasible or found to have significant secondary impacts in the FEIR are proposed in Exhibit 1 to be considered as options for further study and design as conditions change in the area, and their potential for implementation changes. The recommended and modified mitigations are described below in Section 4.1. Those

mitigations rejected because of secondary impacts are described in Section 4.2 along with the reason for rejecting those mitigations as identified in the FEIR.

The measures listed in the FEIR as improvement measures that the Agency or City Agencies may take to reduce a less-than-significant impact associated with the Project have been included in Exhibit 1. These measures are listed in Exhibit 1 as Improvement Measures. For projects in which the Agency retains final approval authority, as explained above, the Agency will incorporate the Improvement Measures into its project approval actions, as appropriate.

Section 4.1 Mitigation Measures Recommended by the Planning Commission and the Redevelopment Commission for Adoption As Proposed For Implementation by City Departments and the Agency.

The Planning Commission finds that the following measures presented in the FEIR will mitigate, reduce, or avoid the significant environmental effects of the Project. They are recommended for adoption and joint implementation by the Agency and City Departments with applicable jurisdiction in the approval of specific developments that implement the Project, as set forth below.

Land Use.

Mitigation

No significant environmental impact has been identified; no mitigation is required.

Population and Housing.

Mitigation

No significant environmental impact has been identified; no mitigation is required.

Visual Quality.

Mitigation Measure 7.1

As discussed in the FEIR in Section 7.3.5, the proposed building height increase from 40 ft. to 55 ft. could have potentially significant impacts on existing ~~"~~finer grained" residential properties along the west edge of Zone 2. This mitigation measure will add to the Design for Development additional building bulk and/or building articulation controls specifically tailored to reduce the potential visual effects of greater building height and mass on the west edge of Zone 2 to a level of less than significant. Such amended controls include setbacks and relational height limitations. The Planning Commission and the Redevelopment Commission adopt this measure and recommends that the Agency, Planning Department and DBI implement this measure.

Mitigation Measure 7.2

Nighttime lighting affiliated with Project facilitated development in Zone 1 could have adverse effects on nighttime views of and within the Project Area from the surrounding and internal neighborhood vantage points. This mitigation measure will add to the Design 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, including the following or similar measures: prohibit exterior illumination above 40 feet, require tinting of outward oriented glazing above 40 feet sufficient to reduce the nighttime visual impacts of internal lighting, and require adequate shielding of light sources, use of fixtures that direct light downward, light sources that provide more natural color rendition, possible use of multiple light level switching, non reflective hardscapes, and avoidance of light source reflection off surrounding exterior walls. This measure will reduce the identified significant impacts to a level of less-than-significant. The Planning Commission and the Redevelopment Commission adopt this measure and recommends that the Agency, Planning Department and DBI implement this measure.

Transportation.

Projected intersection turning movement volumes under Existing plus Project conditions would cause significant deterioration in levels of service at the following local intersections during typical weekday peak hours:

Weekday A.M. peak hour:
- Bayshore Boulevard/Blanken Avenue (LOS B to LOS F),
- Bayshore Boulevard/Leland Avenue (LOS C to LOS F),
- Bayshore Boulevard/Visitacion Avenue (LOS C to LOS F),
- Bayshore Boulevard/Sunnydale Avenue (LOS C to LOS F), and
- Tunnel Avenue/Blanken Avenue (LOS B to LOS F).

Weekday P.M. peak hour:
- Bayshore Boulevard/Arleta Avenue/San Bruno (LOS C to LOS F), and
- Bayshore Boulevard/Leland Avenue (LOS C to LOS F).

Mitigation Measure 8-1A

This mitigation measure will incorporate intersection improvements at the following intersections: Bayshore Boulevard/Blanken Avenue, Bayshore/Arleta/San Bruno, and Tunnel Avenue/Blanken Avenue.

At **Bayshore and Blanken** the mitigation measure would restripe the westbound approached to create exclusive lanes for left-turns and right-turns.

At the complex **Bayshore/Arleta/San Bruno** intersection, the mitigation measure will modify the signal timing of the traffic light to shift 6 seconds from the northbound left

turn green time to the southbound through movement. The intersection signals would also be modified to provide transit priority for the various Route 9 buses utilizing the left hand turn signal, and thus overriding the green time shift when buses are present.

At the intersection of **Tunnel and Blanken** a new traffic signal will be installed replacing the existing four-way stop control. The intersection will be restriped to provide two lanes in every direction to facilitate turning movements.

The Planning Commission and the Redevelopment Commission adopt this mitigation measure and the modifications to these intersections.

Mitigation Measure 8-1 B

For the intersection of **Bayshore and Leland**, the FEIR identified an alternative mitigation measure 8.1B, which proposed eliminating the planned left turn from southbound Bayshore into the Schlage Lock site. This mitigation does create secondary impacts to left hand turning movements at the intersections of Bayshore and Visitacion and Bayshore and Sunnydale, described below in Mitigation 8-3. The Planning Commission and the Redevelopment Commission adopt this mitigation measure and remove the left hand turn from the proposed Revised Project.

Mitigation Measure 8-1 C

Mitigation 8-1C requires the preparation and implementation of a Transportation Management Plan (~~T~~TMP') for the Zone 1 development. This TMP would include the following elements: Identification of a transportation coordinator, Establishment of a resident website, Carpool match services, Carshare hubs, Real-time transit information, Reduced fee transit pass program, Provision of bike facilities for residents, Parking supply reductions, Unbundled parking supply, and/or Metered/paid parking. See Mitigation Measures 8-1C and 9-2 in the EIR for complete details.

Implementation of the mitigation measures 8-1 A, B and C, listed above, would only reduce two of the seven listed weekday peak hour Project impacts on intersection operations to less-than-significant levels (Tunnel Avenue/Blanken Avenue and Bayshore and Leland). The following three intersections would remain at LOS F:

- Bayshore Boulevard/Blanken Avenue (weekday A.M. peak hour),
- Bayshore Boulevard/Visitacion Avenue (weekday A.M. peak hour), and
- Bayshore Boulevard/Sunnydale Avenue (weekday A.M. peak hour).

Mitigation 8-1 B resolves the operational impacts of the Bayshore Boulevard/Leland Avenue intersection however this results in secondary impacts to left hand turning movements and thus the impact of the Project to this intersection remains significant.

The Project is considered to have a significant unavoidable impact at these four Bayshore Boulevard intersections. These mitigation measures (8-1 A, B, and C) will reduce the

level of impacts of the Project on these intersections but not to a less-than-significant level. Only the Project impact at the intersections of Tunnel Avenue/Blanken Avenue would be reduced to a less-than-significant level with implementation of the associated mitigation described above. The Planning Commission and the Redevelopment Commission adopt these mitigation measure and recommends that the Agency, DPW and MTA implement the various elements of this measure.

Mitigation Measure 8-2

Projected Existing plus Project traffic volume increases in the peak hours would result in significant deterioration in levels of service on U.S. 101 between I-280 and Third/Bayshore, and U.S. 101 between Sierra Point Parkway and I-380 as detailed below:

Weekday A.M. peak hour:

- U.S. 101 between 1-280 and Third/Bayshore -- northbound (LOS D to LOS E);
- U.S. 101 between 1-280 and Third/Bayshore southbound (LOS E to LOS E); and
- U.S. 101 between Sierra Point Parkway and 1-380 -- northbound (LOS D to LOS E).

Weekday P.M. peak hour:

- U.S. 101 between 1-280 and Third/Bayshore -- northbound (LOS D to LOS E).

Due to freeway geometry and space constraints at these two locations, there are no feasible mitigation measures that could be implemented to reduce the Project's LOS impacts to less-than-significant levels. Implementation of Mitigation 8-1C (individual project Transportation Management Plans) would decrease the number of vehicle trips generated by the Project and reduce the impacts to the study freeway segments, but not to a less-than-significant level. Therefore, the Project would have a significant unavoidable impact on these two freeway segments.

Mitigation Measure 8-3

Project A.M. peak hour maximum queue length conditions and P.M. peak hour average and maximum queue length conditions, queues waiting to turn left might not be fully contained within the existing and proposed left-turn pockets from Bayshore Boulevard via the three intersections at Leland Avenue, Visitacion Avenue, and Sunnydale Avenue.

The proposed mitigation measure would reduce impacts by extending the southbound left-turn pocket lengths by 80 feet at Visitacion Avenue, subject to MTA identifying an appropriate relocation placement for the bus stop on Bayshore Boulevard south of Leland Avenue. This mitigation measure, however would still not be sufficient to accommodate maximum queues in the weekday P.M. peak hour and thus would not reduce impacts to a level of less than significant.

The left hand turn pocket at Leland is eliminated from the proposal by Mitigation Measure 8-1B above.

The mitigation option to increase the access from Bayshore Boulevard by extending the southbound left-turn pocket lengths by 100 feet at Sunnydale Avenue and 80 feet at Visitacion Avenue was found to be infeasible in the FEIR due to secondary impacts to transit, parking, and bicycle routes.

Exhibit 1 also includes an improvement measure to work with the City of Brisbane and UPC toward the establishment of an internal connection from Zone 1 to the east side of the Bayshore Boulevard/ Geneva Avenue intersection. This would provide an alternative access point into the site from Bayshore Boulevard south of the constraints imposed by the track rights-of-way of the light rail line, allowing additional turn pockets to be developed within the median.

Although the Project's Bayshore Boulevard southbound access queuing impacts are considered to be significant and unavoidable, the Planning Commission and the Redevelopment Commission adopt these mitigation and improvement measures and recommends that DPW and MTA implement this measure including relocation of the west-side Bayshore/Leland bus stop, and the Agency and MTA coordinate with the City of Brisbane regarding the additional connection route south of the Project.

Mitigation Measure 8-4

In the analysis of the 2025 Cumulative Scenario, the FEIR found that without the benefit of Regional Transportation Improvements, the Project contributes traffic volumes to intersection turning movement volumes that would cause significant deterioration of Levels of Service at the following intersections:

Weekday A.M. peak hour-

- Bayshore Boulevard/Tunnel Avenue (LOS B to LOS E).

Weekday PM peak hour:

- Bayshore Boulevard/Blanken Avenue (LOS B to LOS F);
- Bayshore Boulevard/Arleta Avenue/San Bruno (LOS C to LOS F);
- Bayshore Boulevard/Leland Avenue (LOS C to LOS F);
- Bayshore Boulevard/Visitacion Avenue (LOS B to LOS F);
- Bayshore Boulevard/Sunnydale Avenue (LOS C to LOS F);
- Tunnel Avenue/Blanken Avenue (LOS A to LOS F), and
- Alana Way/Beatty Avenue (LOS B to LOS F).

This mitigation measure will modify signal timing at **Bayshore Boulevard/Tunnel Avenue**, and signalize the intersection and restriping southbound Alana Way at **Alana Way/Beatty Avenue**. These two study intersections would continue to operate with unacceptable conditions (LOS E or F) during the weekday A.M. peak hour with these

mitigations. Implementation of Mitigation 8-1C (Transportation Management Plan) would decrease the number of vehicle trips generated by the Project and reduce the magnitude of the Project's significant contribution at these locations, but not to a less than-significant level.

No feasible additional mitigation measures have been identified that would sufficiently improve 2025 Cumulative intersection operating conditions to LOS D or better conditions, except implementation of the Bi-County Regional Transportation Improvements discussed further in the FEIR and in Mitigation 8-6 below. If these improvements are undertaken the Alana Way/Beatty Avenue intersection would likely be removed and this portion of the mitigation would not be implemented. Establishing a fair share contribution to the implementation of the future transportation improvements would serve as a replacement mitigation measures for future impacts of the Project.

Therefore, the Revised Project contributions to this cumulative effect would be considered significant and unavoidable impact. The Planning Commission and the Redevelopment Commission adopt this mitigation and recommends that DPW, MTA, the Planning Department, the Agency and the Transportation Authority coordinate with the City of Brisbane and implement this measure.

Mitigation Measure 8-5

Levels of Service would significantly deteriorate at the following freeway segments:

Weekday A.M. peak hour:

- U.S. 101 between 1-280 and Third/Bayshore -- northbound (LOS D to LOS F);
- U.S. 101 between 1-280 and Third/Bayshore southbound (LOS E to LOS F);
- U.S. 101 between Sierra Point Parkway and 1-380 -- northbound (LOS D to LOS F); and
- U.S. 101 between Sierra Point Parkway and 1-380 southbound (LOS F to LOS F).

Weekday P.M. peak hour:

- U.S. 101 between 1-280 and Third/Bayshore -- northbound (LOS E to LOS F);
- U.S. 101 between 1-280 and Third/Bayshore southbound (LOS D to LOS F);
- U.S. 101 between Sierra Point Parkway and 1-380 -- northbound (LOS F to LOS F); and
- U.S. 101 between Sierra Point Parkway and 1-380 southbound (LOS E to LOS F).

To improve the affected freeway segment conditions, additional mainline capacity would be needed, which would require land acquisition by another agency with jurisdiction to make such acquisition and involve substantial costs, jurisdictional issues, and in some areas physical geographic constraints of natural features. With limited transportation funding resources, such freeway investments are not considered of highest priority over regional transit investments; consistent with the City's Transit First Policy, and regional planning efforts of the Association of Bay Area Governments or the Metropolitan Transportation Commission. More specifically:

- Freeway mainline widening to provide acceptable operating conditions would require substantial right-of-way acquisition, and substantial reconstruction of the affected freeway links and associated existing over-crossings, the cost of which far exceed the reasonable capacity and responsibility of the Project, and for which no inter-jurisdictional fair share funding mechanism has been established;
- The co-lead Agencies (Planning Department and Redevelopment Agency) do not have jurisdiction over the affected freeway right-of-way; the necessary right-of-way acquisition would necessarily involve Caltrans use of its eminent domain powers;
- Expansion of portions of the affected freeway segment rights-of-way is constrained by existing topography; and
- Acquisition of portions of the necessary additional freeway mainline and associated under- and over-crossing right-of-way, and subsequent construction of the necessary freeway mainline widening and associated under- and overcrossings, could not be achieved without the displacement of existing households and businesses and demolition of existing residential and commercial structures. Such displacement of existing households and businesses is contrary to current Agency policy and City policy.

Mitigation of this impact is therefore considered to be infeasible and the Project-related contribution to 2025 cumulative freeway segment congestion represents a significant unavoidable impact. Implementation of Mitigation 8-1C, in the EIR however, would decrease the number of vehicle trips generated by the Project and reduce the magnitude of the Project's significant contribution at these locations, but not to a less than-significant level.

Mitigation Measure 8-6

The Levels of Service at the following freeway on-ramps would be unacceptable:

Weekday A.M. peak hour:
- U.S. 101 northbound on-ramp from Bayshore Boulevard/Third Street (LOS C to LOS F); and
- U.S. 101 southbound on-ramp from Beatty Avenue/Alana Way (LOS F to LOS F).

Weekday P.M. peak hour:
- U.S. 101 northbound on-ramp from Harney Way (LOS D to LOS F); and
- U.S. 101 southbound on-ramp from Beatty Avenue/Alana Way (LOS C to LOS F).

This mitigation measure would reduce the impact to less than significant through the construction of the proposed new on-ramps at Geneva Avenue. This facility will be constructed through a joint effort of the Cities of Brisbane and San Francisco and the project sponsors of the Baylands and Candlestick developments. Other developments

including the Project will be required to provide a fair share contribution to planned regional improvements. The Bi-County Transportation Project will provide the mechanism for this funding analysis. The mitigation requires the Agency, the master developer of Zone 1, and significant projects in Zone 2 to participate and contribute to the Bi-County program.

The Planning Department and the Agency will continue to participate in the current Bi-County Transportation Planning Study, will continue to advocate and participate in similar interjurisdictional study, planning and fair share funding efforts, and will continue to advocate alternative travel modes and habits, including, but not limited to, measures to incentivize increased Muni and Caltrain transit ridership, establish freeway onramp metering in the area, and to establish HOV lanes in the area. The Planning Department and Redevelopment Agency are equally committed to requiring participation in any additional intra-jurisdictional projects that would mitigate the impacts identified in the FEIR.

The Planning Commission and the Redevelopment Commission adopt this mitigation and recommends that DPW, MTA, the Planning Department, the Agency and the Transportation Authority coordinate with the City of Brisbane and implement this measure.

Mitigation Measure 8-7

Assuming implementation of the planned future regional roadway network changes, as described in the FEIR, unacceptable operating conditions would remain at the following intersections:

Weekday A.M. peak hour only:

- Bayshore Boulevard/Leland Avenue (LOS F);
- Bayshore Boulevard/Visitacion Avenue (LOS E);
- Bayshore Boulevard/Sunnydale Avenue (LOS F); and
- Tunnel Avenue/Blanken Avenue (LOS E).

Weekday P.M. peak hour only:

- Bayshore Boulevard/Arleta Avenue/San Bruno (LOS E); and
- Bayshore Boulevard/Leland Avenue (LOS E).

At **Bayshore Boulevard/Leland Avenue**, modify signal timing by shifting 6 seconds from the northbound left-turn movements to the through movements and modify the westbound approaches to create two lanes at the intersection: a left-through lane and an exclusive right-turn lane.

Implementation of this proposed signal timing modification mitigation measure would be dependent upon an assessment of 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. Because this finding regarding signal capacity and pedestrian movements cannot be assured by MUNI and because the mitigation could potentially impact transit operations, the 2025 cumulative intersection impact is considered by the FEIR to be significant and unavoidable.

At **Bayshore Boulevard/Sunnydale Avenue:** modify signal timing by shifting 4 seconds from the northbound/southbound left-turn movements to the eastbound/westbound movements and stripe the westbound approaches to create two lanes at the intersection: a shared left-through lane and exclusive right-turn lane. Implementation of this proposed signal timing modification mitigation measure would be dependent upon an assessment of 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. Because this finding cannot be assured, and because the mitigation could potentially impact transit operations this 2025 cumulative intersection impact is considered by the FEIR to be significant and unavoidable.

At **Tunnel Avenue/Blanken Avenue** the mitigation called for signalizing the intersection as described in Mitigation 8-1A. This intersection meets the criteria for peak hour signal warrant. 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 measure would reduce this impact to a less-than-significant level.

Although portions of this mitigation measure cannot be assured for the reasons described above, the Planning Commission and the Redevelopment Commission adopt this mitigation measure and recommend that DPW, MTA, the Planning Department, the Agency and the Transportation Authority implement these intersection modifications to the extent possible.

Mitigation Measure 8-8

Assuming implementation of the planned future regional roadway network changes, listed under Impact 8-7 above, the projected 2025 Cumulative impacts on study freeway segments identified under Impact 8-5 above would still occur. Mitigation of this impact, however, is infeasible as the projected poor 2025 cumulative conditions on these freeway segments could only be improved by creating additional mainline capacity, which, as discussed above, under Mitigation Measure 8-5, is not feasible. Implementation of Mitigation 8-1C (Transportation Management Plan) would help decrease the number of vehicle trips generated by the Project and reduce the magnitude of the Project's significant contribution at these locations, but not to a less than-significant level.

Improvement measures have been suggested in Exhibit 1 to shift additional vehicles trips off of the Highway One Corridor, including promoting regional rail transit by local residents if and when Caltrain introduces more frequent service at the Bayshore Station, promoting the use of shuttle linkages and future Bus Rapid Transit facilities to BART, facilitating enhances SamTrans transit service between the Project and employment

centers in San Mateo County, and assisting Caltrans toward the implementation of HOV lanes and ramp metering along the US 101 corridor.

The Planning Commission and the Redevelopment Commission adopt these mitigation and improvements measures and recommends that DPW, MTA, the Planning Department, the Agency and the Transportation Authority implement these measures.

Mitigation Measure 8-9

The new vehicle-trips generated by the Project would result in long delays at several Bayshore Boulevard intersections, as indicated above under Impacts 8-1, 8-3 and 8-4. Related intersection improvement and left-turn pocket extension measures have been identified under Mitigations 8-1, 8-3 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 significant and unavoidable. Implementation of Mitigation Measure 8-1C (Transit Management Plan), would reduce the number of vehicle trips but not to a number less than significant.

In addition, to encourage additional transit riders (thereby further reducing the amount of vehicular activity), the Project could implement the following measures: 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 San Francisco Better Streets Plan 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. 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.

Because of the impact on bus movements of the 2025 cumulative intersection impacts along Bayshore, and despite the measures above, the Project still is considered by the FEIR to have a potentially significant and unavoidable impact on transit operations. The Planning Commission and the Redevelopment Commission adopt this mitigation and recommend that the Planning Department, the Agency DPW, and MTA implement this measure.

Mitigation Measure 8-10

Implementation of the Project-proposed new southbound Bayshore Boulevard left-turn pocket into Zone 1 at Leland Avenue (see associated Mitigation 8-3) would necessitate the elimination of the existing southbound bicycle lane segment between Leland Avenue and Raymond Avenue. This would result in a gap in the bicycle lane network, which would result in a potentially significant impact to bicycle conditions. This mitigation measure would eliminate the impact of bicycle facilities by not constructing a new southbound left-turn into Zone 1 at Leland Avenue (also Mitigation Measure 8-1B).

The Planning Commission and the Redevelopment Commission adopt this mitigation and remove the proposed southbound left turn pocket from the Project proposal.

Air Quality.

Mitigation Measure 9.1A – 9.1D

Remediation, demolition, and construction activities permitted and/or facilitated by the proposed redevelopment program may generate exhaust emissions and fugitive dust that could temporarily impact air quality. This mitigation measure will require the implementation of dust control measures by demolition contractors and for:

- demolition activities;
- remediation, grading, or construction activity;
- for debris and soil stockpiles; and
- undeveloped parcels.

The mitigation also requires emission controls for all diesel powered construction equipment used by contractors. These mitigations, described in detail within Exhibit 1, will reduce impacts to a level of less than significant. The Planning Commission and the Redevelopment Commission adopt this measure and recommends that the Agency, Planning Department and DBI implement this measure.

Mitigation Measure 9.2

Development under the redevelopment program will generate traffic related regional increases in air pollutant emission. This mitigation measure established measures set forth in the Design for Development and the Planning Code to promote walking, biking, and transit use as alternative modes of transportation. Additionally, emissions control strategies will be applied 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. These strategies include: the inclusion of bicycle lanes where reasonable and feasible, use of transportation information kiosks, encouraging use of public transit, ridesharing, van pooling, use of bicycles, and walking, developing parking enforcement and fee strategies that encourage the use of mass transit, preferential parking for electric and alternative fuel source vehicles, enforcement of truck idling restrictions, the development of Transportation

Demand Management Programs for large commercial land uses, require energy efficient building designs, discouraging the use of gasoline powered landscape equipment, and requiring fireplaces to be low emitting fireplaces.

Despite these mitigations, the Project may have remaining significant impacts to cultural resources that cannot be mitigated. The Planning Commission and the Redevelopment Commission adopt this measure and recommends that the Agency and Planning Department implement this measure.

Cultural Resources.

Mitigation Measure 10.1

The Visitacion Valley Redevelopment Program may cause substantial adverse changes in the significance of one or more identified potential historic resources if future individual development projects do not incorporate measures that ensure project related changes to historic resources are performed in accordance with the following mitigation measure. Mitigation Measure 10-1 will require that proposed changes to a historic resource be performed in accordance with either: (1) Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings; or Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. If the proposed changes cannot be made in accordance with the aforementioned guidelines, the project applicant shall:

(a) Have documentation of the affected historical resource and its setting prepared,
(b) Undertake an oral history project that includes interviews with several long-time residents of Visitacion Valley and former employees of the Schlage Lock Factory,
(c) If preservation of resource is not possible, the building shall, if feasible, be stabilized and relocated to another appropriate site,
(d) If preservation or relocation is not feasible, the resource shall be salvaged or reused to the extent feasible, or
(e) If the resources must be demolished, project applicant shall incorporate a display featuring historic photos of the affected resource and a description of its historical significance.
(f) If demolition is required, project applicant is eligible to mitigate project related impacts by contributing funds to the City to be applied to future historic preservation activities or provide in-kind historic resource preservation activities in the Project Area.

The Planning Department and Planning Commission adopt this measure and recommend that the Planning Department in conjunction with the Agency, implement this measure. Despite these mitigations, the Project may have remaining significant impacts to cultural resources that cannot be mitigated. The Planning Commission and the Redevelopment Commission adopt this measure and recommends that the Agency, Planning Department and DBI implement this measure.

Mitigation Measure 10.2

New development facilitated by the redevelopment program could disturb one Native American habitation site (CA-SFR-35), the Ralston Shellmound, and remains associated with the Union Pacific Silk Manufacturing Company. This mitigation measure consists of requiring the project sponsor to retain the services of a qualified archaeological consultant having expertise in California prehistoric and urban historical archaeology, to consult, test, monitor, and prepare plans and reports concerning the project and to work with the Planning Department and the City's Environmental Review Officer (–ERO"). The Planning Commission and the Redevelopment Commission adopt this measure and requires as any future condition of approval or development agreement that the project sponsor implement this measure.

Mitigation Measure 10.3

New development facilitated by the redevelopment program in Zone 1, could disturb unrecorded archaeological resources. This mitigation measure requires the project applicant to consult with the Planning Department prior to any development at the Schlage Lock site and, if necessary and instructed to do so by the Planning Department, undertake an Archaeological Monitoring Program, Archaeological Data Recovery Program, or Final Archaeological Resources Report. The Planning Commission and the Redevelopment Commission adopt this measure and recommends that the Agency, Planning Department and DBI implement this measure.

Mitigation Measure 10.4

New development facilitated by the redevelopment program in Zone 2, could disturb unrecorded archaeological resources. This mitigation measure requires the project applicant to consult with the Planning Department prior to any development in Redevelopment Zone 2 and, if necessary and instructed to do so by the Planning Department, distribute a San Francisco Planning Department archaeological resource –ALERT" sheet to all prime contractors and subcontractors, suspend any activities if there is any indication of an archaeological resource is encountered at site, if the ERO determines a resource may be present, obtain a archaeological consultant to recommend what action, if any, is necessary, and implement any appropriate mitigation measures required by the ERO. If required, the project archaeological consultant shall submit a Final Archaeological Resources Report to the ERO. The Planning Commission and the Redevelopment Commission adopt this measure and recommends that the Agency, Planning Department and DBI implement this measure.

Mitigation Measure 10.5

The project could potentially encounter paleontological resources. This mitigation measure requires the project applicant to halt all ground disturbances, if any paleontological resources are encountered, until the services of a qualified paleontologist

can be retained to identify and evaluate the resource and recommend any mitigation measures, if necessary. The Planning Commission and the Redevelopment Commission adopt this measure and recommends that the Agency, Planning Department and DBI implement this measure.

Hazards and Hazardous Materials.

Mitigation Measure 11-1

There is a possibility that Project-facilitated demolition, renovation, and new construction activity in Zone 2 could encounter and expose workers to existing spilled, leaked, or otherwise discharged hazardous materials or wastes. This mitigation measure will require each developer of a site in Zone 2 to comply with all applicable existing local-, state-, and federal-mandated site assessment, remediation, and disposal requirements for soil, surface water, and/or groundwater contamination. In particular, these include the requirements of the City and County of San Francisco, the Regional Water Quality Control Board (~~"R~~WQCB"), and the Department of Toxic Substance Control (~~"D~~TSC"). The Planning Commission and the Redevelopment Commission adopt this measure and recommend that the Planning Department and DBI implement this measure.

Hydrology and Water Quality.

Runoff resulting from redevelopment program-facilitated development would contribute to existing combined sewer overflows from the City's sewer system, particularly into Candlestick Cove from the Harney Way box culvert. Although the City is currently in compliance with the NPDES CSO Control Policy, these overflows have the potential to degrade water quality within San Francisco Bay. In addition, since the redevelopment program would result in more traffic in the Project Area and vicinity, the build-up of vehicle-generated urban pollutants that could be washed into storm drains and eventually the Bay would likely increase.

Mitigation Measure 12-1 A

This mitigation measure will require the developer(s) to 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.

This mitigation conforms with the recently create Stormwater Design Guidelines and will reduce impacts to a level of less than significant. The Planning Commission and the Redevelopment Commission adopt this measure and recommends that the Agency, Planning Department, the PUC and DBI implement this measure.

Mitigation Measure 12-1 B

This mitigation measure will additionally require stormwater design requirements similar to those described above for the Zone 1 development also be applied to individual infill developments in Zone 2 that meet the proposed San Francisco Public Utilities Commission (~~P~~UC") minimum size criteria. This mitigation conforms with the recently create Stormwater Design Guidelines and will reduce impacts to a level of less than significant. The Planning Commission and the Redevelopment Commission adopt this measure and recommend that the Agency, Planning Department, the PUC and DBI implement this measure.

Mitigation Measure 12-2

Excavation required for remediation and construction in the Project Area would create a potential for individual on-site soil erosion, which could lead to increased sediment accumulation in downstream sewer lines and, in the event of a combined discharge (CSO), potentially higher turbidity levels in San Francisco Bay. In addition, remediation and construction activities would introduce the potential for fuel or hazardous material spills. If these materials are washed into the sewer system, they could upset the treatment process at the SEWPCP and, if they are part of a CSO, contribute to pollution in the Bay. This mitigation measure will require, 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 SFDPW would monitor implementation of the approved SWPPP. This plan shall include, at a minimum, the following or similar actions:

(1) Following demolition of existing improvements, stabilize areas not scheduled for immediate construction with planted vegetation or erosion control blankets;
(2) Collect stormwater runoff into stable drainage channels from small drainage basins, to prevent the buildup of large, potentially erosive stormwater flows;
(3) Direct runoff away from all areas disturbed by construction;
(4) Use sediment ponds or siltation basins to trap eroded soils before runoff is discharged into on-site channels or the combined sewer system;
(5) To the extent possible, schedule major site development work involving excavation and earthmoving activities during the dry season (May through September);
(6) 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;
(7) Restrict vehicle cleaning, fueling, and maintenance to designated areas for containment and treatment of runoff; and
(8) After construction is completed, inspect all on-site drainage facilities for accumulated sediment, and clear these facilities of debris and sediment as necessary.

This mitigation will reduce impacts to a level of less than significant. The Planning Commission and the Redevelopment Commission adopt this measure and recommend that the Agency, Planning Department, the PUC and DBI implement this measure.

Noise.

Mitigation Measure 13-1

Remediation, demolition, and construction activities facilitated by the Project (redevelopment program) could temporarily elevate noise levels at nearby residential and commercial receptors during individual, site-specific project remediation and construction periods. This mitigation measure will reduce redevelopment 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:

(1) Prepare detailed remediation and construction plans identifying schedules and a procedure for coordination with nearby noise-sensitive facilities so that remediation and construction activities and the event schedule can be scheduled to minimize noise disturbance;
(2) Ensure that noise-generating remediation and construction activity is limited to between the hours of 7:00 A.M. to 8:00 P.M., Monday through Friday, and noise levels generated by construction are prohibited on Saturdays, Sundays, and holidays;
(3) 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;
(4) 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;
(5) Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a remediation or construction site;
(6) Route all remediation and construction traffic to and from the sites via designated truck routes where possible;
(7) Prohibit remediation- and construction-related heavy truck traffic in residential areas where feasible;
(8) Use quiet equipment, particularly air compressors, wherever possible; and
(9) Construct solid plywood fences around remediation and construction sites adjacent to residences, operational businesses, or noise sensitive land uses.

Temporary noise control blanket barriers should be erected, if necessary, along building facades of construction sites. This mitigation component would only be necessary if

conflicts occurred which were irresolvable by proper scheduling. 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.

This bundle of mitigation measures will reduce impacts to a level of less than significant. The Planning Commission and the Redevelopment Commission adopt this measure and recommend that the Agency, Planning Department, and DBI implement this measure.

Mitigation Measure 13-2

Railroad operations could introduce potential ground borne vibration issues if vibration-sensitive developments, such as residences, are proposed close to these operations. This mitigation measure will reduce potential impacts by requiring, 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 stud 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).

This mitigation will reduce impacts to a level of less than significant. The Planning Commission and the Redevelopment Commission adopt this measure and recommend that the Agency, Planning Department and DBI implement this measure.

Mitigation Measure 13-3

Project- facilitated noise-sensitive residential, retail, open space, and cultural land use development may exceed "normally acceptable" noise threshold. This mitigation measure will require that site-specific noise studies consistent with the requirements of the State Building Code (SBC) be conducted for all new Project-facilitated residential uses within 75 feet of the Caltrain line and along the Bayshore Boulevard frontage to identify appropriate noise reduction measures to be included in project final design. Identified noise reduction measures may include: (1) site planning techniques to minimize noise in shared residential outdoor activity areas by locating such noise-sensitive areas behind buildings or in courtyards, or by orienting residential terraces to alleyways rather than streets, whenever possible; (2) incorporation of an air circulation system in all affected units so that windows can remain closed to maintain interior noise levels below 45 dBA Ldn; and (3) incorporation of sound-rated windows and construction methods in residential units proposed along streets or the Caltrain line where noise levels would exceed 70 dB. The Planning Commission and the Redevelopment Commission adopt this measure and recommend that the Agency and Planning Department implement this measure.

Public Services.

No Mitigation Measures are required for this section.

Utilities and Service Systems.

Mitigation Measure 15-1

The Project has the potential to conflict with state-mandated requirements for 50 percent solid waste diversion if residents/tenants find the locations of recycling carts to be too distant or inconvenient, which could result in a potentially significant impact. This mitigation measure will require final architectural designs for individual developments in Project Area to indicate adequate space in buildings to accommodate three bin recycling containers. Space indicated for recyclables (blue bins) and organics (green bins) shall be larger than the space provided for garbage (black bins). If a waste chute is used, it shall have three separate waste chutes, one each for recyclables, organics, and garbage. Alternatively, an automated system that effectively accommodates three waste streams in a single chute would also be acceptable. The City shall ensure these mitigation measures are included in Project facilitated building construction prior to the issuance of a Certificate of Occupancy. These measures would reduce potential impacts to a level of less than significant. The Planning Commission and the Redevelopment Commission adopt this measure and recommend that the Agency and Planning Department implement this measure.

Section 4.2 Rejected Mitigations

Mitigation 8-1A

Bayshore and Leland: Restripe the existing Leland Avenue connection to the west side of Bayshore Boulevard to create three lanes – one shared left-through eastbound land, one exclusive right-turn eastbound lane and one westbound lane. This mitigation is rejected as it has secondary impacts on transit movements and pedestrian travel. This mitigation conflicts with the Leland Avenue Streetscape Design and the traffic calming measures to be installed by this plan. The Alternative Mitigation 8-1 B, removing the southbound left-turn lane on Bayshore at Leland is adopted instead.

Bayshore and Visitacion: Restripe the existing Visitacion Avenue connection to the west side of Bayshore Boulevard to create three lanes – one shared left-through eastbound land, one exclusive right-turn eastbound lane and one westbound lane. This mitigation is rejected as it has secondary impacts on transit bus movements, truck movements and pedestrian travel. The shifting of the westbound lane to the north will require provide a narrower turning radii for large vehicles particularly buses. Any conflicts created by this constrained turning movement could cause traffic to back up on Bayshore Boulevard. It also increasing the crossing distance for pedestrians traveling along the west-side of Bayshore Boulevard and requires removing on street parking stalls.

Bayshore and Sunnydale: Restripe the existing Sunnydale Avenue Connection to the west side of Bayshore Boulevard to create three lanes – one shared left-through eastbound land, one exclusive right-turn eastbound lane and one westbound lane. This mitigation is rejected as is has secondary impacts on transit movements and pedestrian travel. The shifting of the westbound lane to the north will require provide a narrower turning radii for large vehicles particularly buses. Any conflicts created by this constrained turning movement could cause traffic to back up on Bayshore Boulevard. It is also increasing the crossing distance for pedestrians traveling along the west-side of Bayshore Boulevard and requires removing on street parking stalls.

As described above, no feasible mitigations were found that did not present significant secondary impacts or safety concerns for truck and transit movements for the intersections of Bayshore Boulevard/Visitacion Avenue and Bayshore Boulevard/Sunnydale Avenue. However, as described in Exhibit 1, an improvement measure to revisit the potential for future modifications of these Bayshore Boulevard intersection configurations is required after MUNI considers new bus routes and bus stop locations.

Mitigation 8-3

The FEIR discusses options to increase the access from Bayshore Boulevard by extending the southbound left-turn pocket lengths by 100 feet at Sunnydale Avenue. The left-turn pocket extension was found to be infeasible due to secondary impacts to transit, parking, and bicycle routes.

Exhibit 1 also includes an improvement measure to work with the City of Brisbane and UPC toward the establishment of an internal connection from Zone 1 to the east side of the Bayshore Boulevard/Geneva Avenue intersection. This would provide an alternative access point into the site from Bayshore Boulevard south of the constraints imposed by the track rights-of-way of the light rail line, allowing additional turn pockets to be developed within the median.

Section 4.3 Findings on Adoption of a Mitigation Monitoring and Reporting Program

The Planning Commission finds that the Mitigation Monitoring and Reporting Program attached hereto as Exhibit 1 (the "Program"), is designed to ensure compliance during Project implementation. The Planning Commission further finds that the Program presents measures that are appropriate and feasible for adoption and the Program should be adopted and implemented as set forth herein and in Exhibit 1.

Section 4.4 Improvement Measure

In addition to the mitigation measures contained in Exhibit 1, the Exhibit also contains improvement measures for transportation, shown at the end of the Exhibit, which are not required to avoid or reduce significant adverse impact but will reduce a less than

significant impact. CEQA does not require the Agency or other implementing agencies to adopt these measures. Nevertheless, the Agency has expressed its intent to require developers in the Project Area to comply with these measures to the extent feasible when the Agency or the Commissions retains final approval authority over developments through its involvement in funding, acquisition, disposition or development of the property. Exhibit 1 explains how the Agency will ensure that these measures are implemented during the redevelopment process.

ARTICLE 5. SIGNIFICANT UNAVOIDABLE ENVIRONMENTAL IMPACTS

All impacts of the Project would either be less than significant or could be mitigated to less than significant levels, with the exception of the following impacts:

Impact 8-1: Existing Plus Project Impacts on Intersection Operation (see chapter 8--Transportation and Circulation--of the FEIR);

Weekday A.M. peak hour:

- Bayshore Boulevard/Blanken Avenue (LOS B to LOS F);
- Bayshore Boulevard/Visitacion Avenue (LOS C to LOS F); and
- Bayshore Boulevard/Sunnydale Avenue (LOS C to LOS F).

Weekday P.M. peak hour:

- Bayshore Boulevard/Arleta Avenue/San Bruno (LOS C to LOS F).

Although Mitigation 8-1 B resolved the intersection operations at the Bayshore/Leland Intersection, this mitigation has a significant secondary impact through its contribution to Impact 8-3 described below.

Impact 8-2: Existing Plus Project Impacts on U.S. 101 Freeway Segment Operation (see chapter 8--Transportation and Circulation--of the FEIR);

Weekday A.M. peak hour:

- U.S. 101 between 1-280 and Third/Bayshore -- northbound (LOS D to LOS E);
- U.S. 101 between 1-280 and Third/Bayshore southbound (LOS E to LOS E); and
- U.S. 101 between Sierra Point Parkway and 1-380 -- northbound (LOS D to LOS E).

Weekday P.M. peak hour:

- U.S. 101 between 1-280 and Third/Bayshore -- northbound (LOS D to LOS E).

Impact 8-3: Project Queuing Impacts at Zone 1 Access Points (see chapter 8-Transportation and Circulation--of the FEIR);

- Southbound Bayshore Boulevard turning left at Visitacion Avenue, and
- Southbound Bayshore Boulevard turning left at Sunnydale Avenue.

Impact 8-4: 2025 Cumulative Impacts on Intersection Operation (see chapter 8--Transportation and Circulation--of the FEIR);

Weekday A.M. peak hour-

- Bayshore Boulevard/Tunnel Avenue (LOS B to LOS E).

Weekday P.M. peak hour:

- Bayshore Boulevard/Blanken Avenue (LOS B to LOS F);
- Bayshore Boulevard/Arleta Avenue/San Bruno (LOS C to LOS F);
- Bayshore Boulevard/Leland Avenue (LOS C to LOS F);
- Bayshore Boulevard/Visitacion Avenue (LOS B to LOS F);
- Bayshore Boulevard/Sunnydale Avenue (LOS C to LOS F);
- Tunnel Avenue/Blanken Avenue (LOS A to LOS F), and
- Alana Way/Beatty Avenue (LOS B to LOS F).

Impact 8-5: 2025 Cumulative Impacts on U.S. 101 Freeway Segment Operation (see chapter Transportation and Circulation--of the FEIR);

Weekday A.M. peak hour:

- U.S. 101 between 1-280 and Third/Bayshore -- northbound (LOS D to LOS F);
- U.S. 101 between 1-280 and Third/Bayshore southbound (LOS E to LOS F);
- U.S. 101 between Sierra Point Parkway and 1-380 -- northbound (LOS D to LOS F); and
- U.S. 101 between Sierra Point Parkway and 1-380 southbound (LOS F to LOS F).

Weekday P.M. peak hour:

- U.S. 101 between 1-280 and Third/Bayshore -- northbound (LOS E to LOS F);
- U.S. 101 between 1-280 and Third/Bayshore southbound (LOS D to LOS F);
- U.S. 101 between Sierra Point Parkway and 1-380 -- northbound (LOS F to LOS F); and
- U.S. 101 between Sierra Point Parkway and 1-380 southbound (LOS E to LOS F).

Impact 8-7: 2025 Cumulative Impacts on Intersection Operation with Planned Regional Roadway Improvements (see chapter 8--Transportation and Circulation--of the FEIR);

Weekday A.M. peak hour only:

- Bayshore Boulevard/Leland Avenue (LOS F);
- Bayshore Boulevard/Visitacion Avenue (LOS E); and
- Bayshore Boulevard/Sunnydale Avenue (LOS F).

Weekday P.M. peak hour only:

- Bayshore Boulevard/Arleta Avenue/San Bruno (LOS E); and
- Bayshore Boulevard/Leland Avenue (LOS E).

Impact 8-8: 2025 Cumulative Impacts on U.S. 101 Freeway Segment Operation with Planned Regional Roadway Improvements (see chapter 8--Transportation and Circulation--of the FEIR);

Weekday A.M. peak hour:

- U.S. 101 between 1-280 and Third/Bayshore -- northbound (LOS D to LOS F);
- U.S. 101 between 1-280 and Third/Bayshore southbound (LOS E to LOS F);
- U.S. 101 between Sierra Point Parkway and 1-380 -- northbound (LOS D to LOS F); and
- U.S. 101 between Sierra Point Parkway and 1-380 southbound (LOS F to LOS F).

Weekday P.M. peak hour:

- U.S. 101 between 1-280 and Third/Bayshore -- northbound (LOS E to LOS F);
- U.S. 101 between 1-280 and Third/Bayshore southbound (LOS D to LOS F);
- U.S. 101 between Sierra Point Parkway and 1-380 -- northbound (LOS F to LOS F); and
- U.S. 101 between Sierra Point Parkway and 1-380 southbound (LOS E to LOS F).

Impact 8-9: Project Impacts on Transit Service (see chapter 8--Transportation and Circulation--of the FEIR);

Impact 9-2: Long-Term Regional Emissions Impacts (see chapter 9--Air Quality--of the FEIR);

Impact 10-1: Destruction or Degradation of Historical Resources (see chapter 10--Cultural and Historical Resources--of the FEIR).

ARTICLE 6. STATEMENT OF OVERRIDING CONSIDERATIONS

Notwithstanding the significant effects noted above, pursuant to CEQA Section 21081(b) and the CEQA Guidelines Section 15093, the Planning Commission and the Redevelopment Agency each finds, after considering the FEIR and based on substantial

evidence in said documents, the administrative record and as set forth herein, that specific overriding economic, legal, social, and other considerations independently and collectively outweigh the identified significant effects on the environment and are overriding considerations warranting approval of the Project. Any one of the reasons for approval cited below is sufficient to justify approval of the Program. In addition, each Commission finds, in addition to the specific reasons discussed in Article 4 and Article 5 above, that the Project mitigations rejected in Article 4 and the Project Alternatives rejected in Article 5above are not feasible because they will not achieve or promote all of the goals and objective of the Project. In addition, the approval of the Project is also appropriate for the following specific economic, social, or other considerations resulting from Project approval and implementation:

(1) Project implementation will alleviate blight and encourage revitalization of the Project Area.

(2) Project implementation will assist with the evaluation, clean up, and redevelopment of brownfield sites in the project area, particularly Zone 1.

(3) Project implementation will improve residential conditions and encourage residential activity through the creation of new housing units, especially housing units affordable to very low-, low-, and moderate-income persons and/or households.

(4) Project implementation will promote the development of commercial facilities that will lead to increased business activity and improved economic conditions in the Project Area.

(5) Project implementation will facilitate the planning and construction of the development site in Zone 1 as well as throughout the area to leverage increase private investment in businesses and property.

(6) Project implementation will lead to improved housing opportunities by promoting the creation of approximately 1,577 new residential units that alleviate city and regional housing needs, especially the high demand for affordable housing.

(7) Project implementation will promote enhanced quality of life in the Project Area through improved open space, residential block revitalization programs on the Schlage Lock Site, improved neighborhood commercial corridors along Leland Avenue and Bayshore Boulevard, and public facilities.

(8) Project implementation will enable enhanced infrastructure improvements in the Project Area including improvement to local streetscapes and regional transportation facilities.

(9) Project implementation will facilitate transit-oriented development along Bayshore Boulevard and its connection to the Third Street Corridor as well as the Caltrain Station in support of the City's Transit First Policy.

(10) Project implementation will assist with coordinated land use planning and revitalization strategies between the existing redevelopment project areas and the Visitacion Valley Redevelopment Project Area.

(11) Project implementation will assist with the rehabilitation of certain historic resources within the Project Area.

(12) Project implementation will assist in the development of new retail uses including, but not limited to, a grocery store in Zone 1.

Having considered these Project benefits, including the benefits and considerations discussed in Article 2 above, the Agency finds that the Project's benefits outweigh the unavoidable adverse environmental effects, and that the adverse environmental effects are therefore acceptable.

EXHIBIT 1
VISITACION VALLEY REDEVELOPMENT PROGRAM
MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Mitigation Responsibility	Mitigation Schedule	Mitigation Responsibility	Monitoring Actions/ Schedule
VISUAL FACTORS				
Mitigation 7-1 Building Scale Compatibility. Add to the Design for Development additional building bulk and/or building articulation controls specifically tailored to reduce the potential visual effects of permitted greater building height and mass on the west edge of Zone 2 on abutting residential properties to the west. The amended controls could include, for example, a 10-to-15-foot building "stepback" and or "relational height limit" requirement at the third or fourth story along the west edges of Zone 2 that abut existing residential properties, for purposes of avoiding incongruous building height and scale relationships and associated light and shadow impacts. Formulation of these or similar measures into the Design for Development would reduce this potential for building scale and mass compatibility impacts to a ***less-than-significant level***.	Project Applicant	The Design for Development has been revised to incorporate this measure	Planning Department, SFRA, DBI	Planning, DBI to review designs and specifications as part of the Project-level plan review and site permit processing

Mitigation Measures	Mitigation Responsibility	Mitigation Schedule	Mitigation Responsibility	Monitoring Actions/ Schedule
Mitigation 7-2 Lighting and Glare: 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, including the following or similar measures: ▪ limit exterior illumination of any new building elements above 40 feet; ▪ require tinting of outward-oriented glazing above 40 feet sufficient to reduce the nighttime visual impacts of internal lighting; and ▪ to minimize glare and "sky glow" from new outdoor area lighting, require adequate shielding of light sources, use of fixtures that direct light downward, light sources that provide more natural color rendition, possible use of multiple light level switching (for reducing light intensity after 10 P.M.), non-reflective hardscapes, and avoidance of light source reflection off surrounding exterior walls. Formulation of these or similar measures by a qualified urban design professional and their incorporation into the Design for Development would reduce this potential for light and glare impacts to a ***less-than-significant level***.	Project Applicant	The Design for Development has been revised to incorporate this measure	SFRA, DBI	SFRA and DBI to review designs and specifications as part of Project level plan review and site permit processes

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
TRANSPORTATION AND TRAFFIC				
Mitigation 8-1A: *Bayshore Boulevard/Blanken Avenue:* Restripe the westbound approach to create two additional lanes: an added exclusive left-turn and an added right-turn lane. Implementation of this mitigation would reduce the significant impacts in the P.M. peak hour, but weekday A.M. peak hour impacts would remain ***significant and unavoidable***. *Bayshore Boulevard/Arleta Avenue/San Bruno Avenue:* Modify signal timing by shifting 6 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 northbound left turn movement. Add bus signal prioritization to avoid delays to the San Bruno bus lines. The Project impacts at this intersection will remain ***significant and unavoidable***.	Planning Department, MTA, DPW or owner/developer	First Major Phase	MTA, DPW	Approval of infrastructure plans with major phase
Tunnel Avenue/Blanken Avenue: Signalize intersection. The Project impacts at this intersection will remain ***significant and unavoidable.***	Same as above	Second Major Phase	MTA, DPW	Same as above
Mitigation 8-1B Intersection Operation: *Bayshore Boulevard/Leland Avenue southbound left-turn:* Eliminate the proposed left-turn from southbound Bayshore Boulevard into Redevelopment Zone 1 at Leland Avenue. 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 Sunnydale Avenues, which would exacerbate anticipated queuing impacts at these two remaining left-turn locations. This mitigation would reduce the Project impact at this location to ***a less than significant level.***	MTA, DPW	First Major Phase	MTA, DPW	Approval of infrastructure plans with major phase
Mitigation 8-1C Transportation Management Plan: *Implement a Transportation Management Plan for Redevelopment Zone 1.* To reduce the amount of auto use and auto ownership rates, and thereby	SFRA/MTA/Project Applicant	Element of each major phase	SFRA/MTA	Confirm establishment as part of first Major Phase

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
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 following elements: ▪ 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. Also see similar measures in *Mitigation 9-2* (chapter 9, Air Quality) of this EIR. 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 ***significant and unavoidable***.				approval; Developer to submit periodic status reports to the SFRA
Mitigation 8-3 Project Queuing Impacts at Redevelopment Zone 1 Access Points	MTA, DPW and/or SFRA, and	Major phase and subject to relocation	MTA, DPW and/or SFRA	Major Phase Application

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
Visitacion/Bayshore Boulevard: extend the left turn pocket by an additional 80 feet by relocating the MUNI bus stop currently located at the southside of the Bayshore Boulevard/Leland Avenue. Implementation will improve queuing impacts at one southbound Project site access intersection, but overall impacts at AM and PM peaks are considered to be ***significant and unavoidable***.	individual development applicants	of MUNI bus stops.		
Mitigation 8-4: 2025 Cumulative Impacts on Intersection Operation. *Bayshore Boulevard/Tunnel Avenue:* 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. *Implementation of this mitigation would still result in a cumulative effect that is **significant and unavoidable** for weekday AM/PM peak hours.* *Alana Way/Beatty Avenue:* 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. *Implementation of this mitigation would still result in a cumulative effect that is **significant and unavoidable** for weekday AM/PM peak hours.*	MTA, DPW and/or SFRA, and individual development applicants	Second phase of development	MTA, DPW and/or SFRA, and individual development applicants	Major Phase Application
on 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	Planning Department/ SFRA, and individual development applicants of significant projects	Second phase of development	SFRA/Planning Department	Zone 1: Major phase approval Zone 2: approval of significant project

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
interjurisidiction 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 and Redevelopment Agency 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 ***less-than-significant level.***				
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 *Mitigation 8-1* plus the following additional measures: • *Bayshore Boulevard/Leland Avenue:* 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 ***significant and unavoidable***. • *Bayshore Boulevard/Sunnydale Avenue:* Modify signal timing by shifting 4 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: a shared left-through lane and exclusive right-turn lane. Implementation of this mitigation could potentially impact transit operations; this 2025 cumulative intersection impact is considered to be ***significant and unavoidable***. • *Tunnel Avenue/Blanken Avenue:* Signalize the intersection. It would be possible to modify this intersection from an all-way stop to a	MTA, DPW and/or SFRA, and individual development applicants	Second phase of development	Second phase of development	Major phase approval

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
signalized intersection under the 2025 Cumulative condition. Implementation of this mitigation would reduce measure would reduce this impact to a ***less-than significant*** level.				
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 vehicle-trips generated by the Project would result in long delays at several Bayshore Boulevard intersections, as indicated above under Impacts 8-1, 8-3 and 8-4. Related intersection improvement and left-turn pocket extension measures have been identified under Mitigations 8-1, 8-3 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 ***significant and unavoidable***.	MTA, DPW SFRA, and individual development applicants	Element at each phase	MTA, DPW and/or SFRA	Include in applicable major phase application plans
Implementation of *Mitigation 8-1C (Transportation Management Plan)* 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 locations, but not to a less-than-significant level. In addition, to encourage additional transit riders (thereby further reducing the amount of vehicular activity), the Project could implement the following measures: ▪ 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 *San Francisco Better Streets Plan* 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.	MTA, DPW SFRA, and individual development applicants	Element at each phase	MTA, DPW or SFRA	Include in applicable major phase application plans

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
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.				
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 Redevelopment Zone 1 at Leland Avenue. To mitigate additional bicycle impacts establish an internal connection from Redevelopment Zone 1 to the east side of Bayshore Boulevard/Geneva intersection. This mitigation would reduce the Project's impact on bicycle conditions to ***a less-than-significant*** level.	MTA, DPW and/or SFRA, and individual development applicants	Second Phase of Development	MTA, DPW and/or SFRA	Include in applicable major phase application plans
AIR QUALITY				
Mitigation 9-1A: Remediation- and Construction-Related Air Quality Impacts. For all ***demolition*** activity in the Project Area, require implementation of the following dust control measures by demolition contractors, where applicable: ▪ Water active demolition areas to control dust generation during demolition of structures and break-up of pavement. ▪ Cover all trucks hauling demolition debris from the site. ▪ Use dust-proof chutes to load debris into trucks whenever feasible. ▪ Apply (non-toxic) soil stabilizers demolition areas after completion of demolition activities. Implementation of these measures would reduce the demolition-related air quality impacts to a ***less-than-significant level***.	Project Applicant	Continuous throughout demolition activity	DBI, BAAQMD, DTSC	Continuous throughout demolition activity
Mitigation 9-1B. For all ***remediation, grading, or construction*** activity in the Project Area, require implementation of the following dust control measures by construction (also remediation) contractors, where applicable: ▪ Water all active remediation and construction areas at least twice daily, or as needed to prevent visible dust plumes from blowing off-site. ▪ Cover all trucks hauling soil, sand, and other loose materials.	Project Applicant	Continuous throughout demolition activity	DBI, BAAQMD, DTSC	Continuous throughout demolition activity

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule

- 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.

The above measures may be revised or supplemented over time by new BAAQMD regulations. Implementation of these measures would reduce the impacts to a ***less-than-significant level***.

Mitigation 9-1C. The following are measures to control emissions by diesel-powered construction (including remediation and demolition) equipment used by contractors, where applicable:

- 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.
- Use diesel-powered equipment that has been retrofitted with after-treatment products (e.g., engine catalysts) to the extent

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
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). ▪ 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.				
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. *Transportation Emissions* ▪ 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. ▪ 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	Project Applicant	Continuous throughout demolition activity	MTA, SFRA, BAAQMD, DTSC	Continuous throughout demolition activity

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
following (also see similar measures in *Mitigation 8-1C* [chapter 8, Transportation and Circulation] of this EIR): - 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). *Building Emissions:* ▪ 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). 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 ***less-than-significant level***.				
CULTURAL AND HISTORICAL RESOURCES				
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. *a) Documentation.* In consultation with a Planning Department Preservation Technical Specialist, the individual project applicant shall have documentation of the affected historical resource and its setting	Development Applicant	Initiate before demolition	Planning Department	Initiate before demolition

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
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. 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.				
(b) Oral Histories. 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 *Principles and Standards* (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.	Project Applicant	Initiate before demolition permit and ongoing after demolition	Planning Department	Initiate before demolition and ongoing after demolition
(c) Relocation. Study the feasibility of reacting historical resources aster 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.	Project Applicant	Before demolition permit for applicable building	Planning Department	Initiate before demolition and ongoing after demolition
(d) Salvage. 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				

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
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.	Project Applicant	Before demolition permit for applicable building	Planning Department	Initiate before demolition and ongoing after demolition
(e) Commemoration. 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.	Project Applicant	Condition for demolition permit for applicable building; ongoing implementation as required by measure	SFRA, Planning Department	Initiate before demolition and ongoing after demolition
(f) Contribution to a Historic Preservation Fund. 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, 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.	Project Applicant	Ongoing implementation as required by measure	SFRA, Planning Department	Initiate before demolition and ongoing after demolition
While implementation of these measures would reduce impacts on historical resources, the impact would remain ***significant and unavoidable***.				

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
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 Major Environmental Analysis 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). 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 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. *Archaeological Testing Program.* 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	Project Applicant, SFRA, Project Archaeologist Project Archaeologist	Prior to preparation of the ATP &project soils disturbance (including demolition and excavation) Prior to preparation of the ATP &project soils	SFRA, ERO SFRA, ERO	Sufficiently in advance of project for preparation & ERO review & approval of ATP Sufficiently in advance of project for preparation &

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
testing. 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.		disturbance (including demolition and excavation). NAHC and Native American consultation prior to preparation of the ATP		ERO review & approval of ATP
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.	Project Archaeologist	Following completion of archaeological testing	SFRA, ERO	Prior to project construction demolition and remediation
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: A. The project shall be re-designed so as to avoid any adverse effect on the significant archaeological resource; or B. A data recovery program shall be implemented, unless the ERO determines that the archaeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.	Project Archaeologist	Determination as data recovery requirement	ERO	Prior to project Construction, demolition and remediation and archaeological data recovery
<u>Archaeological Monitoring Program (AMP).</u> If the ERO in consultation with the archaeological consultant determines that an archaeological consultant determines that an archaeological monitoring program (AMP) shall be implemented, the AMP shall minimally include the following provisions: ▪ The archaeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archaeological consultant shall determine what	ERO, Project Archaeologist	Determination of activities to be archaeologically monitored	ERO, Project Archaeologist	Prior to project construction, demolition, remediation and archaeological data

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
project activities shall be archaeological monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading, utilities and installation, foundation work, driving of piles (foundation, shoring etc.), site remediation, etc., shall require archaeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context.				recovery
▪ The archaeological consultant shall advise all project contractors to be on alert for evidence of the presence of the expected resources(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archaeological resource.				
▪ The archaeological monitors shall be present on the project site according to a schedule agreed upon by the archaeological consultant and the ERO until the ERO has, in consultation with project archaeological consultant determined that project construction activities could have no effects on significant depositions.				
▪ The archaeological monitor shall record and be authorized to collect soil samples and arti-factual/ecofactual material as warranted for analysis.	Project Archaeologist	During project soils disturbing activities	SFRA, Project Archaeologist	During project soil disturbing activities
▪ If an intact archaeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archaeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation shoring, etc.), the archaeological monitor has cause to believe that the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archaeological consultant shall immediately notify the ERO of the encountered archaeological deposit. The archaeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archaeological deposit, and present the finding of this assessment to the ERO.	Project Archaeologist, SFRA	On discovery of potentially CEQA significant archaeological deposit	SFRA	During project demolition, excavation, construction, remediation activities
Whether or not significant archaeological resources are encountered, the archaeological consultant shall submit a written report of the Finding of				

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
the monitoring program to the ERO. <u>Archaeological Data Recovery Program (ARDP).</u> The archaeological data recovery program shall be conducted in accord with an archaeological data recovery plan (ARDP). The archaeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ARDP prior to preparation of a draft ARDP. The archaeological consultant shall submit a draft ARDP to the ERO. The ARDP shall indentify how the proposed data recovery program will preserve the significant information the archaeological resource is expected to contain. That is, the ARDP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general should be limited to the portions of the historical property that could be adversely affected by the project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if non destructive methods are practical. The scope of the ADRP shall include the following elements: • *Field Methods and Procedures*. Descriptions of proposed field strategies, procedures, and operations. • *Cataloguing and Laboratory Analysis,* Description of selected cataloguing system and artifact analysis procedures. • *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies. • *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. • *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and nonintentionally damaging activities. • *Final Report*. Description of proposed report format and distribution of results. • *Curation*. 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	Project Archaeologist, ERO, SFRA Project Archaeologist, ERO, SFRA	On completion of archaeological data recovery Prior to Archaeological data recovery	SFRA SFRA, ERO	Upon completion of archaeological monitoring program Prior to archaeological data recovery

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

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above. Implementation of the measures listed above would reduce this impact to a ***less-than-significant level***.	Project Archaeologist	approved FARR and site records to NWIC	SFRA, ERO	archaeological field, analysis, interpretation, recordation program

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
Mitigation 10-3: Disturbance of Unknown Archaeological Resources. The project applicant shall consult with the Major Environmental Analysis archaeologist at the San Francisco Planning Department prior to any development activity on the Schlage Lock site (i.e., Redevelopment Zone 1) 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. The project sponsor shall retain the services of a qualified archaeological consultant having expertise in California prehistoric and urban 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). Implementation of this measure would reduce the impact to a ***less-than-significant level.***	Project Applicant	Prior to demolition and grading permits; ongoing implementation as required by measure	SFRA, Planning Department	SFRA to require prior to demolition as part of Project level plan review; ongoing monitoring and consultation as required by measure
Mitigation 10-4: Accidental Discovery. For individual development projects in Redevelopment Zone 2, the project applicant shall consult with the Major Environmental Analysis 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. 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	Project Applicant	Prior to grading and demolition permits; ongoing implementation as required by measure	SFRA, Planning Department	Ongoing implementation as required by measure

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
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. 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 discovery until the ERO has determined what additional measures should be undertaken. Notification shall also include designated members of the community as appropriate. 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. 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 Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archaeological resource is at risk from vandalism, looting, or other damaging actions. The project archaeological consultant shall submit a Final Archaeological Resources Report (FARR) to the ERO pursuant to the				

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
FARR content and distribution requirements described under this mitigation measure in chapter 10 of this EIR. Implementation of this measure would reduce the impact to a ***less-than-significant level.***				
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 services of a qualified paleontologist can be retained to identify and evaluate the resource(s) and, if necessary, recommend mitigation measures to document and prevent any significant adverse effects on the resource(s), in accordance with standard professional practice. Implementation of this measure would reduce the impact to a ***less-than-significant level.***	Project Applicant	If triggered by 10-2;10-3 or 10-4	SFRA	Ongoing implementation as required by measure
HAZARDS AND HAZARDOUS MATERIALS				
Mitigation 11-1: Potential Impacts Due to Exposure to Existing Soil or Groundwater Contamination--Redevelopment Zone 2. Each developer of a site in Redevelopment Zone 2 shall be required to comply with all applicable existing local-, state-, and federal-mandated site assessment, remediation, and disposal requirements for soil, surface water, and/or groundwater contamination. In particular, these include the requirements of the City and County of San Francisco, RWQCB, and DTSC. Previous subsections 11.2.2 (City of San Francisco Hazardous Materials Regulations) and 11.2.3 (Environmental Site Assessment Procedures) herein summarize these requirements. Compliance with these existing local-, state-, and federal-mandated site assessment, remediation, and disposal requirements would be accomplished through the following steps:	Project Applicant	Application for development	DPH, DTSC, RWQCB	

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
(a) Soil Contamination. In order to mitigate potential health hazards related to construction personnel or future occupant exposure to soil contamination, developers would complete the following steps for each site proposed for disturbance as part of a Project-facilitated construction activity in Redevelopment Zone 2: Step 1. Investigate the site to determine whether it has a record of hazardous material discharge (Phase I environmental site assessment), and if so, characterize the site according to the nature and extent of soil contamination that is present (Phase 2) before development activities proceed at that site. Step 2. Based on the proposed activities associated with the future project proposed, determine the need for further investigation and/or remediation of the soils conditions on the contaminated site. For example, if the location is slated 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. 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.	Project Applicant	Applicant for Development	DPH, DTSC, RWQCB	RWQCB prior to site development; DPH and depending on the improvement DBI or DWP

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
(b) Surface or Groundwater Contamination. 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 Redevelopment Zone 2: 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. Step 2. Install drainage improvements in order to prevent transport and spreading of hazardous materials that may spill or accumulate on-site. 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 prior to development activity. 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. Compliance by future, individual, site-specific developments in Redevelopment 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 ***less-than-significant.***	Project Applicant	Applicant for Development	DPH, DTSC, RWQCB	RWQCB prior to site development; DPH and depending on the improvement DBI or DWP
HYDROLOGY AND WATER QUALITY				
Mitigation 12-1A: Potential Water Quality Impact Due to Increased	Project Applicant	Submit as part of	DPW, DBI,	Review as part of

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
Stormwater Runoff. To comply with anticipated SFPUC regulations regarding stormwater runoff from Redevelopment 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 ***less-than-significant level***.		subdivision improvement plans	SFPUC	design and construction plans
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 **less-than-significant level**.				
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 SFDPW would monitor implementation of the approved SWPPP. This plan shall include, at a minimum, the following or similar actions: ▪ 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	DBI, SFPUC and or SFRA, and individual development applicants	Infrastructure plans with first major phase	SFPUC	Review as part of design and construction plans

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
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. Implementation of these measures would reduce the risk of soil erosions and contaminant spills during Project remediation and construction to a ***less-than-significant level***.				

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
NOISE				
Mitigation 13-1: Project-Facilitated Remediation-, Demolition-, and Construction-Period Noise. Reduce redevelopment 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: ▪ *Remediation and Construction Plans.* For major noise generating remediation and construction activities, prepare detailed remediation and construction plans identifying schedules. The plans shall indentify a procedure for coordination with nearby noise ▪ *Remediation and Construction Scheduling.* 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) ▪ *Remediation and Construction Equipment Noise Limits*. 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 Section2907) ▪ *Impact Tools and Equipment.* 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) ▪ *Equipment Locations.* Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a remediation or construction site. ▪ *Remediation and Construction Traffic.* Route all remediation and construction traffic to and from the sites via designated truck routes where possible. Prohibit remediation- and construction-	DBI, DPW and/or SFRA and individual development applicants	Provide information regarding compliance prior to construction	SFRA, DPW, DBI	DPW/DBI to review information prior to prior to construction site permit.

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
related heavy truck traffic in residential areas where feasible. ▪ *Quiet Equipment Selection.* Use quiet equipment, particularly air compressors wherever possible. ▪ *Temporary Barriers.* Construct solid plywood fences around remediation and construction sites adjacent to residences, operational businesses, or noise-sensitive land uses. ▪ *Temporary Noise Blankets.* 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.) *Noise Disturbance Coordinator.* 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). Implementation of these measures would reduce this intermittent, short-term, Project remediation- and construction period noise impact to a ***less-than significant level.***				
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	DBI, DPW and/or SFRA and Individual development applicants	Schematic design approval	SFRA, DPW, DBI	DPW/DBI to review information prior to issuance of construction site permit

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
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 ***less than significant level.***				
Mitigation 13-3: Potential Exposure of New, Project-Facilitated Noise-Sensitive Development to Ambient Noise Levels Exceeding Standards. Site-specific noise studies consistent with the requirements of the State Building Code (SBC) shall be conducted for all new Project-facilitated residential uses within 75 feet of the Caltrain line and along the Bayshore Boulevard frontage to identify appropriate noise reduction measures to be included in project final design. Each noise study must be submitted to and approved by the San Francisco Planning Department and/or the San Francisco Redevelopment Agency prior to City issuance of a residential building permit. Identified noise reduction measures may include: ▪ Site planning techniques to minimize noise in shared residential outdoor activity areas by locating such noise-sensitive areas behind buildings or in courtyards, or by orienting residential terraces to alleyways rather than streets, whenever possible; ▪ Incorporation of an air circulation system in all affected units, which is satisfactory to the San Francisco local building official, so that windows can remain closed to maintain interior noise levels below 45 dBA L_{dn}; and ▪ Incorporation of sound-rated windows and construction methods in residential units proposed along streets or the Caltrain line where noise levels would exceed 70 dB L_{dn}; and ▪ Pre-Occupancy noise testing following a methodology satisfactory to the San Francisco Department of Health shall be completed prior to occupancy to demonstrate compliance with noise mitigation objectives. Noise levels at multi-family residential property lines around Project-facilitated development should be maintained at an L_{eq} not in excess of 60 dBA during the daytime hours and 50 dBA during nighttime hours (10:00 P.M. to 7:00 A.M.), unless ambient noise levels are higher. In those cases, the existing ambient noise level would be the noise level standard.	Project Applicant Project Applicant	Schematic design approval Schematic design approval	SFRA, Planning Department SFRA, Planning Department	Review in all design documents Review in all design documents

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
Individual development applicants noise level would be the noise level standard. Implementation of these measures to the satisfaction of the San Francisco Planning Department and/or the San Francisco Redevelopment Agency would reduce potential Project related noise impacts on new residential uses to a ***less-than significant level***.				
UTILITIES AND SERVICE SYSTEMS				
Mitigation 15-1: Solid Waste Diversion Impacts. The City and/or Agency 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 ***less-than-significant level***.	Department of the Environment and/or SFRA and individual development applicants	Each development or schematic design application	Department of the Environment	Review within each design document

VISITACION VALLEY REDEVELOPMENT PROGRAM
IMPROVEMENT MEASURES

Improvement Measures	Improvement Responsibility	Improvement Schedule	Monitoring Responsibility	Monitoring Actions/ Schedule
TRANSPORTATION AND TRAFFIC				
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.	MTA	Second phase of development	MTA	
Improvement Measure for Impacts 8-1 **Bayshore Boulevard/Visitacion:** The Agency 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.	SFRA	Second phase of development	MTA	
Improvement Measure for Impacts 8-1 **Bayshore Boulevard/Sunnydale:** The Agency 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.	SFRA	Second phase of development	MTA	
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.	MTA	Second phase of development	MTA	

Improvement Measures	Improvement Responsibility	Improvement Schedule	Monitoring Responsibility	Monitoring Actions/ Schedule
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.	SFRA/MTA/City of Brisbane	Second phase of development	SFRA,MTA	
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.	MTA	First phase of development	MTA	
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.	MTA/Developer	First phase of development	Developer. MTA	Subject to Caltrain electrification schedule
Improvement Measure for Impact 8.8 Facilitate the construction of a temporary pathway to the Caltrain Station from Bayshore Boulevard.	SFRA/City of Brisbane	First phase of development	Developer, SFRA	
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.	MTA, SFRA	First phase of development	MTA, SFRA	
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.	MTA	First phase of development	MTA	

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Addendum to Environmental Impact Report

Addendum Date:	May 27, 2014
Case No.:	**2006.1308E**
Project Title:	**Visitacion Valley Redevelopment Program Modified Development Program**
EIR:	2006.1308E, certified December 18, 2008
Project Sponsor:	Jonathan Scharfman, Visitacion Development, LLC (415) 468-6676 x123
Lead Agency:	San Francisco Planning Department
Staff Contact:	Andrea Contreras – (415) 575-9044 andrea.contreras@sfgov.org

REMARKS

Background

The San Francisco Planning Commission and the former San Francisco Redevelopment Agency certified a final environmental impact report (EIR) for the Visitacion 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 Visitacion Valley neighborhood. The project area extends on both sides of Bayshore Boulevard roughly between Sunnydale 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).

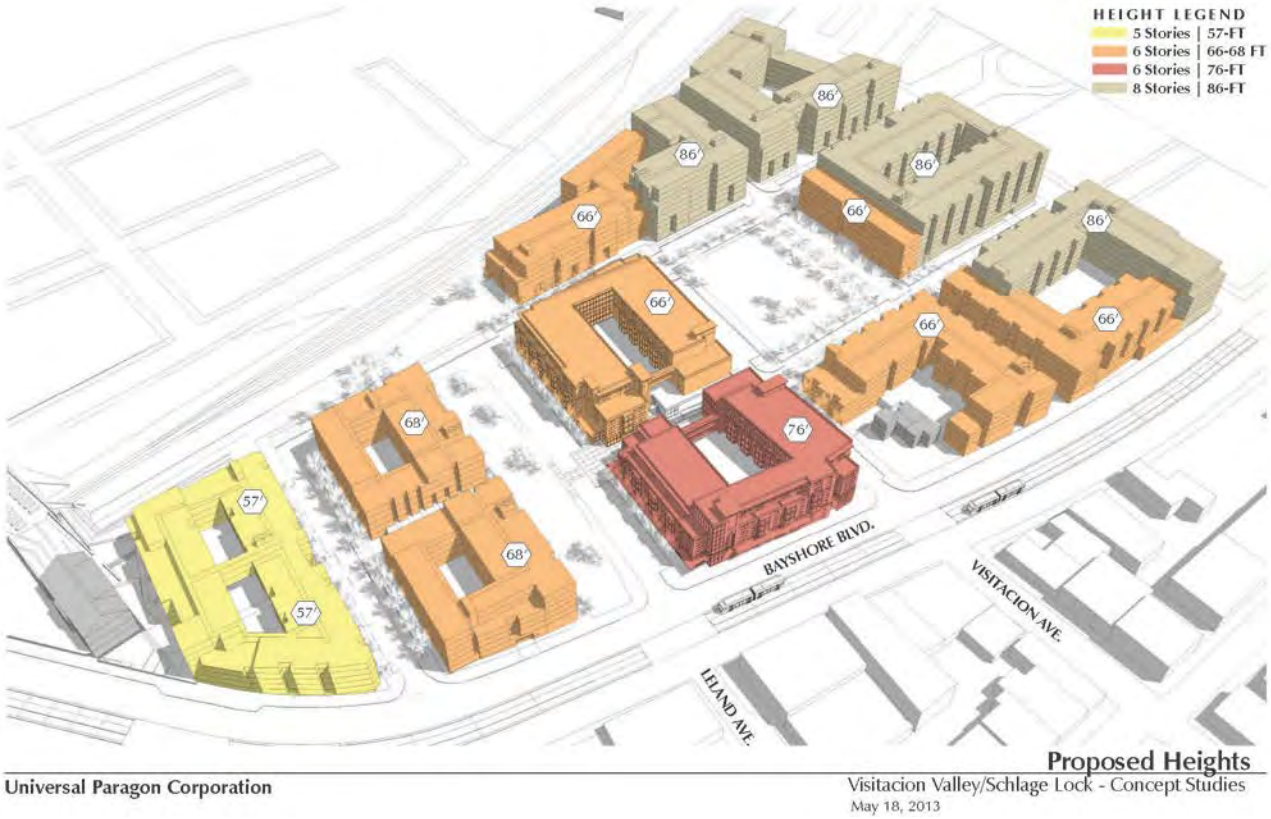
Redevelopment Zone 2

- 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.

Height Diagram from 2009 D4D



Proposed Heights

Universal Paragon Corporation

Visitacion Valley/Schlage Lock - Concept Studies
May 18, 2013

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.

<u>Land Use, Plans, and Zoning</u>
The EIR found that the Visitacion Valley Redevelopment Program would result in less-than 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 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 following[3]:

- 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 Visitacion 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 Visitacion 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 lands 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 Visitacion Avenue. As discussed above, the SFMTA has determined that this mitigation measure is not feasible at the intersection of Bayshore/Visitacion. 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: sig*nalize 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
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Draft Planning Commission Resolution

Development Agreement

HEARING DATE: JUNE 5, 2014

Date:	May 29, 2014
Project Name:	**Schlage Lock Development Project**
	W Case: Approve Development Agreement
Case Number:	**2006.1308EMTZW**
Staff Contact:	Claudia Flores
	Claudia.Flores@sfgov.org, 415-558-6473
Reviewed By:	Joshua Switzky
	Joshua.Switzky@sfgov.org, 415-575-6815
Recommendation:	**Approval with Modifications**

RESOLUTION APPROVING A DEVELOPMENT AGREEMENT BETWEEN THE CITY AND COUNTY OF SAN FRANCISCO AND VISITACION DEVELOPMENT, LLC., A CALIFORNIA LIMITED LIABILITY CORPORATION, FOR CERTAIN REAL PROPERTY LOCATED IN THE SOUTHEAST CORNER OF SAN FRANCISCO AND GENERALLY BOUNDED BY TO THE NORTH BY BLANKEN AVENUE, TO THE EAST BY TUNNEL AVENUE, TO THE WEST BY BAYSHORE BOULEVARD, AND TO THE SOUTH BY THE SAN FRANCISCO / SAN MATEO COUNTY LINE, AND THE CITY OF BRISBANE, AND COMPRISED OF ASSESSOR'S BLOCKS AND LOTS 5107-001, 5087-003A, 5100-002, 5102-009, 5087-003, 5101-006, 5100-003, 5099-014, 5101-007, AND 5100-010, ALTOGETHER CONSISTING OF APPROXIMATELY 20-ACRES AND COMMONLY KNOWN AS SCHLAGE LOCK, FOR A TERM OF THIRTY (15) YEARS AND MAKING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, GENERAL PLAN FINDINGS, AND FINDINGS PURSUANT TO PLANNING CODE SECTION 101.1(b).

The Planning Commission (hereinafter "Commission") finds as follows:

1. California Government Code Section 65864 et seq. authorizes any city, county, or city and county to enter into an agreement for the development of real property within the jurisdiction of the city, county, or city and county.

2. Chapter 56 of the San Francisco Administrative Code sets forth the procedure by which any request for a development agreement will be processed and approved in the City and County of San Francisco.

3. Visitacion Development, LLC ("Developer") owns the real property located in the City and County of San Francisco, California located on Assessor's Blocks and Lots **5107-001, 5087-003A, 5100-002, 5102-009, 5087-003, 5101-006, 5100-003, 5099-014, 5101-007, and 5100-010**, altogether consisting of approximately 20 acres and commonly known as the Schlage Lock site (the "Project Site").

4. Mayor Ed Lee and Supervisor Malia Cohen introduced legislation for approval of a development agreement under Administrative Code Chapter 56. They also introduced legislation to (a) amend the City's Visitacion Valley Schlage Lock Special Use District in the Planning Code, and (b) amend Zoning Maps HT10 and ZN10. On May 8, 2014, this Planning Commission initiated amendments to the City's General Plan to change relevant maps and the Land Use index.

5. The Planning Commission (hereinafter "Commission") recommended approval of the 2009 Visitacion Valley/Schlage Lock Redevelopment Plan, Design for Development and related project documents at a regularly scheduled hearing on December 18, 2008 to the Board of Supervisors; and

6. However, the demise of Redevelopment Agency in early 2012, and the loss of public funding that accompanied it, required reopening the plans for the site. City staff, along with the project sponsor, re-initiated efforts to move transformation of Schlage forward beginning with a community meeting on October 13th 2012. The Planning Department partnered with the Mayor's Office of Economic and Workforce Development and the community to evaluate the project's feasibility, to look at tools which can help move the project forward, and to make the necessary legislative changes to foster the site's transformation. The proposed amendments to the 2009 documents and the new Development Agreement are the results of that effort.

7. The Developer is seeking to build up to 1,679 dwelling-units, up from 1,250 under the 2009 plan; and up to 46,700 square feet of new retail, which is 58,300 square feet less than under the 2009 plan. The Project also seeks to create new neighborhood-serving amenities such as a grocery store, additional retail, new streets, pedestrian improvements and infrastructure; provide new parks/open space; and incorporate sustainable and green features throughout the site. Other key changes to the 2009 approved project include an increase in heights to accommodate the additional units; a reconfiguration of the location of the parks; a change to the underlying zoning; updates to controls and design guidelines to address site changes; a process for phase and design review and modifications to the controls; and sun setting of the 2009 Redevelopment Plan. The Parties wish to ensure appropriate development of the Project Site. The Parties acknowledge that this Agreement is entered into in consideration of the respective burdens and benefits of the Parties contained in this Agreement.

8. The Office of Economic and Workforce Development ("OEWD"), in consultation with the Planning Director, has substantially negotiated a development agreement for the Project Site, a copy of which is attached as Exhibit A (the "Development Agreement").

9. While the attached Development Agreement is substantially complete, there are items that City staff and the Developer are still negotiating, which items are highlighted in a separate OEWD memorandum to the Commission. The Development Agreement must also be reviewed and approved separately by the Board of the San Francisco Municipal Transportation Agency, the San Francisco Public Utilities Commission and ultimately the San Francisco Board of Supervisors. These City commissions and the Board of Supervisors may propose or recommend additional changes to

the Development Agreement subsequent to this Commission reviewing and approving the attached Development Agreement.

The Commission has reviewed and is aware of the items below still under consideration and of the draft terms and agrees the Board will resolve and approve the final terms on these issues:

Issue	Document	Change under consideration
Items still in negotiation/ being completed: parcel mapping process; and infrastructure review, acceptance and city roles.	Development Agreement	DA is substantially complete but there are items that staff and the Developer are still negotiating and finalizing, including: - **Final DPW Roles & Responsibilities** – Clarifying the parcel mapping process, clarifying the City's responsibility with regard to temporary improvements that may be made during the early stages of development, laying out conditions for the City's acceptance of infrastructure, and, spelling out the roles of various agencies in reviewing public improvements that fall under DPW's permitting jurisdiction, including DPW's powers with regard to public improvements that fall under DPW's jurisdiction.
Items still in negotiation/ being completed: Cost Cap Fire Suppression System	Development Agreement	DA is substantially complete but there are items that staff and the Developer are still negotiating and finalizing, including: - **Cost Cap Fire Suppression System –** The final DA brought before the Board of Supervisors may include additional language that limits the developer's cost obligation for an auxiliary or portable fire suppression system. SFPUC has engaged a technical consultant to study the expected cost of such a system, and SFPUC and the project sponsor expect to negotiate an appropriate cost cap based on the consultant's findings.

Items still in negotiation/ being completed: Infrastructure Plan	Development Agreement	DA is substantially complete but there are items that staff and the Developer are still negotiating and finalizing, including: - **Exhibit L – Infrastructure Plan** – The project sponsor and SFPUC are still in conversation about the preferred order for future technical reviews that SFPUC will have to perform following the development agreement's execution. The Infrastructure Plan may need to be revised slightly, depending on the agreement reach that SFPUC and the project sponsor reach.
Items still in negotiation/ being completed: Park Acquisition Terms **(see attached memo with process and terms of acquisition)**	Development Agreement	DA is substantially complete but there are items that staff and the Developer are still negotiating and finalizing, including: - **Exhibit M – Park Acquisition** – Negotiation is expected to be completed and terms finalized prior to the Board of Supervisors' consideration of the DA. **The attached memo lays out scope and structure of the acquisition process and terms**.

10. Since publication of the Initiation Package a number of substantive changes and updates to the Development Agreement are necessary to be included. **The Commission's recommended modifications would clarify various issues and specify terms and obligations that were previously still under development or unclear.**

Specifically, the Commission recommends the following substantive changes and updates to the Development Agreement:

Issue	Document	Change
Phase Application review	Development Agreement	• Section 3.4.4. (establishes the Phase Application review process) edit to specify time for staff review of applications and for post-application meetings, which should be required not optional.
Permit Application review	Development Agreement	• Section 3.8.3 (establishes other City agency review for individual permit applications) edit to specify time for Recreation and Parks Department review of applications.

Issue	Document	Change
City's contributions	Development Agreement	• Section 4.1 (Costa-Hawkins Rental Housing Act) add detail consisting of a list of the City's contributions to the Project.
Publicly accessibility of parks in perpetuity	Development Agreement	• Section 6.15 (addresses the public accessibility of the parks) add a section to establish the project sponsor's obligation to record Notices of Special Restriction on the parks to ensure they will remain publicly accessible in perpetuity.
Missing exhibits	Development Agreement	Various exhibits were still incomplete in the initiation packet, these are now complete and include: - Exhibit C – List of Community Improvements - Exhibit G – Phase Application Checklist - Exhibit I – Mitigation Measures and MMRP - Exhibit L – Infrastructure Plan - Exhibit Q - Notice of Special Restrictions for Community Use Restrictions for Old Office Building - Exhibit R - Notice of Special Restrictions for Visitacion Park - Exhibit S – Notice of Special Restrictions for Leland Greenway Park
Transportation Demand Management (TDM) Plan	Development Agreement	• Language was added to Exhibit J (TDM Plan) to require the transit pass contribution amount to be revised in line with the Consumer Price Index.

11. The San Francisco Redevelopment Agency ("SFRA") Commission and this Commission certified a final environmental impact report ("FEIR") for the Visitacion Valley Redevelopment Program, Planning Department File No. 2006.1308E, on, respectively, December 16, 2008 and December 18, 2008. The project analyzed in the FEIR was for redevelopment of an approximately 46-acre project area in San Francisco's Visitacion Valley neighborhood, extending on both sides of Bayshore Boulevard roughly between Sunnydale Avenue and Blanken Avenue and along the Leland Avenue commercial corridor. The project was intended to facilitate re-use of the Project site, revitalize other properties along both (east and west) sides of Bayshore Boulevard, and help revitalize the Leland Avenue commercial corridor.

12. After certification of the FEIR, both the SFRA Commission and this Commission took certain approval actions, including approving the Redevelopment Plan and amendments to the General Plan, the Planning Code, and the Zoning Maps, among other actions, and in so doing, adopted findings under the California Environmental Quality Act ("CEQA"), including findings rejecting proposed project alternatives and certain mitigation measures as infeasible and adopting a statement of overriding consideration, and adopted a mitigation monitoring and reporting program. These findings were made in SFRA Commission Resolution No. 1-2009, adopted on February 3, 2009, and Planning Commission Motion No. 17790, adopted on December 18, 2008 ("CEQA Findings"). This Commission hereby incorporates by reference as though fully set forth herein these findings, copies of which are on file with the Commission Secretary.

13. When California eliminated its Redevelopment Agencies in February, 2012, the City initiated new efforts to move forward with the development of the Project Site in light of reduced public funding and jurisdictional change. Thus, the proposed project design was revised with respect to the Project Site, and these modifications were analyzed in an Addendum to the FEIR prepared by the Planning Department and are now before this Commission for approval.

14. This Commission has reviewed the FEIR and the Addendum and hereby finds that since certification of the FEIR, no substantial changes have occurred in the proposed project or in the circumstances under which the project would be implemented that would cause new significant impacts or a substantial increase in the severity of impacts previously identified and analyzed in the FEIR, and that no new information of substantial importance has emerged that would materially change the analyses or conclusions set forth in the FEIR. The Project would not necessitate implementation of additional or considerably different mitigation measures than those identified in the FEIR. Accordingly, the Addendum was properly prepared.

15. Since certification of the FEIR, the San Francisco Municipal Transportation Agency ("SFMTA") has determined that certain mitigation measures identified in the FEIR are not feasible as proposed and that no other feasible mitigation measures are available to address certain identified significant impacts. This determination is set forth in a letter from Frank Markowitz, SFMTA, to Andrea Contreras, Planning Department, dated 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, and is hereby incorporated by reference. The mitigation measures the SFMTA found to be infeasible as proposed in the FEIR are: Mitigation Measure 8-1A as it applies to the intersections of Bayshore/Blanken, Bayshore/Arleta/San Bruno, and Tunnel/Blanken; Mitigation Measure 8-3 as it applies to the intersection of Bayshore/Visitation; and Mitigation Measure 8-7 as it applies to Bayshore/Sunnydale in the eastbound direction.

16. As described in Chapter 8 of the FEIR, Impact 8-1A at Bayshore/Blanken and Bayshore/Arleta/San Bruno, 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 8-1A, 8-3, and 8-7 as proposed in the FEIR. For the reasons set forth in the March 28, 2014 letter, SFMTA would not implement Mitigation 8-1A at Bayshore/Blanken and Bayshore/Arleta/San Bruno, nor would it implement Measure 8-3 at the intersection of Bayshore/Visitacion. No other feasible mitigation

measures exist that would reduce the impacts at these intersections to less than significant levels. SFMTA additionally proposes to modify Mitigation 8-7 to remove the requirement for an additional eastbound lane at the intersection of Bayshore/Sunnydale because it has determined this requirement is not feasible. This Commission finds that, because these impacts were identified in the FEIR as significant and unavoidable, even with implementation of the mitigation measures that the SFMTA has now determined are infeasible, elimination and modification of these mitigation measures as described here and in more detail in the March 28, 2014 letter would not result in any new significant impacts or in a substantial increase in severity of the impacts as already identified in the FEIR.

17. SFMTA has additionally recommended that Mitigation Measure 8-1A at the intersection of Tunnel/Blanken be modified to include intersection monitoring. The FEIR identified the impact at this intersection as less than significant with mitigation, and implementation of Mitigation 8-1A with this proposed modification would continue to reduce that intersection impact to less than significant. Thus, this Commission finds that, modification of Mitigation Measure 8-1A as recommended by SFMTA staff would not result in any new significant impacts or in a substantial increase in severity of the impacts as already identified in the FEIR.

18. With these proposed modifications to the mitigation measures as well as the modifications previously made by the SFRA Commission and Planning Commission when they rejected certain other mitigation measures as infeasible in their CEQA Findings, this Commission finds that the impacts of the project would be substantially the same as identified in the FEIR.

19. The Commission hereby finds, for the reasons set for in Resolution No.__ that the Development Agreement and related approval actions are, on balance, consistent with the General Plan including any area plans, and are consistent with the Planning Code Priority Policies of Planning Code Section 101.1(b).

20. The Director has scheduled and the Commission has held a public hearing as required by Administrative Code Section 56.4(c). The Planning Department gave notice as required by Planning Code Section 306.3 and mailed such notice on May 22, 2014, which is at least 10 days before the hearing to local public agencies as required by Administrative Code Section 56.8(b).

21. The Planning Department file on this matter was available for public review at least 20 days before the first public hearing on the development agreement as required by Administrative Code Section 56.10(b). The file continues to be available for review at the Planning Department at 1650 Mission Street, 4th floor, San Francisco.

IT IS HEREBY RESOLVED, that the Commission hereby adopts the Mitigation Monitoring and Reporting Program (MMRP), attached hereto as Exhibit B, which includes all proposed modifications; and be it

FURTHER RESOLVED, that the Commission *approves with modification*s the Development Agreement, in substantially the form attached hereto as Exhibit A, which includes all proposed modification; and, be it

FURTHER RESOLVED, that the Commission finds that the application, public notice, Planning Commission hearing, and Planning Director reporting requirements regarding the Development Agreement negotiations contained in Administrative Code Chapter 56 required of the Planning Commission and the Planning Director have been substantially satisfied in light of the over 14 public meetings held for the project and the two public informational hearings provided by Planning Department staff at the Planning Commission; and, be it

FURTHER RESOLVED, that the Commission authorizes the Planning Director to take such actions and make such changes as deemed necessary and appropriate to implement this Commission's recommendation of approval and to incorporate recommendations or changes from the SFMTA Board, the SFPUC and/or the Board of Supervisors, provided that such changes do not materially increase any obligations of the City or materially decrease any benefits to the City contained in the Development Agreement attached as Exhibit A; and be it

FURTHER RESOLVED, that on or before the date the Development Agreement becomes effective, and pursuant to Administrative Code Section 56.20(b), the Developer shall pay the City an amount equal to all of the City's costs in preparing and negotiating the Development Agreement, including all staff time for the Planning Department and the City Attorneys' Office, as invoiced by the Planning Director.

I hereby certify that the Planning Commission ADOPTED the foregoing Resolution on _____.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED:

Exhibit C
List of Community Improvements

Each of the Community Improvements listed below is described in more detail in this Development Agreement and in the Visitacion Valley/Schlage Lock Design for Development, the Visitacion Valley/Schlage Lock Open Space and Street Masterplan, and the Infrastructure Plan attached to this Development Agreement as Exhibit L.

Public Improvements. The following constitute the Community Improvements that are classified as Public Improvements:

- Streets
- Sidewalks adjacent to streets and related furniture, fixtures, and equipment
- Street trees on any streets or sidewalks classified as Public Improvements
- Pedestrian safety improvements on any streets or sidewalks classified as Public Improvements
- Bicycle Improvements (lanes, way-finding, bicycle parking) on any streets or sidewalks classified as Public Improvements
- Utility infrastructure, as described in Exhibit L, Infrastructure Plan, and including all sewer and stormwater conveyance systems and any electrical systems not dedicated to a third-party power provider
- Any open spaces acquired by the City

Privately-Owned Community Improvements – Full Public Access: The following constitute the Community Improvements that are classified as Privately-Owned Community Improvements and will be fully accessible to the general public:

- Leland Park (Parcel D) (when acquired by the City, this open space would become a Public Improvement)
- Visitacion Park (Parcel A) (when acquired by the City, this open space would become a Public Improvement)
- Blanken Park (any portion located on the Project site)
- Pedestrian plazas, pathways, and rights of way between Parcels 1 and 2, between Parcels 7 and 8, between Parcels 11 and 12, and between Visitacion Park (Parcel A) and Parcel 9
- Bicycle improvements within any parks, plazas, pedestrian pathways, or other pedestrian rights of way classified as Privately-Owned Community Improvements

Privately-Owned Community Improvements – Partial Public Access: The following constitute the Community Improvements that are classified as Privately-Owned Community Improvements and will be partially accessible to the general public, as described below:

- Open space/plaza surrounding Historic Office Building – will be fully publicly accessible with the exception of outdoor space reserved for a tenant of the Historic Office Building (e.g. outdoor play area for a child care facility)

- Historic Office Building – level of public accessibility of any portion of the building's interior will be determined by the occupant; the portion of the building dedicated to a community use, which must be no less than 25% of the building, will be accessible to members of the public participating in events or receiving services in that community use portion of the building

- Pedestrian pathway between Parcels 3 and 4 – will be public accessible during daylight hours only; for security purposes, after dark the building owner may elect to make this pathway, as well as all bicycle and bicycle parking within it, accessible to building residents only

Transportation Demand Management (TDM) Program – The Project's Privately-Owned Community Improvements also include the TDM commitments made in Exhibit J, Visitacion Valley Schage Lock Transportation Demand Management Plan. As further described in Exhibit J, some parts of this TDM program may be utilized by the general public, while others will specifically target Schlage Lock's residents, workers, and/or visitors.

Exhibit G

Phase Application Checklist

The Developer will be required to submit a Phase Application for each phase of development, as described in Section 3.4.4. Each such Phase Application must include the following components at a minimum.

PHASE SUMMARY TABLE

Parcel	Assessor's Block Number	Blocks in the D4D (1, 2, 3, etc.)	Height/Bulk District	Proposed Heights	Housing Units	Parking: Residential and Commercial
1						
2						
3						
4						
5						

PROJECT DESCRIPTION

Project Type: e.g. New Construction

Present or Previous Use(s): e.g. PDR/Industrial

Proposed Use(s): e.g. Residential, Commercial, Retail, Open Space

Narrative: The narrative portion of each Phase Application shall, at a minimum, include the following:

"This application pertains to Phase [insert phase number] of the Schlage Lock Project (the "Project"). This application is submitted in accordance with the Project's Development Agreement, which requires the project sponsor to submit a Phase Application for approval by the Planning Department and affected City Agencies prior to the submittal of building permits for such phase of the Project. Initially capitalized terms used herein and not otherwise defined shall have the meaning ascribed to such terms in the Development Agreement.

Phase [insert phase number] is comprised of parcel numbers [insert parcel numbers]. The parcels subject to Phase [insert phase number] are shown on the attached site plan diagram and further described by block number and area on page [insert page number] of this application. Phase [insert phase number] consists primarily of [insert brief description, e.g. residential and retail development]. In addition, as described in more detail below, Phase [insert phase number] will include a number of Community Improvements and CEQA Mitigation Measures, as required by the approved Schlage Lock Development Project Phasing Plan. Following is a description of the elements of Phase [insert phase number]."

Section 3.4.4. of the Development Agreement requires, at a minimum, a discussion of the elements below. The Phase Application should also include any other information the Planning Department deems necessary to review and approve the applications:

1. **Site Plan and Other Maps (Streets, etc.) as Needed**.

2. **Number of Residential Dwelling Units**, **Retail Square Footage, and Commercial Square Footage.**

3. **Affordable Housing:** Mode(s) of satisfying the phase's affordable housing obligations, number of below market rate (BMR) units to be created by the phase, cumulative BMR units created by the Schlage Lock project.

4. **Land to be Dedicated to the City and County of San Francisco, if any (Square Feet)**.

5. **Community Improvements and Mitigation Measures included in Phase**.

6. **Proposed Infrastructure Improvements (as required by DPW and consistent with Infrastructure Plan).**

    a. Completion of Infrastructure Plan to Date

    b. Implementation of Infrastructure Plan Work to be Completed During Development Phase

    c. Right of way dedication

    d. Proposed water system

    e. Proposed sewer system

    f. Proposed storm drain system

    g. Proposed dry utilities

    h. Additional infrastructure systems, if any

7. **Sequencing of Private Development and Community Improvements.**

8. **Modifications to or Deviations from Development Phase Plan Documents.**

9. **Affidavit and Proof of Pre-Application Meeting.**

10. **Neighborhood Notification and Post-Application Meeting Materials.**

11. **Affidavit Confirming that Submission is Accurate and that Additional Submissions may be Required.** (Refer to Attachment I.)

Attachment I

APPLICANT'S AFFIDAVIT

STATE OF CALIFORNIA
CITY AND COUNTY OF SAN FRANCISCO

Under penalty of perjury the following declarations are made:

(a) The undersigned is the owner or authorized agent of the owner of this property.

(b) The information presented is true and correct to the best of my knowledge.

(c) I understand that other information or applications may be required.

Signed: _____
(Applicant)

Date: _____

Name (print):_____

Owner / Authorized Agent (circle one)

Exhibit I

Mitigation Measures and MMRP

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				
Mitigation 8-1A: *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 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 ***less than significant.***	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.
Mitigation 8-1B: Intersection Operation. *Bayshore Boulevard/Leland Avenue southbound left-turn:* 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 ***less-than-significant level***). 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 Sunnydale Avenues, which would exacerbate anticipated queuing impacts at these two remaining left-turn locations.	SFMTA	Prior to Phase 1 Phase Approval	SFMTA	Confirm establishment as part of infrastructure plans in Phase 1 approval
Mitigation 8-1C: Transportation Management Plan. *Implement a Transportation Management Plan for Zone 1.* 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	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
following elements: ▪ 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. Also see similar measures in *Mitigation 9-2* (chapter 9, Air Quality) of this EIR. 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 ***significant and unavoidable***.				

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

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
Mitigation 8-4: 2025 Cumulative Impacts on Intersection Operation. *Bayshore Boulevard/Tunnel Avenue:* 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. *Implementation of this mitigation would still result in a cumulative effect that is* ***significant and unavoidable*** *for weekday AM/PM peak hours.* *Alana Way/Beatty Avenue:* 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. *Implementation of this mitigation would still result in a cumulative effect that is* ***significant and unavoidable*** *for weekday AM/PM peak hours.*	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.
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 interjurisidiction 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 ***less-than-significant level***.	Project sponsor(s), Planning Department, Interagency Plan Implementation Committee	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. Prior to issuance of building permits for each building.	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
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 *Mitigation 8-1* plus the following additional measures: • *Bayshore Boulevard/Leland Avenue:* 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 ***significant and unavoidable.***	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	Upon incorporation of measures in Phase 1 Phase Application submitted to Planning Department.
• *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. 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 ***less-than significant*** level.	SFMTA and project sponsor(s)	See Mitigation 8-1A above	See Mitigation 8-1A above	See Mitigation 8-1A above
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 vehicle-trips 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 ***significant and unavoidable.***	See Mitigations 8-1 and 8-4, above	See Mitigations 8-1 and 8-4, above	See Mitigations 8-1 and 8-4, above	See Mitigations 8-1 and 8-4, above
Implementation of *Mitigation 8-1C (Transportation Management Plan)* 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	SFMTA and individual project sponsor(s)	Development Agreement has been revised to incorporate this measure.	SFMTA	Developer to submit periodic status reports to the

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

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
locations, but not to a less-than-significant level. In addition, to encourage additional transit riders (thereby further reducing the amount of vehicular activity), the Project could implement the following measures: ▪ 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 *San Francisco Better Streets Plan* 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. 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.				SFMTA for review.
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* ***less-than-significant*** level.	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				
Mitigation 9-1B: For all ***remediation, grading, or construction*** activity in the Project Area, require implementation of the following dust control measures by construction (also remediation) contractors, where applicable: ▪ 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
site. ▪ 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. The above measures may be revised or supplemented over time by new BAAQMD regulations. Implementation of these measures would reduce the impacts to a ***less-than-significant level***.				
Mitigation 9-1C: The following are measures to control emissions by diesel-powered construction (including remediation and demolition) equipment used by contractors, where applicable: ▪ 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.	Project Sponsor(s) and project contractor(s) of each subsequent development project	During construction activity requiring diesel-powered equipment	DBI, BAAQMD, Planning	During construction activity requiring diesel-powered equipment

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

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
▪ 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). 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.				
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. *Transportation Emissions* ▪ 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
▪ 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 *Mitigation 8-1C* [chapter 8, Transportation and Circulation] of this EIR): - 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). *Building Emissions:* ▪ 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). 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 ***less-than-significant level.***				

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				
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. *a) Documentation.* 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. 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.	Project Applicant	Initiate before any demolition	Planning Department	Initiate before any demolition
(b) Oral Histories. 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 *Principles and Standards* (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.	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
(c) Relocation. Study the feasibility of reacting historical resources aster 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.	Project Applicant	Before approval of any demolition permit for applicable building	Planning Department	Initiate before demolition and ongoing after demolition
(d) Salvage. 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.	Project Applicant	Before approval of any demolition permit for applicable building	Planning Department	Initiate before demolition and ongoing after demolition
(e) Commemoration. 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.	Project Applicant	Condition for demolition permit for applicable building; ongoing implementation as required by measure	Planning Department	Initiate before demolition and ongoing after demolition
(f) Contribution to a Historic Preservation Fund. 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, research and evaluation, and rehabilitation of historical resources within Visitacion Valley in accordance with the Secretary's Standards.	Project Applicant	Ongoing implementation as required by measure	Planning Department	Initiate before demolition and ongoing after demolition

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VISITACION VALLEY MODIFIED DEVELOPMENT PROGRAM (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
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. While implementation of these measures would reduce impacts on historical resources, the impact would remain ***significant and unavoidable.***				
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). 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 approval by the ERO. Archaeological monitoring and/or data recovery	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

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VISITACION VALLEY MODIFIED DEVELOPMENT PROGRAM (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
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.				
Archaeological Testing Program. 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. 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.	Project Archaeologist	Prior to preparation of the ATP &project soils disturbance (including demolition and excavation). NAHC and Native American consultation prior to preparation of the ATP	ERO	Sufficiently in advance of project for preparation & ERO review & approval of ATP
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.	Project Archaeologist	Following completion of archaeological testing	ERO	Prior to project construction demolition and remediation
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: A. The project shall be re-designed so as to avoid any adverse effect on the significant archaeological resource; or	Project Archaeologist	Determination as data recovery requirement	ERO	Prior to project Construction, demolition and remediation and archaeological data recovery

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

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
B. A data recovery program shall be implemented, unless the ERO determines that the archaeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.				
Archaeological Monitoring Program (AMP). If the ERO in consultation with the archaeological consultant determines that an archaeological consultant determines that an archaeological monitoring program (AMP) shall be implemented, the AMP shall minimally include the following provisions:	ERO, Project Archaeologist	Determination of activities to be archaeologically monitored	ERO, Project Archaeologist	Prior to project construction, demolition, remediation and archaeological data recovery
▪ The archaeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archaeological consultant shall determine what project activities shall be archaeological monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading, utilities and installation, foundation work, driving of piles (foundation, shoring etc.), site remediation, etc., shall require archaeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context.				
▪ The archaeological consultant shall advise all project contractors to be on alert for evidence of the presence of the expected resources(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archaeological resource.				
▪ The archaeological monitors shall be present on the project site according to a schedule agreed upon by the archaeological consultant and the ERO until the ERO has, in consultation with project archaeological consultant determined that project construction activities could have no effects on significant depositions.	Project Archaeologist	During project soils disturbing activities	Project archaeologist	During project soil disturbing activities
▪ The archaeological monitor shall record and be authorized to collect soil samples and arti-factual/ecofactual material as warranted for analysis.				

MITIGATION MONITORING AND REPORTING PROGRAM –
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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
▪ If an intact archaeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archaeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation shoring, etc.), the archaeological monitor has cause to believe that the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archaeological consultant shall immediately notify the ERO of the encountered archaeological deposit. The archaeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archaeological deposit, and present the finding of this assessment to the ERO.	Project Archaeologist	On discovery of potentially CEQA significant archaeological deposit	Planning Department	During project demolition, excavation, construction, remediation activities
Whether or not significant archaeological resources are encountered, the archaeological consultant shall submit a written report of the Finding of the monitoring program to the ERO.	Project Archaeologist, ERO	On completion of archaeological data recovery	Planning Department	Upon completion of archaeological monitoring program
<u>Archaeological Data Recovery Program (ARDP).</u> The archaeological data recovery program shall be conducted in accord with an archaeological data recovery plan (ARDP). The archaeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ARDP prior to preparation of a draft ARDP. The archaeological consultant shall submit a draft ARDP to the ERO. The ARDP shall identify how the proposed data recovery program will preserve the significant information the archaeological resource is expected to contain. That is, the ARDP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general should be limited to the portions of the historical property that could be adversely affected by the project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practical. The scope of the ADRP shall include the following elements:	Project Archaeologist, ERO	Prior to Archaeological data recovery	ERO	Prior to archaeological data recovery

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
• *Field Methods and Procedures*. Descriptions of proposed field strategies, procedures, and operations. • *Cataloguing and Laboratory Analysis,* Description of selected cataloguing system and artifact analysis procedures. • *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies. • *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. • *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and nonintentionally damaging activities. • *Final Report*. Description of proposed report format and distribution of results. • *Curation*. 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				
<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.	Project Archaeologist, ERO in consultation with the Coroner of the City and County of San Francisco, Native American Heritage Commission, and Most Likely	Upon identification of human remains	ERO	On discovery of human remains
Final Archeological Resources Report. The archeological consultant shall	Project			

MITIGATION MONITORING AND REPORTING PROGRAM –
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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the draft final report. Copies of the Draft FARR shall be sent to the ERO for review and approval.	Archaeologist	Upon completion of FARR	ERO	Upon completion of Draft FARR
Once approved by the ERO copies of the FARR shall be distributed as follows: California Archeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. Copies of the FARR shall be sent to the Department. The Environmental Planning division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above. Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above. Implementation of the measures listed above would reduce this impact to a ***less-than-significant level.***	Project Archaeologist	Submittal of approved FARR and site records to NWIC	ERO	Completion of archaeological field, analysis, interpretation, recordation program
Mitigation 10-3: Disturbance of Unknown Archaeological Resources. The project applicant shall consult with the Environmental Planning archaeologist at the San Francisco Planning Department prior to any development activity on the Schlage Lock site (i.e., Zone 1) 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. The project sponsor shall retain the services of a qualified archaeological consultant having expertise in California prehistoric and urban historical archaeology. The archaeological consultant shall undertake	Project Sponsor(s)	Prior to demolition and grading permits; ongoing implementation as required by measure	Planning Department	Required prior to demolition as part of Project level plan review; ongoing monitoring and consultation as required by measure

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
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). Implementation of this measure would reduce the impact to a ***less-than-significant level.***				
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. 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. 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 discovery until the ERO has determined what additional measures should	Project Sponsor(s)	Prior to grading and demolition permits; ongoing implementation as required by measure	Planning Department	Ongoing implementation as required by measure

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VISITACION VALLEY MODIFIED DEVELOPMENT PROGRAM (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
be undertaken. Notification shall also include designated members of the community as appropriate. 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. 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. 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. Implementation of this measure would reduce the impact to a ***less-than-significant level.***				
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 services of a qualified paleontologist can be retained to identify and	Project Sponsor(s)	If triggered by 10-2;10-3 or 10-4	Planning Department	Ongoing implementation as required by measure

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VISITACION VALLEY MODIFIED DEVELOPMENT PROGRAM (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
evaluate the resource(s) and, if necessary, recommend mitigation measures to document and prevent any significant adverse effects on the resource(s), in accordance with standard professional practice. Implementation of this measure would reduce the impact to a ***less-than-significant level.***				
Hazard and Hazardous Materials.				
Mitigation 11-1: Potential Impacts Due to Exposure to Existing Soil or Groundwater Contamination-- Zone 2. Each developer of a site in Zone 2 shall be required to comply with all applicable existing local-, state-, and federal-mandated site assessment, remediation, and disposal requirements for soil, surface water, and/or groundwater contamination. In particular, these include the requirements of the City and County of San Francisco, RWQCB, and DTSC. Previous subsections 11.2.2 (City of San Francisco Hazardous Materials Regulations) and 11.2.3 (Environmental Site Assessment Procedures) herein summarize these requirements. Compliance with these existing local-, state-, and federal-mandated site assessment, remediation, and disposal requirements would be accomplished through the following steps: *(a) Soil Contamination.* In order to mitigate potential health hazards related to construction personnel or future occupant exposure to soil contamination, developers would complete the following steps for each site proposed for disturbance as part of a Project-facilitated construction activity in Zone 2:	Project Sponsor(s)	Application for development	DPH/DTSC/RWQCB	Complete upon site assessment, remediation, and disposal requirements as needed
Step 1. Investigate the site to determine whether it has a record of hazardous material discharge (Phase I environmental site assessment), and if so, characterize the site according to the nature and extent of soil contamination that is present (Phase 2) before development activities proceed at that site.	Project Sponsor(s)	Applicant for Development	DPH/DTSC/RWQCB	RWQCB prior to site development; DPH and depending on the improvement DBI or DWP
Step 2. Based on the proposed activities associated with the future project proposed, determine the need for further investigation and/or remediation of the soils conditions on the contaminated site. For example, if the location is slated for commercial land use, such as a retail center, the majority				

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
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. 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. *(b) Surface or Groundwater Contamination.* 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: 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. Step 2. Install drainage improvements in order to prevent transport and spreading of hazardous materials that may spill or accumulate on-site. Step 3. If investigations indicate evidence of chemical/environmental				

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
hazards in site surface water and/or groundwater, then mitigation measures acceptable to the RWQCB and DTSC would be required to remediate the site prior to development activity. 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. 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 ***less-than-significant.***	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				
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 ***less-than-significant level***. **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 **less-than-significant level**.	Project Sponsor(s)	Submit as part of subdivision improvement plans	DPW;DBI, SFPUC	Review as part of design and construction plans
Mitigation 12-2: Increased Risk of Soil Erosion and Contaminant Spills	SFPUC and	Infrastructure plans with	SFPUC and DWP	Review as part of

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
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 SFDPW would monitor implementation of the approved SWPPP. This plan shall include, at a minimum, the following or similar actions: ▪ 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. Implementation of these measures would reduce the risk of soil erosions and contaminant spills during Project remediation and construction to a ***less-than-significant level.***	individual Project Sponsor(s)	Phase 1		design and construction plans
Noise				
Mitigation 13-1: Project-Facilitated Remediation-, Demolition-, and Construction-Period Noise. Reduce program-related individual project	Project Sponsor(s) and project	Provide information regarding compliance prior	DPW; DBI	DPW/DBI to review information prior to

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
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: ▪ *Remediation and Construction Plans.* 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 ▪ *Remediation and Construction Scheduling.* 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) ▪ *Remediation and Construction Equipment Noise Limits*. 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 Section2907) ▪ *Impact Tools and Equipment.* 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) ▪ *Equipment Locations.* Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a remediation or construction site. ▪ *Remediation and Construction Traffic.* 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. ▪ *Quiet Equipment Selection.* Use quiet equipment, particularly air compressors wherever possible. ▪ *Temporary Barriers.* Construct solid plywood fences around	contractor(s)	to building permit issuance		prior to construction site permit

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
remediation and construction sites adjacent to residences, operational businesses, or noise-sensitive land uses. ▪ *Temporary Noise Blankets.* 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.) *Noise Disturbance Coordinator.* 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). Implementation of these measures would reduce this intermittent, short-term, Project remediation- and construction period noise impact to a ***less-than significant level.***				
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 ***less than significant level.***	Project Sponsor(s) and construction contractor(s)	Design Review Approval	DPW, DBI	DPW/DBI to review information prior to issuance of construction site permit

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Mitigation 13-3: Potential Exposure of New, Project-Facilitated Noise-Sensitive Development to Ambient Noise Levels Exceeding Standards. Site-specific noise studies consistent with the requirements of the State Building Code (SBC) shall be conducted for all new Project-facilitated residential uses within 75 feet of the Caltrain line and along the Bayshore Boulevard frontage to identify appropriate noise reduction measures to be included in project final design. Each noise study must be submitted to and approved by the San Francisco Planning Department prior to City issuance of a residential building permit. Identified noise reduction measures may include	Project Sponsor(s)	Design Review Approval	Planning, DBI	Upon incorporation in all design documents
▪ Site planning techniques to minimize noise in shared residential outdoor activity areas by locating such noise-sensitive areas behind buildings or in courtyards, or by orienting residential terraces to alleyways rather than streets, whenever possible; ▪ Incorporation of an air circulation system in all affected units, which is satisfactory to the San Francisco local building official, so that windows can remain closed to maintain interior noise levels below 45 dBA L_{dn}; and ▪ Incorporation of sound-rated windows and construction methods in residential units proposed along streets or the Caltrain line where noise levels would exceed 70 dB L_{dn}; and ▪ Pre-Occupancy noise testing following a methodology satisfactory to the San Francisco Department of Health shall be completed prior to occupancy to demonstrate compliance with noise mitigation objectives. Noise levels at multi-family residential property lines around Project-facilitated development should be maintained at an L_{eq} not in excess of 60 dBA during the daytime hours and 50 dBA during nighttime hours (10:00 PM to 7:00 AM), unless ambient noise levels are higher. In those cases, the existing ambient Individual development applicants noise level would be the noise level standard. Implementation of these measures to the satisfaction of the San Francisco Planning Department would reduce potential Project related noise impacts	Project Sponsor(s)	Design Review Approval	Planning, DBI	Review in all design documents

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

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
on new residential uses to a ***less-than significant level.***				
Utilities and Service Systems				
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 ***less-than-significant level***.	Project Sponsor(s)	Each development or schematic design application	Department of the Environment	Review within each design document

IMPROVEMENT MEASURES – VISTACION VALLEY MODIFED 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
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.	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	
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.	SFMTA	Prior to issuance of first certificate of occupancy for any residential or commercial space within the first phase of development	SFMTA	
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.	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
Improvement Measure for Impact 8-8 Facilitate the construction of a temporary pathway to the Caltrain Station from Bayshore Boulevard.	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
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.	SFMTA	Prior to issuance of first certificate of occupancy for any residential or commercial space within the first phase of development	SFMTA	
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.	SFMTA	Prior to issuance of first certificate of occupancy for any residential or commercial space within the first phase of development	SFMTA	

Exhibit L

Infrastructure Plan

VISITACION VALLEY SCHLAGE LOCK
INFRASTRUCTURE PLAN

MAY 28, 2014

Prepared by

BKF Engineers
with assistance from Visitacion Development LLC,
AECOM, GLS Landscape Architects, Treadwell and Rollo
and CHS Transportation Consultants

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APPENDICES

1. INTRODUCTION / PROJECT DESCRIPTION

1.1 Purpose

This Infrastructure Plan is an accompaniment to and is referenced in the Development Agreement (DA) between Visitacion Development LLC or its Assignees (Developer) and City and County of San Francisco (City). The DA outlines the infrastructure responsibilities of the City and the Developer. This Infrastructure Plan defines the site and infrastructure improvements required to construct the Schlage Lock Development Project (Project), including the information contained in Sections of the document covering Environmental Remediation, Demolition, Grading, Street and Transportation Improvements, Open Space and Park Improvements, Potable Water System, Combined Sewer System, Stormwater Management System, and Dry Joint Utility System, as well as associated responsible parties in charge of implementing and operating the improvements. The area encompassing these infrastructure improvements consists of the approximately 20-acre portion of the Visitacion Valley/Schlage Lock Design for Development Area defined as Zone 1 (Schlage Lock Site), which is owned by the Developer and is being redeveloped pursuant to the DA.

The overall project description, location, proposed street and open space designs and the nature of the development within the Schlage Lock Site are described fully in the Visitacion Valley/Schlage Lock Open Space and Streetscape Master Plan (Open Space and Streetscape Master Plan) prepared by AECOM and GLS Landscape/Architecture.

The definitions of development-related terms as defined in the DA shall apply to this Infrastructure Plan.

1.2 Land Use Program for the Infrastructure Plan

Anticipated land uses at the Schlage Lock Site include up to 1,679 residential units, approximately 46,700 square feet of retail space and the rehabilitation of an approximately 18,000-square-foot historic building as a community-serving use. These land use plan numbers have been used to develop utility demands. Although, the land use plan may be adjusted in the future, subsequent to the applicable planning process, in order to implement the project. Refer to Figure 1.1 for proposed site parcelization.

1.3 Infrastructure Plan Overview

This Infrastructure Plan will govern the construction and development of infrastructure in the Schlage Lock Site and off-site work needed to support the proposed development project

(Project). This Infrastructure Plan may be modified to the extent that such additional infrastructure is mutually agreed to by the City and the Developer consistent with the terms of the DA.

This Infrastructure Plan and project DA define infrastructure improvements to be provided by the Developer for the Schlage Lock Site. The Project infrastructure obligations of the City and its agencies and departments are described in the DA. While some infrastructure improvements to be provided by City agencies and other governmental agencies are described, their inclusion herein is not intended to be inclusive of all improvements to be provided by City agencies and other governmental agencies.

1.4 Property Acquisition, Dedication, and Easements

The mapping, street vacations, property acquisition, dedication and acceptance of streets and other infrastructure improvements will occur through the Subdivision Mapping process. Except as otherwise noted, infrastructure described in this Infrastructure Plan shall be constructed within the public right-of-way or dedicated easements to provide for access and maintenance of infrastructure facilities.

Public service easements will be allowed within the Schlage Lock Site as necessary to provide infrastructure and services to the Project. Proposed public water, wastewater, and power easements benefitting the SFPUC on private property will be reviewed on a case-by-case basis. Full access for vehicles and equipment for the maintenance and repair of utility mains is required. Restrictions to surface improvements in access easements will be defined in the review of the improvements for the parks and adjacent rights-of-way, in future easements, or in other interagency agreements. Public utilities within easements will be installed in accordance with the standards in this Infrastructure Plan and applicable City regulations for public acquisition and acceptance within public utility easement areas, including provisions for maintenance access; however, such areas shall not be required to be dedicated as public right-of-ways or improved to public right-of-way standards.

1.5 Project Datum

All elevations referred to herein are based on the City of San Francisco datum.

1.6 Conformance with EIR & Entitlements

This Infrastructure Plan has been developed to be consistent with project mitigation measures required by the Environmental Impact Report (EIR) and other entitlement

documents. Regardless of the status of their inclusion in this Infrastructure Plan, the mitigation measures of the EIR shall apply to the Project. Applicable sound and vibration studies required by the EIR will be completed during the approval process for each individual development parcel.

1.7 Applicability of Uniform Codes and Infrastructure Standards

Future modifications to this Infrastructure Plan and/or existing City Standards, Guidelines, and Codes are subject to the requirements of the DA.

1.8 Project Phasing

It is anticipated that the Schlage Lock Site will be developed in several phases. Each phase will be further divided into development blocks (Blocks). The Developer shall indicate the phase limits upon submittal of each Phase Application, as further defined in the DA. Phase Applications will include a brief description of the infrastructure required to serve the proposed development. The Developer may submit Phase Applications, for one or more Blocks, that would include a description of utilities and transportation improvements planned for each Block and shall correspond to improvements to be provided with the applicable subdivision map. The information provided with each Phase Application will be consistent with the procedures outlined in the project DA. In order to maintain flexibility in determining infrastructure requirements, an infrastructure phase is defined as the access, utility and open space improvements necessary to accommodate development included in a single Phase Application.

1.9 Phases of Infrastructure Construction

The Developer will design and install the new infrastructure in advance or to match the construction buildout phasing of the Project and to serve the Blocks. The extent of the proposed infrastructure installation within each Block will be based on an "adjacency" principle. Adjacency, or adjacent infrastructure, refers to infrastructure which is near to and may share a common border or end point with a Block but is not immediately adjoining or contiguous with a Block, and represents the minimum necessary to serve the Block. The infrastructure required for successive Blocks will connect to the existing infrastructure systems as close to the edge of the proposed Block as possible with permanent and/or temporary systems while maintaining the integrity of the existing system for the remainder of the Schlage Lock Site. The conceptual limits of the existing infrastructure to be demolished as well as conceptual layouts of the permanent and/or

temporary infrastructure systems for each Block will be provided as part of the construction document submittals for that Block or Phase. Repairs and/or replacement of the existing facilities necessary to serve the Block will be designed and constructed by the Developer.

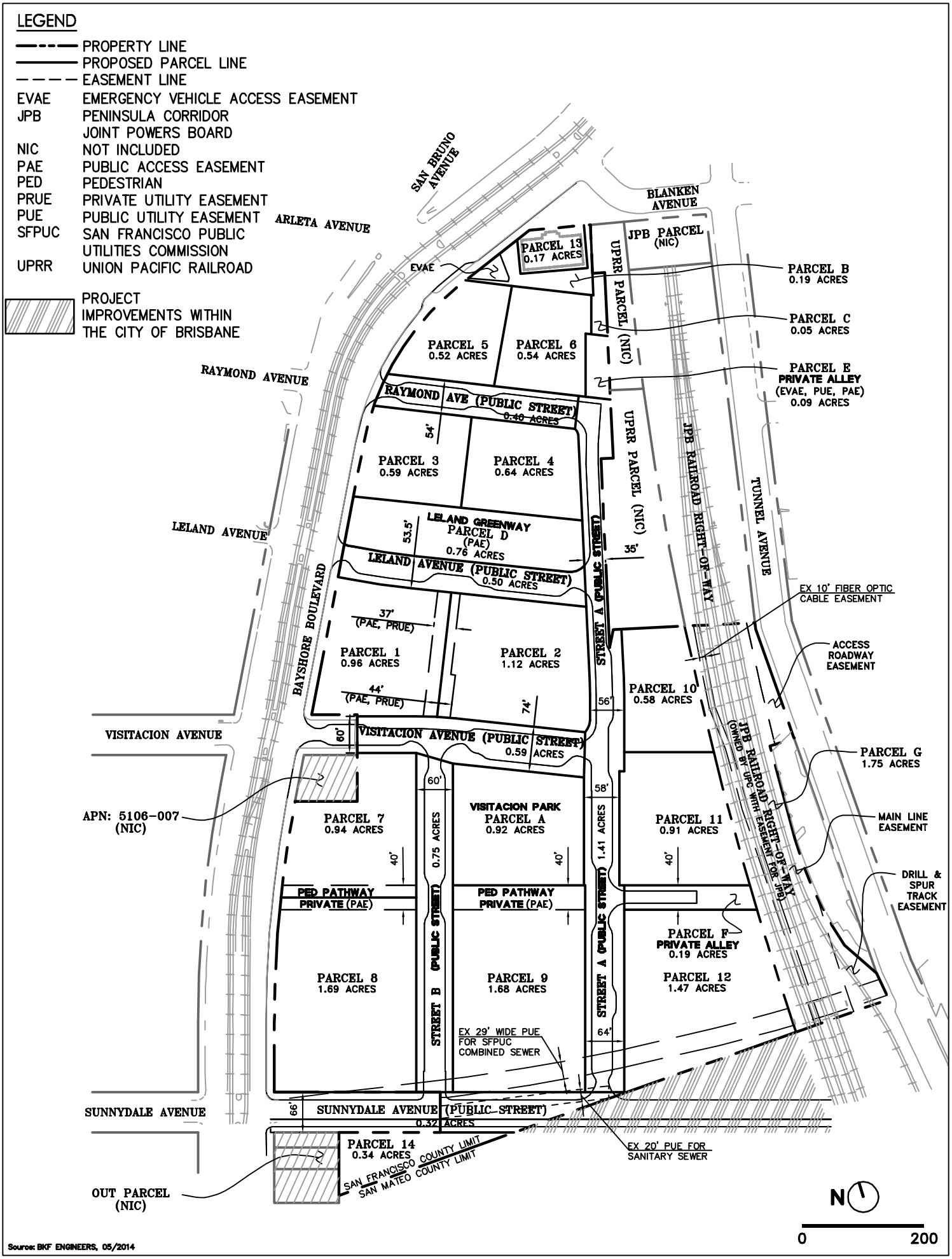
The City will be responsible for maintenance of proposed public infrastructure installed by the Developer once construction of the new infrastructure is complete and accepted by the San Francisco Department of Public Works (SFDPW), the San Francisco Department of Recreation and Parks (SFDRP), the SFMTA, or the SFPUC, except as otherwise specified in the DA. At all phases of development prior to full build out, the Developer shall demonstrate to the SFPUC that a functioning water and wastewater infrastructure system is in place at all times and complies with all City laws, codes and regulations. In addition, the Developer is responsible for maintaining a safe flow path for the 100-year storm at all times during the development. The SFPUC shall review the adequacy of the flow path for the 100-year storm for full build out as well as all phases prior to full build out. A Grading and Overland Release Master Plan and a Combined Sewer Master Plan that outlines the project's wastewater infrastructure system for full build-out of the Project will be submitted to the SFPUC and SFDPW for review and approval in advance of the 60% construction documents for phased buildout of the public rights-of-way and parks. The Developer is responsible for providing any temporary infrastructure that is necessary to provide functional service to any phase of development prior to full build-out. The SFPUC is not obligated to accept or operate temporary infrastructure.

At all phases of the development, the Developer must provide functioning and adequate stormwater management in compliance with the SFPUC's post-construction stormwater management requirements and the City of San Francisco Stormwater Design Guidelines (SDG). A Stormwater Management Master Plan that outlines the project's stormwater management solutions for full build-out of the Project will be prepared and submitted to the SFPUC for review and approval in advance of the 60% construction documents for phased buildout of the public rights-of-way and parks. The Developer must complete the construction of the stormwater management improvements required for each development phase prior to receiving a temporary certification of occupancy for the development phase. If a future park will include stormwater controls necessary for a particular phase of development or future parcel to meet the stormwater management requirements of the SFPUC, that park must be developed in conjunction with that

development phase and be complete prior to issuance of the certificate of occupancy for any Block within that phase. Interim centralized stormwater management facilities necessary to achieve stormwater management compliance within a development phase will be constructed and operational prior to or in conjunction with that phase. Interim stormwater Best Management Practices (BMPs) currently implemented as part of the on-site remediation will be preserved on undeveloped parcels.

1.10 Coordination with Brisbane

Portions of Sunnydale Avenue and Street A are located in the City of Brisbane. In conjunction with the Bi-County Transportation Study and the Bayshore Station Access Study efforts, designs of these streets will be reviewed and coordinated with Brisbane in the future and may require design changes to infrastructure and streetscape designs. The improvements and utilities along the extension of Sunnydale Avenue into Brisbane required to access and service the southwest corner of the Schlage Lock Site, to allow for future extension of the Muni T-Third light rail, and to provide connectivity to the Bayshore Caltrain Station will require a future agreement between the City and County of San Francisco and the City of Brisbane to address the jurisdictional issues, including different design standards and funding mechanisms, across city and county boundaries.



Source: BKF ENGINEERS, 05/2014

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PLOT DATE: 05-28-14
PLOTTED BY: yee

FIGURE 1.1: CONCEPTUAL PARCELIZATION PLAN

2. SUSTAINABILITY

Infrastructure is designed to facilitate the use of alternative forms of transportation, while reducing the use of resources such as water and energy. Key benefits of sustainable site design and infrastructure elements include improved health and cleaner environment. Sustainable infrastructure includes stormwater management facilities (i.e. landscaped park areas, landscape strips, flow-thru planters, bio-retention areas), transit facilities and traffic calming, and energy-efficient outdoor lighting. Each of these elements is addressed in other chapters of this Infrastructure Plan. Sustainable building designs will be addressed in the individual Phase and building permit application documents. Final designs of sustainable project elements within the public rights-of-way will be reviewed as part of the master plan and construction document approval process.

3. ENVIRONMENTAL REMEDIATION

3.1 Feasibility Study and Remedial Action Plan

On November 16, 2009 the State of California, Department of Toxic Substances Control (DTSC), approved a Feasibility Study/Remedial Action Plan (FS/RAP) (authored by MACTEC [now AMEC], an environmental consultant and contractor) that describes the preferred remedial actions for soil and groundwater at the Schlage Operable Unit (Schlage OU), and for heavy metal soil contamination in the San Francisco County portion of the Universal Paragon Corporation (UPC) Operable Unit (UPC OU), located in San Francisco, California. Furthermore, a Remedial Design Implementation Plan (RDIP) to address Volatile Organic Compounds (VOC) contaminated soil and groundwater was developed to define and facilitate the remedial action objectives in the FS/RAP. The VOC RDIP was approved by the DTSC on January 6, 2010. An additional RDIP (by Jordan & Graf Ground Improvement, Inc.) to address heavy metals remediation on the UPC OU was approved by the DTSC July 18, 2011.

The remedial actions described in the FS/RAP and in the VOC and heavy metals RDIPs were selected to meet the remedial action objectives for contaminated soil and groundwater at the Schlage Lock Site, and to prepare the Schlage Lock Site for redevelopment. The FS/RAP and RDIPs were framed with the intention to redevelop the Schlage Lock Site with a combination of public open space and residential podium housing above commercial/retail uses, parking structures, or other commercial space.

An agreement has been executed between the Developer and BP PLT-I, LLC (BP) that includes site demolition, remediation, and rough grading. BP agreed to assume environmental liability and perform remediation to obtain development clearance from the DTSC. This agreement is insured by Chartis (formerly AIG) to guarantee BP's performance. The former Schlage Lock factory buildings were demolished in 2009. Remedial activities to clean up the soil and groundwater began in 2010. On April 29, 2011, the DTSC issued a Completion Report approval letter of the remediation effort for the area north of Visitacion Avenue to allow for the proposed development; a similar letter for the area south of Visitacion Avenue is expected to be obtained. Land Use Covenants (LUC) and deed restrictions will be recorded by the DTSC to limit human exposures for contaminants left in place.

3.2 On-Going Soil and Groundwater Remediation

The FS/RAP objectives include on-site remediation of VOC- impacted soil through excavation and aeration to the pad elevations and depths of clean utility corridors established in 2007 in the Planned Use and Grading Plan (Exhibit H-1of the UPC-BP agreement), which were prepared by BKF Engineers and consistent with the 2009 Visitacion Valley Design for Development (D4D). Additional fill material will be required during final site development and to provide a clean soil cap to remediate heavy metals contaminated soils. The current grading plan does not contemplate excavation below the 2007 grades except potentially in limited areas. If a future grading revision requires excavation below these 2007 grades additional remediation effort and environmental insurance premiums may be required to provide for cleanup and environmental insurance coverage. A work plan was written by the Developer and reviewed by the City and the DTSC to address any future excavation and backfill associated with geotechnical concerns, general site grading and revisions to pad elevations and utility corridor depths that may require amendments to the FS/RAP and the RDIP.

The FS/RAP includes options for remediation of soils contaminated with heavy metals in the soil of the UPC OU as follows: targeted excavation and relocation with capping, excavation and disposal offsite at an approved landfill, or capping in place and recording a State Land Use Covenant and a deed restriction on the title of the impacted parcel. The UPC OU heavy metals RDIP provides further detail on how the heavy metals will be remediated and is currently being amended with an interim grading plan to accommodate a clean soil cap. The active remediation effort for VOC contamination in the area south of Visitacion Avenue has been completed and is entering an operations and maintenance phase as outlined in the AMEC Operations and Maintenance Plan (O&M Plan) approved by the DTSC on February 20, 2013. Various long-term operations and maintenance plans, site inspections, groundwater monitoring, and reporting will likely be required by the DTSC to assure compliance with the conditions prescribed by FS/RAP. Based on previous comments on the FS/RAP received from the DTSC, infiltration through metals contaminated soils will not be allowed. However, infiltration may be feasible if the heavy metal contamination is found to be not soluble. Additional approvals from DTSC will be required should the Project pursue infiltration measures associated with achieving compliance with the San Francisco Stormwater Design Guidelines. The DTSC will issue an approval letter for construction when it is satisfied that the results of remediation meet the

requirements of the FS/RAP and VOC and heavy metals RDIPs. Land Use Covenants and deed restrictions will be recorded by the DTSC to limit human exposures for contaminants left in place.

3.3 Clean Utility Corridors

Clean Utility Corridors were defined in the FS/RAP and RDIPs to include the space within the roadways up to a minimum of 1 foot below the level of the utilities. Clean Utility Corridors were sampled and tested to meet the Clean-up Levels established in the FS/RAP. This effort was documented in the MACTEC Phase I Soil Remedial Completion Report approved by the DTSC on April 29, 2011. Metals impacted soils are allowed to be placed in the roadways 1 foot below utilities and 2 feet above the groundwater level. The heavy metals RDIP addendum will provide details for a detectable barrier, as requested by the City, to be installed over any metals impacted soils placed below the clean utility corridors. The RDIP addendum will also provide details for a detectable barrier, as requested by the City, to be installed over any metals impacted soils placed under a soil cap with a minimum 3-foot thickness.

A final Conceptual Soil and Groundwater Management Plan will be developed as necessary by the Developer prior to the approval of each Final Map in conjunction with the DTSC's approval of the applicable "Remediation Completion Report" and Operations and Management (O&M) Agreement. This plan will have details on the extent of the groundwater and other remaining contamination throughout the Schlage Lock Site, including the clean utility corridors. The plan will describe Land Use Controls and O&M measures to be recorded on the various parcels throughout the site, including any utilities within the groundwater contaminated area.

3.4 Groundwater Monitoring

The O&M Plan details a schedule for monitoring a network of groundwater monitoring wells established at various locations throughout the site to monitor groundwater quality and ongoing remediation progress. Groundwater monitoring reports are submitted to the DTSC on a quarterly basis. A copy of the monitoring report will be forwarded to the SFPUC. The location of these wells will conflict with the planned location of several buildings and other improvements. Wells that are in conflict with planned improvements will require relocation to a permanent location during the construction of each Phase or Block. The construction

of these relocated wells will be performed by the Developer, reviewed and permitted by the San Francisco County Department of Public Health and coordinated with the DTSC.

In March 2013, the DTSC approved a decommission plan for the former Groundwater Extraction and Treatment (GWET) system, and the system has since been removed.

4. DEMOLITION, DECONSTRUCTION AND HISTORIC STRUCTURE STABILIZATION

4.1 Scope of Demolition

The Developer will be responsible for the demolition and deconstruction of all non-retained existing buildings and infrastructure features that were not removed as part of the previously completed site environmental remediation activities overseen by AMEC and BP. Various walls and retaining walls remain in place around the perimeter of the Schlage Lock Site to maintain structural lateral support of the adjacent roadways and parcels. These walls will be demolished and replaced with similar permanent improvements that will be integrated into the proposed buildings and street network. The design of these permanent retaining walls to be integrated into buildings and streets will be reviewed and approved by the DBI and the SFDPW during the building design and permitting process and/or project construction documents. Remaining utility materials, primarily metals, previously not removed as part of the site environmental remediation will be recycled as feasible. Where transite pipe (asbestos-cement pipe) is encountered, appropriate abatement methods will be used to satisfy applicable regulatory agency requirements.

The Developer will be responsible for the demolition of remaining structures at the southeast corner of the Schlage Lock Site to be removed during the final phase of remedial activities or during final site designs and approvals. The Developer shall also be responsible for providing for the permanent improvements proposed to replace the existing improvements in accordance with the approved building and construction permits issued by the City. The extent of these improvements and associated demolition will be determined during the construction document approval process.

4.2 Stabilization of Historic Office Building, Street A, and Surroundings

Foundation and interior improvements, where required within the Historic Office Building to make the space compliant with current Codes, will be implemented. The portion of Blanken Park on the Schlage Lock site, Street A and the Historic Office Building Plazas will also incorporate structural improvements and retaining walls to provide for the lateral support of the surrounding roadway, railroad corridor, and adjacent parcels. These lateral support improvements and retaining walls will be required prior to, or in conjunction with, construction of the Blanken Park area and Street A. The extent of these improvements will be determined during building permit approval process for the Historic Office Building, while retaining walls within the Street A right-of-way will be reviewed as part of the Grading

and Overland Release Master Plan and construction document approval process. The Developer will be responsible for providing interim and final structural improvements and retaining structures.

5. GEOTECHNICAL CONDITIONS

Site geotechnical investigations have been completed and potential site wide geotechnical improvements have been identified by Treadwell and Rollo, culminating in the development of the "Preliminary Geotechnical Investigation, Visitacion Valley Redevelopment Area, Zone 1" (Geotechnical Report) by Treadwell and Rollo, dated February 24, 2009.

5.1 Existing Site Geotechnical Conditions

5.1.1 Existing Site Soils

As described in the Geotechnical Report, the Schlage Lock Site is essentially divided into two sections with the northern and southern portions of the site each presenting unique geotechnical conditions. The northern and western portions of the site are underlain with 9 to 12 feet of loose to dense Colma sand. The Colma sand is overlain with layers of silty and clayey sand at varying depths. Borings at the westernmost portion of the northern section of the site adjacent to the railroad tracks indicate the presence of Franciscan Complex bedrock between 36 and 45 feet below ground surface. The southern half of the site was filled with loose to medium dense sandy fill. Beneath the sandy fill, the site is underlain with up to eight feet of compressible bay mud fill and a layer of loose to medium-dense marine sand. Bedrock in the southern portion of the Schlage Lock Site is located approximately 61 feet to 126 feet below ground surface.

5.1.2 Site Geotechnical Constraints

From a geotechnical perspective, the following are the primary issues for new development at the Schlage Lock Site:

5.1.2.1 Liquefaction/Settlement of Sand Layers.

In the northeastern portion of the Schlage Lock Site, 1.5-foot to 4-foot thick medium-dense sand layers are present. The southern portion of the site is underlain by loose to medium dense sandy fill, marine sand and Colma sand beneath the groundwater table. These sands are at best medium dense and are thus subject to liquefaction and settlement during earthquakes. Liquefaction is a phenomenon where saturated, cohesionless soil (such as sand) experiences a temporary reduction in strength during the cyclic loading of an earthquake due to an increase in pore water pressure. The result is immediate settlement and possibly lateral movement of the sand material.

5.1.2.2 Settlement of Young Bay Mud.

In the southern portion of the Schlage Lock Site, a layer of compressible bay mud is susceptible to minor consolidation settlement. The anticipated rate of settlement of the bay mud from the load of the existing site fill is on the order of 1 to 4 inches. It is anticipated that fill may be placed on top of the existing bay mud layer to accommodate the proposed site plan and development. Placing the new fill on top of the existing bay mud layer will initiate a new cycle of consolidation settlements of approximately 3 to 5 inches.

5.1.2.3 Existing Retaining Walls.

Existing retaining walls adjacent to the railroad tracks and Bayshore Boulevard typically consist of cast-in-place concrete walls. Most retaining walls appear visibly to be in serviceable condition, although many existing concrete walls will conflict with the proposed development plans. Disposition of existing retaining wall is discussed in Section 5.2.4.

5.2 Site Geotechnical Approaches

Successful site development will require engineering design and project construction methods that account for the existing soil conditions. These improvements will help ensure that site accessibility and building access is maintained both during seismic events and as minor long-term consolidation settlement occurs.

5.2.1 Geotechnical Soil Improvements

To reduce the liquefaction potential and minor consolidation settlement at the site, existing weak and undocumented fill discovered beneath buildings may be over-excavated and replaced with engineered fill or be remediated with soil improvements per the recommendations of the Geotechnical Engineer. Geotechnical remediation will be completed in conjunction with vertical building and infrastructure construction on individual Blocks by the Developer. Based on the results of, and if required by, final site geotechnical investigations, soil improvements required within the public right-of-way will be constructed by the Developer.

5.2.2 Building Foundations

Building foundation designs will be based on final geotechnical reports, site investigations and structural designs developed as part of the permitting process for vertical construction on the development parcels. The Developer or subsequent owner

of a development parcel will be responsible for the design and construction of building foundations.

5.2.3 SFPUC 168-inch Inside Diameter (ID) Combined Sewer Stabilization

The SFPUC has a 168-inch combined sewer tunnel along the southern edge of the site. The SFPUC holds a 29-foot wide subsurface easement per Recorded Document 2010-J052542 for the sewer tunnel. The language of the easement provides for the future construction of improvements over the easement provided that the improvements do not negatively impact the sewer tunnel. The current project proposes new buildings that will span the sewer tunnel. Building foundations spanning the sewer tunnel will be designed and constructed by the Developer. Structural and architectural plans and specifications, foundation plans and details, and a construction/settlement monitoring program, shall be reviewed and approved by the SFPUC prior to permitting vertical construction on each of the Blocks. Prior to vertical construction on each of the Blocks that may negatively impact the tunnel, as well as following completion of construction, the Developer shall also submit a video inspection to the SFPUC of the tunnel, in compliance with SFPUC video inspection guidelines.

5.2.4 SFPUC Existing 78-inch Combined Sewer Easement

An existing 20-foot wide sewer easement was recorded at Book A456 Page 516 in the Official Records of the City and County of San Francisco over the alignment of the existing 78-inch sewer main on the southern edge of the site. Future construction of improvements cannot negatively impact the sewer. Structural and architectural plans and specifications, as well as plans for foundation monitoring will be reviewed and approved by the SFPUC prior to permitting both horizontal and vertical construction in any area on or adjacent to the easement area. The Developer shall provide, at their own cost, for settlement, survey, or various construction monitoring of existing combined sewers if determined necessary by the SFPUC.

5.2.5 Retaining Walls

It is anticipated that several of the existing retaining walls within the proposed development footprint will be modified or rebuilt due to grade changes and road realignment. The condition of retaining walls proposed to remain in place will be evaluated on a case-by-case basis during detailed design process. These walls may be seismically retrofitted or replaced to comply with City codes, the California Building

Code (CBC), and the design-level geotechnical report. Where retaining walls are to be removed, proper shoring techniques, such as soldier pile and lagging systems or underpinning systems will be implemented to ensure the stability of existing site and adjacent facilities. Measures, such as the construction of new code-compliant retaining walls or retaining elements incorporated into the foundations of proposed buildings to address grade conflicts will be coordinated during the review and approval of construction documents and issuance of building permits.

The retaining walls will be designed and constructed by the Developer and reviewed and approved by the DBI, the SFDRP, and the SFDPW. Where walls are located within the public rights-of-way and public parks, maintenance and ownership of the retaining wall will be the responsibility of the SFDPW,SFDRP, or another City of San Francisco agency upon acceptance of the final construction. Maintenance and ownership responsibilities for retaining walls constructed on private development parcels will be assigned to the owners of the individual Blocks in which the retaining walls are located on. Design and Installation of interim retaining walls required to support the development of proposed on-site streets will be the responsibility of the Developer.

5.2.6 Flexible Utility Connections

Portions of the site may experience differential settlement at the interface of pile supported buildings and the utility connections. Differential settlement at these location may cause the utility connections to shear and break along this plane. Where required flexible utility connections, incorporating such solutions flexible pipe materials, ball joints or settlement vaults, will be installed at the face of the building to mitigate the displacement of the utility connections and ensure continuous utility service.

5.2.7 Building Access

Settlement of the ground plane is anticipated in certain areas of the site due to an increase in fill depths and existing compressible clay soils. Where a pile-supported building structure interfaces with the on-grade public streetscape, differential settlement may occur where the compressible material beneath the street begins to settle relative to pile supported buildings. To mitigate areas where differential settlement is anticipated, grading and building designs will incorporate measures to ensure that continuous accessible paths of travel are maintained where building access points and private passageways interface with the public right-of-way.

Measures, such as hinge slabs, gangways and other adjustable surfaces, will be designed to accommodate the maximum anticipated long-term consolidation differential settlement. Alternatively, the project may consider a surcharging program, which induces consolidation settlement prior to the construction of new improvements to reduce, and possible eliminate, the need for project specific differential settlement design mitigations.

5.3 Phase of Geotechnical Stabilization

Geotechnical stabilization will occur in phases to match the development sequence of the Blocks. The amount of stabilization will be the minimum necessary for the Block. The stabilization of smaller areas will allow the existing utility services and vehicular access areas to remain in place as long as possible in order to reduce disruption of access to the adjacent train tracks and Blocks.

5.4 Schedule for Additional Geotechnical Studies

As part of the project Grading and Overland Release Master Plan review and approval process, a final geotechnical investigation will be prepared to cover development of the public street rights-of-ways and parks. This report will support the development of the utility infrastructure master plans, the Stormwater Management Master Plan, and the Grading and Overland Release Master Plan, as well as, final infrastructure designs included in the construction documents. Geotechnical Reports to support the development of private building parcels will be prepared and submitted to the City as part of the building permit process.

6. SITE GRADING

6.1 Existing Site Conditions

The existing grade within the Schlage Lock Site slopes gradually downward from north to south. At the western edge, the site is bounded by and conforms to the existing grades along Bayshore Boulevard. To the east, the northern area is elevated above the existing Caltrain railroad tracks by a 20-foot to 25-foot retaining wall while the southeastern edge is at grade. The ground elevations range from approximately 55 (SF Datum) in the northeastern area of the site adjacent to the Historic Office Building to approximately 8 (SF Datum) near the southern edge. In addition to the existing 20-foot to 25-foot tall retaining wall adjacent to the railroad parcels, other smaller on-site retaining walls were installed to stabilize the site and accommodate existing site uses.

6.2 Project Grading Requirements

6.2.1 Environmental Remediation Requirements

As previously discussed in Section 5, the Schlage Lock Site is currently subject to the FS/RAP being overseen by DTSC and completed by the Developer and the AMEC/BP team. Under the terms of the FS/RAP, soil excavated to address metals-impacted soils may be relocated and placed at a minimum of 2 feet above the groundwater table. In areas slated for public open space on grade, metals-impacted soils would be placed under a clean soil cap with a minimum of a 3-foot thickness consistent with the EIR. The FS/RAP allows for metals-impacted soils to be also placed directly under residential uses if those residential uses are located over commercial podium construction or over podium parking structures. Metals-impacted soils may also be placed under roadways, hardscape, or a minimum of 1 foot beneath clean utility corridors. Final details for impacted soil mitigations will be specified in the UPC OU RDIP. State Land Use Covenants and deed restrictions will be recorded on the title to the property where metals-impacted soils are located.

6.2.2 Consolidation Settlement

As described in Section 5, the southern area of the Schlage Lock Site may experience minor amounts of liquefaction due to soft existing bay mud. Appropriate measures such as soil and foundation improvements will be constructed by the Developer to minimize differential settlement across the building parcels. To mitigate areas where differential settlement is anticipated, grading and building designs will incorporate measures to ensure that continuous accessible paths of travel are maintained where building access points and private passageways interface with the public right-of-way. Measures, such as hinge slabs, gangways and other adjustable surfaces, will be designed to accommodate the maximum anticipated long-term consolidation differential settlement. Other proposals may include soil surcharging where feasible and approved by SFDPW and SFPUC on a case-by-case basis.

A design level Geotechnical Report will be prepared to address mitigations as part of the Grading and Overland Release Master Plan approval process for review and approval by the City in advance of the 60% construction documents for phased buildout of the public rights-of-way and parks.

6.3 Site Grading Designs

The Developer will be responsible for the design and construction of the proposed grading plan for the Schlage Lock Site. Proposed grading designs for the development will match the existing north to south drainage pattern of the existing site. To ensure proper overland release and provide Americans with Disabilities Act (ADA) accessible pathways throughout and adjacent to the site, a new street grid with interconnected open space and pathway areas will be constructed to link Blanken Avenue with Sunnydale Avenue to the south and Bayshore Boulevard with Street A to the east. An accessible path of travel will follow from Bayshore Boulevard through Parcels B, C, and E, and down the on-site street grid to provide a continuous path to Sunnydale Avenue. Throughout the site, grades less than 5 percent are provided as a first priority item, where feasible. As required due to site constraints, public access areas with slopes exceeding 5 percent but less than 8.33 percent will include handrails per Code requirements. The conceptual grading plan for the Schlage Lock Site is included in Figure 6.1.

6.3.1 Proposed Site Grading at Conforms

Conceptual grading designs generally conform to the existing grades along the northern interface with Blanken Avenue and the existing Historic Office Building and the existing grades along Bayshore Boulevard at the western edge of the project. At the southern boundary of the project, a new segment of Sunnydale Avenue will be constructed, requiring the placement of 1 to 5 feet of fill to provide overland release and drainage.

At the eastern edge along the Peninsula Corridor Joint Powers Board (JPB) right-of-way, a large grade differential exists. At the northern edge of the interface, an ADA-accessible path within the Schlage Lock Site is designed to head south along the JPB right-of-way and connect to Street A. Accessible paths of travel and sidewalks within the development area will be provided to join and be coordinated with accessible paths of travel adjacent to and bordering the development area that connect to the adjacent Caltrain/JPB Train Station accessible entrances. To accommodate the 25-foot to 30-foot grade differential between the JPB right-of-way and the accessible path and community gardens, a single or stepped retaining wall will ultimately be installed. Interim grading solutions to accommodate the development of each adjacent Block will be constructed based on recommendations provided by the project Geotechnical and Structural Engineering consultants. Where buildings are directly adjacent to the JPB right-of-way, retaining elements will be incorporated into the private development parcel building foundations.

As more detailed designs are developed during the Grading and Overland Release Master Plan and construction document review processes of the project, the grading at conforms may require adjustment and refinement based on future coordination with the SFDPW.

6.3.2 Proposed Roadway and Building Areas

The proposed on-site street grid will be graded to provide overland release for the Project. As required by the SFPUC, grading and hydrology designs will be developed such that the 100-year HGL is contained within the top of curb elevations on opposite sides of a street throughout each phase of the development.

Site development and grading designs will be developed to comply with the codified requirements for accessible paths of travel. Where feasible, proposed slopes along public street and private alleys will be set at a maximum of 5 percent to provide ADA accessible pathways of travel without requiring handrails. Where accessible pathway slopes range between 5 percent and 8.33 percent, code-compliant ramps will be designed.

At street intersections, grades will be tabled at a maximum slope of 2% to provide an accessible path of travel in crosswalks. In addition, vertical curves within the streets will be designed to both begin and end outside the limits of the crosswalk areas.

A critical low point of 17.1 north of Parcel 7 will be required to ensure access is provided to the existing parcel not included as part of the Schlage Lock Site at the southeast corner of the Visitacion-Bayshore intersection. Inline storage, where feasible, or a pump station will be required to ensure overland release at this location with the final design solution subject to SFPUC approval. Review and approval of the overland release solution will occur during the master plan approval process described in Section 6.5. Construction of the overland release solution at this location will be the Developer's responsibility with ownership and maintenance responsibilities borne by the SFPUC or another City agency, unless negotiated otherwise as part of the master plan approval process.

6.3.3 The project overland flow paths are shown on Figure 6.1.Historic Building Grading
The existing Historic Office Building at the southeast corner of the Bayshore Boulevard and Blanken Avenue intersection may be used as a community-serving facility. The existing access point elevations at the first level, the existing parking level and the second level are approximately 39, 46.5, and 51.5 (SF Datum), respectively. Access to the building on the northern side will be at the second level. Along the southern side of the building, access will be provided at the first level. Due to structural issues with exposing the foundation between the existing parking level and the first level at the southern and western faces of the building, a 1-foot to 8-foot retaining wall will be constructed adjacent to the building to allow for the construction of an ADA-accessible path of travel. As stated in Section 4.2, these lateral support improvements will be

required prior to or in conjunction with construction of the portion of the Blanken Park area on the Schlage Lock Site.

6.4 Proposed Site Earthwork

As part of the site remediation efforts, the northern and western portion of the site was graded to approximately the proposed rough pad grade elevations. Future grading at the site will include importing fill in the southeast corner and fine grading of streets and open space areas. It is anticipated that the site earthwork will result in a net import of soil. Since remediation activities are still on-going, the earthwork quantities will be determined at later stages of the design. To support future grading activities, a Storm Water Pollution Prevention Plan/Erosion and Sediment Control Plan will be submitted in parallel with future grading permits. Grading in conjunction with site remediation efforts will be performed by the Developer.

6.5 Phases of Grading Activities and Approvals

The proposed grading will be completed in phases to match the Blocks of the project. The amount of grading will be the minimum necessary for the Block. The phasing of grading will allow the Project to minimize the disruption to the adjacent and future built uses at the site and the adjacent train tracks, and to limit the amount of export required for any given Block. Impacts to improvements installed with previous phases of development due to the designs of the new Block will be the responsibility of the Developer and addressed prior to approval of the construction drawings for the new Block.

A Grading and Overland Release Master Plan and a Combined Sewer Master Plan will be submitted to the SFPUC and SFDPW for review and approval in advance of the 60% construction document submittal for phased buildout of the public rights-of-way and parks. Comments provided by City and its agencies on the Master Plans will be incorporated into the construction document submittals for review and approval by the City and its agencies.

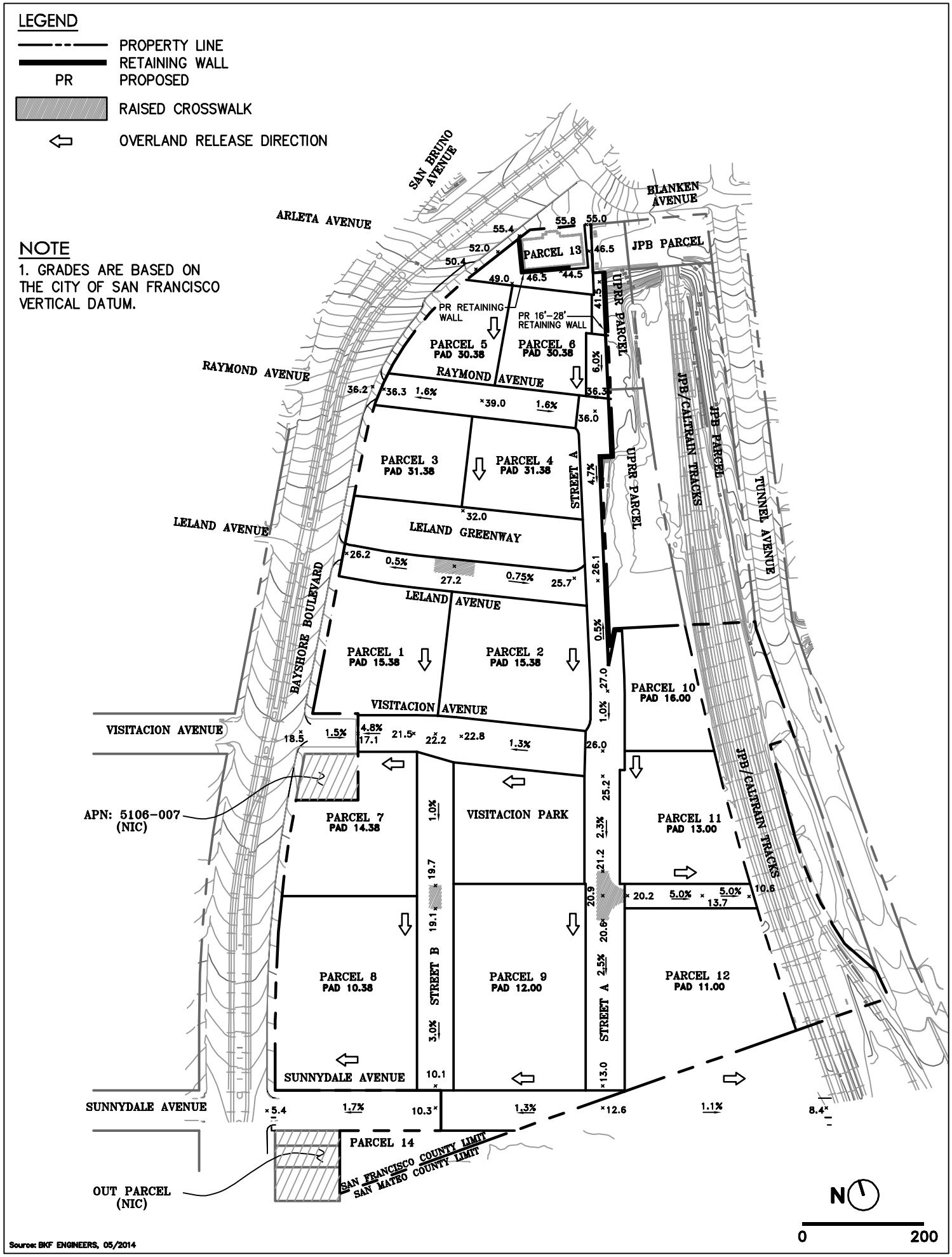

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FIGURE 6.1: CONCEPTUAL GRADING PLAN

7. STREET AND TRANSPORTATION DESIGNS

The development of the Schlage Lock Site is designed to connect and complement adjacent transit services with pedestrian-friendly streets and pathways. The alignments of existing streets will be extended into the site, and on-site streets will be enhanced with pedestrian-focused, traffic calming features. Additional descriptions of the streetscape are in the Open Space and Streetscape Master Plan.

7.1 Public Transportation System

The Schlage Lock Site is adjacent to the Muni T-Third light rail Arleta and Sunnydale stations, the Caltrain Bayshore Station, and stops for several Muni and SamTrans local and express buses. The San Francisco County Transportation Authority (SFCTA), San Francisco Municipal Transportation Agency (SFMTA), City of Brisbane, and other agencies are studying improvements to Muni T-Third light rail and Caltrain commuter rail. SFMTA has a long-term goal of ensuring a direct connection between the T-Third line and the Bayshore Caltrain Station. With the approval of the Candlestick Point/Hunters Point Shipyard Phase II Transportation Plan, creating a Bus Rapid Transit route linking Hunters Point, Candlestick Point, Executive Park, Visitacion Valley, the T Third line, the Bayshore Caltrain Station and Balboa Park BART has become a local/regional transportation priority and facilitates rapid, seamless transit access between existing and new jobs and residents and major transit hubs. Critical to the function of this Bus Rapid Transit line and the connecting T Third/Caltrain hub is safe, convenient pedestrian and bicycle access, particularly to and from the adjacent neighborhoods of Little Hollywood and Visitacion Valley.

Concurrently, the Bayshore Caltrain Station is being studied for improvements and a potential relocation to connect with the planned bus rapid transit and the T Third. The future extension of Geneva Avenue in Brisbane and an improved Bayshore Station are ongoing, long-term projects that will require the cooperation of several different stakeholders to determine the final alignments and locations, establish funding, acquire right-of-way, construct improvements, and operate. As detailed in the project Streetscape and Open Space Master Plan, an interim pedestrian path connecting the project site with the existing Bayshore Caltrain Station will be provided through the project site at Parcel F.

SFCTA is also initiating a study for the proposed Harney-Geneva Bus Rapid Transit (BRT). In the interim, the alignment of the BRT is expected to be primarily on existing streets. Once

the Geneva Avenue extension is completed, the BRT travel route is expected to travel on portions of the new extension.

Efforts to encourage use of public transportation by future residents and workers are described in the Transportation Management Plan attached to the DA.

7.2 Public Street System

The Developer will be responsible for the design and construction of the public streets. Improvements will generally include the following:

- Pavement section
- Concrete curbs and gutters
- Concrete sidewalk and curb ramps
- Traffic control signs and striping
- Traffic signals
- Street lighting
- Street landscaping and trees
- Stormwater management facilities (may include such methods as landscape strips, permeable pavements, and small bio-retention areas)
- Street furnishings (includes, but are not limited to, benches, trash cans, bike support facilities and pedestrian scale lighting)
- Accessible on-street passenger loading zones with adjacent street level passenger loading aisles and curb ramps.
- Accessible on-street parking spaces with adjacent curb ramps.

Streetscape and landscape improvements are further defined in the Open Space and Streetscape Master Plan.

7.2.1 Public Street Layout and Parcelization

A system of street and parcel numbers has been created to facilitate planning and design coordination and is shown on Figure 7.1. Street A and Street B are temporary street names for planning use with final street names to be selected in the future. The proposed public street network for the Schlage Lock Site is shown on Figure 7.2. Interim conditions for Sunnydale Avenue will be determined and coordinated with SFMTA during construction document approvals, with consideration of resource availability for constructing the planned Muni extension of Segment S of the T-Third line. Typical cross sections for these streets are based on those shown in the Open Space and Streetscape Master Plan and included on Figures 7.3 through 7.7.

7.2.2 Roadway Dimensions

The vehicular, curb-to-curb lane widths are dictated by the dimensions provided in the Open Space and Streetscape Master Plan. Typically vehicular travel lanes within streets

handling two-way traffic will vary between 10 and 12 feet in width. The travel lanes are measured from the face of curb or outside edge of a parking stall to the line of lane striping, where parking is provided. Streets accommodating two directions of travel will have a minimum width dimension of 20 feet, excluding parking, to accommodate fire truck access.

Class II bike lanes are provided along Sunnydale Avenue and will be 5 foot-6 inches wide measured from face of curb (or edge of Muni light rail lane) to the center line of lane striping.

Parallel parking stalls within the street right-of-way will be 7 feet wide. Along Leland Avenue, 12-foot wide lane widths are proposed to accommodate the 17-foot deep back-in parking stalls, angled at 45 degrees, on the south side of the street as shown on Figure 7.8. Locations for 8-foot wide accessible parking stalls, which will be provided at a rate of 4% of the total street parking count, and accessible loading zones are shown in the project Open Space and Streetscape Master Plan.

7.2.3 Landscape, Sidewalk and Setback Zone Dimensions

Dimensions of the landscape, sidewalk and building setback zones adjacent to the vehicular travel ways vary throughout the site. Specific dimensions for these components are illustrated in the Open Space and Streetscape Master Plan and selected based on the land use, character and traffic conditions of each street. Where feasible, utility boxes, cleanouts, manholes, vault access hatches other other utility structures will be located within landscape and bulb-outs and outside of pedestrian throughway zone, curb ramps and crosswalks. Improvements in the area between the back of curb and the right-of-way line will be maintained by the Developer or a project Homeowners Association (HOA).

Code-compliant accessible curb ramps, including, a 2-foot wide gutter pan for the full width of a crosswalk, will be provided at street corners to provide for pedestrian access across public streets. Where both a clear sidewalk width is less than 15 feet, measured perpendicularly from face of curb to property line or projected property line, and curb ramps are provided to serve crosswalks, building corners shall be chamfered to provide level landing at least 4 feet in depth by the curb ramp width or 4 feet, whichever is

greater, at the top of each curb ramp. In addition, a continuous accessible path of travel from one sidewalk around the corner to the other provided that it is at least 4 feet in clear width and with a vertical clearance of at least 8 feet above the walking surface. Where chamfering occurs on private parcels to provide the accessible passage area, a public access easement will be reviewed and approved by the SFDWP Bureau of Street Use and Mapping in compliance with the SFDPW easement dedication procedures. In addition, recorded public access easement will remain in place for the life of the building on a development parcel where the access easement is required.

7.2.4 Retaining Walls Supporting the Street A Public Right-of-Way

A portion of the Street A public right-of-way may require retaining walls on adjacent open space parcels to bridge the grade difference between the proposed development and the existing JPB right-of-way. These walls will be either seismically retrofitted or replaced to comply with City and County of San Francisco codes, the CBC, and the design-level geotechnical report. Ownership and maintenance of the wall will be controlled by the City.

7.3 Streetscape Design Considerations and Elements

7.3.1 Traffic Calming

As part of the pedestrian-oriented development plan outlined in the Open Space and Streetscape Master Plan, traffic calming elements are proposed to improve non-vehicular traffic safety and access. Proposed traffic calming elements for the project street rights-of-way are identified in Exhibit 7.9 and include raised intersections, raised crosswalks, bulb-outs with reduced curb radii, back-in parking stalls along Leland Avenue and Visitacion Avenue, and narrowed lane widths.

7.3.1.1 Raised Intersections and Raised Crosswalks

A raised intersection is proposed at the intersection of Street A and Parcel F. If accessibility guidelines and overland release requirements cannot be met at the raised intersection, the project will review options for incorporating an at-grade crossing with accessible curb ramps at this location. Raised crosswalks are proposed on Street B at pedestrian paths and the middle of Leland Avenue. At these locations the street pavement areas will be raised 6 inches to match the curb heights adjacent to the intersection and crosswalks. Overland release flow arrows

are included on Figure 6.1 with the locations of the raised crossings added for reference.

The design for these intersections and crosswalks will be coordinated with and are subject to the approval of the SFPUC, SFDPW, the SFMTA, and the San Francisco Fire Department (SFFD). A Grading and Overland Release Master Plan and a Combined Sewer Master Plan will be submitted to the SFPUC and SFDPW for review and approval in advance of the 60% construction documents for phased buildout of the public rights-of-way and parks. The master plans will confirm that the City overland drainage release requirements are achieved through hydrologic/hydraulic modeling. If site designs cannot meet the SFFD, SFDPW and SFPUC requirements for overland drainage release and fire department access, alternative solutions will be developed during the master plan approval process that may include crossings at the street pavement level. The grading and combined sewer design solutions included in the master plans will be incorporated into the construction documents for review and approval by the City and its agencies.

The project's HOA will be responsible for maintenance and restoration of the street sections, including pavement markings, within the raised intersection and raised crosswalk. Designs will incorporate measures to minimize maintenance and reduce the potential for dirt, silt and other debris to settle within the crosswalks.

7.3.1.2 Intersection Bulb-Outs

Bulb-outs have been strategically added along Bayshore Boulevard at intersections where there are currently parallel parking areas, wider drive lanes, or striped shoulders. Where feasible, curb radii have been generally kept to a minimum of 10-feet, per SFMTA recommendations for low-traffic streets; however, larger radii have been incorporated at many locations to provide the required clearances for SFFD access. The final design for the bulb-outs will be coordinated with the SFMTA, SFDPW, SFMTA, and the SFFD. Bulb-out improvements will be constructed if the designs can meet the SFDPW and SFPUC requirements for overland drainage release and accessibility for persons with disabilities. Overland Release at these locations will be studied in the Grading and Overland Release Master Plan, which will be reviewed and approved by the SFPUC and SFDPW in advance of the 60%

construction documents for phased buildout of the public rights-of-way and parks. A typical bulb-out detail is shown on Figure 7.14.

7.3.1.3 Back-in Parking Stalls

Back-in parking stalls are proposed on both Visitacion and Leland Avenue as shown on Figure 7.8, section A on Figure 7.3, and section L on Figure 7.6. The travel lanes adjacent to the Leland Avenue angled parking are proposed to be 12-feet wide to accommodate the back-in stalls with a 2-foot special paving section adjacent to the parking stalls to visually maintain the 10-foot wide travel lane. Back-in parking stalls are also proposed on a portion of Visitacion Avenue. The travel lanes on this portion of Visitacion Avenue will be 10-feet wide with the parking stalls designed as 21-feet deep to accommodate vehicular back-in turning movements. The final design of the back-in parking stalls will be coordinated with the SFMTA and SFDPW.

7.3.1.4 Narrowed Lane Widths

The traffic lane widths for the new two-way streets will be 10 feet, per SFMTA recommendations for low-traffic streets. The traffic lanes adjacent to the back-in parking stalls on Leland Avenue will be 12 feet.

7.3.2 Fire Department Access

Based on the planning efforts undertaken during the Open Space and Streetscape Master Plan and meetings with the SFFD, intersection radii, street widths from curb to curb on opposite sides of the street, and right-of-way layouts have been designed to accommodate fire truck turning movements as documented on Figures 7.2 through 7.7 and 7.11. Per the SFFD, intersections are designed to accommodate the truck turning movements of the City of San Francisco Articulated Fire Truck (Fire Truck). At intersection approaches and within intersections, the Fire Truck may encroach into the opposing vehicular travel land to complete turning movements. Figure 7.12 identifies a typical detail of turning movements of the San Francisco Articulated Fire Truck at typical site intersections.

7.3.3 Street Pavement Sections

The structural pavement cross section for the vehicular travel lanes on all new public roadways will comply with the requirements of the San Francisco Subdivision Code. Vehicular travel way structural cross sections will typically consist of 9-inches of Portland

Cement Concrete and a 3-inch asphalt concrete wearing surface for proposed on-site streets and shall be designed to the AASHTO rigid pavements design method using a 40-year design life.

As documented in the Streetscape and Open Space Master Plan, parallel parking stalls within the public right-of-way will be constructed with asphalt to ease SFDPW's street maintenance operations. Painted concrete special striping or other special decorative treatment, meeting accessibility requirements as determined by the SFDPW, may be used at raised crosswalk and intersection locations in conformance with the project Open Space and Streetscape Master Plan. Final special pavement designs are subject to the approval of the SFDPW during the construction document phase of the project and shall be designed to the AASHTO rigid pavements design method using a 40-year design life.

The use of alternative pavements in the public right-of-ways described above or other alternative pavement sections, such as asphalt concrete wearing surface over Class 2 aggregate base, porous paving, and decorative pavement (patterned concrete, patterned asphalt, paving stones, etc.) are subject to review and approval by the SFDPW. The project HOA will be responsible for maintenance and restoration of the pavement markings within areas with special striping or decorative treatments.

7.3.4 Proposed Street Lights

The Developer will design, layout and install the proposed project street lights. Street lighting shall comply with City of San Francisco standards for photometrics and acceptable fixtures. The Leland Avenue lighting standard, consistent with the lighting standards used on recent streetscape improvements on Leland Avenue west of Bayshore Boulevard, is proposed along the new portion of Leland Avenue that will be built as part of the development. The Bayshore Boulevard standard will be retained on the west edge of the site. Along the rest of the streets, the City standard street light will be used. A park Pole Light will be used throughout the proposed public parks. Building-mounted lights are recommended where buildings flank the pedestrian alleys or paths. The street and pedestrian light poles and fixtures shall comply with the SFPUC's "Guide to San Francisco, Street Lights," and the final pole and fixture selection shall be approved by the SFPUC. As necessary, temporary park pole light standards will illuminate any sidewalks or temporary pathways that are constructed to provide

pedestrian access to the Bayshore Caltrain Station before the adjacent buildings are complete and building mounted lights are operational. Where permitted and pending final selection of the electrical service provider for the project, the electrical service for the street lights will be located within the joint trench (refer to Section 14).

The 60% and 95% street light construction documents and specifications will be submitted to the SFPUC for review, comment and approval prior to construction. Street lights located on privately-owned (but publicly accessible) pedestrian streets will be maintained by the private property owners.

7.4 Off-site Traffic Signalization

As shown in Figure 7.13 and described below, the Developer will be responsible for design and construction funding, either as partial contribution or in full, of traffic signal modifications or new traffic signals, as well as striping. Where possible, the electrical service for traffic signals will be located within the joint trench (see Section 14). Traffic signals shall be designed by and constructed to the specifications of the SFMTA and SFDPW. Additional intersection improvements required by the EIR include, but may be ruled infeasible and therefore not constructed, by the City include:

7.4.1 Bayshore Boulevard/Leland Avenue

The Developer will be responsible for modifying the signal timing by shifting 6 seconds from the northbound/southbound left-turn movements to the through movements. The final mitigation design will be determined by the SFMTA. The Developer will be responsible for SFMTA costs to review, design, coordinate, and to implement improvements including signal design and signal timing changes.

7.4.2 Bayshore Boulevard/Sunnydale Avenue

In addition, the EIR recommends restriping the westbound approach to create two lanes at the intersection: a shared left-through lane and exclusive right-turn lane. The final mitigation design will be determined by the SFMTA.

7.4.3 Tunnel Avenue/Blanken Avenue

The EIR recommends signalizing the intersection, which may require undergrounding of existing overhead electrical, and communications facilities and improving stormwater collection infrastructure to accommodate the proposed traffic signal infrastructure. However, the SFMTA anticipates that signalizing the intersection will have adverse

impacts to parking and traffic operations on Bayshore Boulevard and may delay implementation of the signal until the Candlestick Point project comes online. The final mitigation design will be determined by the SFMTA. The Developer will be responsible for SFMTA costs to review, design, coordinate, and to implement improvements including signal design and signal timing changes.

If the project is required to signalize the intersection, new curb ramps, in accordance with SFDPW standards, will be installed at the corners. The Developer will be responsible for costs to design, permit, construct and inspect the improvements.

7.4.4 Bayshore Boulevard/Tunnel Avenue

The Developer will be responsible for modifying the signal timing by shifting 1 second from the southbound left-turn movement to the northbound/southbound through movements. Prior to implementation of this mitigation measure, the SFMTA will assess transit and traffic coordination along Bayshore Boulevard to ensure that the changes would not substantially affect SF Muni transit operations, signal progressions, pedestrian minimum green time requirements, and programming limitations of signals. The final mitigation design will be determined by the SFMTA. The Developer will be responsible for SFMTA costs to review, design, coordinate, and to implement improvements including signal design and signal timing changes.

7.4.5 Alana Way/Beatty Avenue

As referenced in the Bi-County Transportation Study, the project will pay its fair share contribution via the Development Agreement towards the construction of improvements, to be completed by others, at the Alana Way/Beatty Avenue intersection.

7.5 On-site Traffic Control and Signalization

Traffic calming and stop-controlled intersections, rather than signalization, are the primary strategy for on-site traffic control. Stop signs will be added at some of the intersections, with final locations to be coordinated with the City and based on a traffic sight distance requirements and project phasing. Additional descriptions of the streetscape traffic control elements are included in the Open Space and Streetscape Master Plan. If implemented, stop signs on city streets will require legislation from SFMTA Board and traffic calming may also require SFMTA Board and/or public hearing.

7.6 Public Bike and Pedestrian Paths on Private Property

Pathways restricted to foot and bicycle traffic will be privately owned, publicly accessible open spaces, built by the Developer on structured podiums within the Blocks. To allow for public access on private property, public access easements will be shown and granted on the project phased final map. As shown on Figure 7.1, the public access pathways are located between Parcels 1 and 2, Parcels 7 and 8, and adjacent to Parcel 9. In addition, a stairway and pathway between Parcels 3 and 4 will be open to the public during day time hours and will be designed to meet code requirements for accessibility. An accessible path of travel linking Bayshore Boulevard with Raymond Avenue will be installed across Parcels B, C and E. In addition, an accessible path of travel will be provided over Parcel F to link Street A with the Bayshore Caltrain Station. These areas will be constructed with decorative elements, such as colored concrete, and associated landscape improvements, as detailed in the project Streetscape and Open Space Master Plan. Based on final building designs and access requirements for the adjacent development parcels, opportunities to reduce landscape planter widths to 10-feet and increase paved access paths to 20-feet in width will be reviewed and incorporated where feasible. Public infrastructure within the bike and pedestrian pathways on private development parcels is not currently anticipated. Any proposed water and wastewater easements on private property will be reviewed by the SFPUC on a case-by-case basis.

Upon approval of the improvements by the City, maintenance and operation of the public bike and pedestrians pathways built on privately owned structures will be the responsibility of the private property owner.

7.7 Acceptance and Maintenance of Street Improvements

Upon acceptance of the new and/or improved public streets by the SFDPW, responsibility for the operation and maintenance of the roadway, streetscape elements, and retaining walls will be designated as defined in the various City of San Francisco Municipal Codes. Acceptance of water and wastewater utility infrastructure within street improvements shall be subject to SFPUC approval. Proposed water and combined sewer infrastructure shall be designed to facilitate future access for maintenance. Conflicts between proposed public water and combined sewer infrastructure and the surface improvements proposed as part of the project, including but not limited to dedicated transportation routes, trees, bulb-outs, traffic circles and medians, shall be minimized in the design of the infrastructure and surface improvements. The SFPUC will review all proposals for surface improvements above

proposed public water and combined sewer infrastructure on a case-by-case basis to ensure that future access for maintenance is preserved. Street improvements installed to meet the SDG will be maintained by the private property owners or their Assignees.

As outlined in the DA, the project HOA will be responsible for maintenance and restoration of the non-standard street pavement materials, including decorative paving, within the raised intersection and raised crosswalk. Restoration will include replacement of the pavement markings within areas with special striping or decorative treatments.

7.8 Phasing of New Roadway Construction

The Developer will construct the new roadway system and traffic control and signalization improvements in phases in advance of or to match development of the Blocks, per the Phasing Plan attached to the DA. The amount of the existing roadway repaired and/or replaced will likely be the minimum necessary to serve the Block. Repairs and/or replacement of the existing facilities necessary to serve the Block will be designed and constructed by the Developer. Fire truck turnaround areas, if any, will be coordinated with the SFFD and constructed by the Developer consistent with the Fire Code. Phasing of traffic signalization improvements will be based on cumulative development thresholds identified by the project traffic consultant and/or the SFMTA coincident with the Phase applications, construction documents or as stated in the DA. Sidewalk and other accessible pedestrian paths of travel, either permanent or temporary, shall be provided to serve the pedestrian entrance and exit requirements of each block prior to being released for occupancy. Such paths of travel will connect to the sidewalks along Bayshore Boulevard and hence to the public transit stations and bus stops thereon.

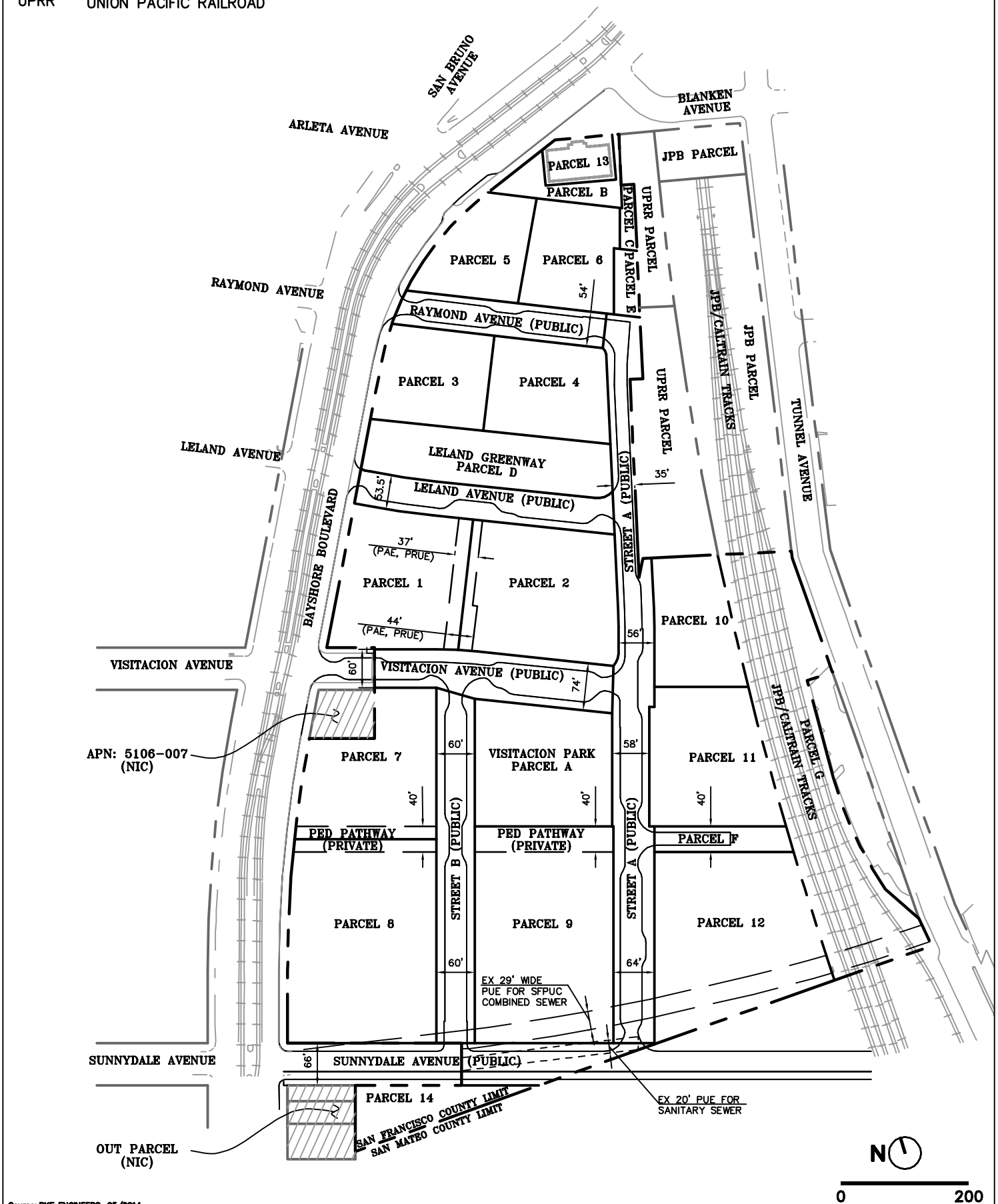
Impacts to improvements installed with previous phases of development due to the designs of the new phase will be the responsibility of the Developer and addressed prior to approval of the construction drawings for the Block.

7.9 SFMTA Infrastructure

Where required, the following list of infrastructure items includes items to be owned, operated and maintained by the SFMTA within public rights-of-way:

- Security monitors and cameras
- Signals and Signal Interconnects, including Muni Bus Prioritization signals
- TPS signal preempt detectors

- Conduit containing TPS signal cables
- Shelters
- Paint – poles and asphalt delineating coach stops
- Asphalt painting for transit lanes
- Departure prediction ("NextBus") monitors and related communications equipment
- Bicycle racks
- Crosswalk striping, except for areas with a raised intersection/crosswalk or with painted concrete special striping or other special decorative treatment
- Bike lane and facility striping
- APS/Pedestrian crossing signals
- Street Signs



Source: BKF ENGINEERS, 05/2014

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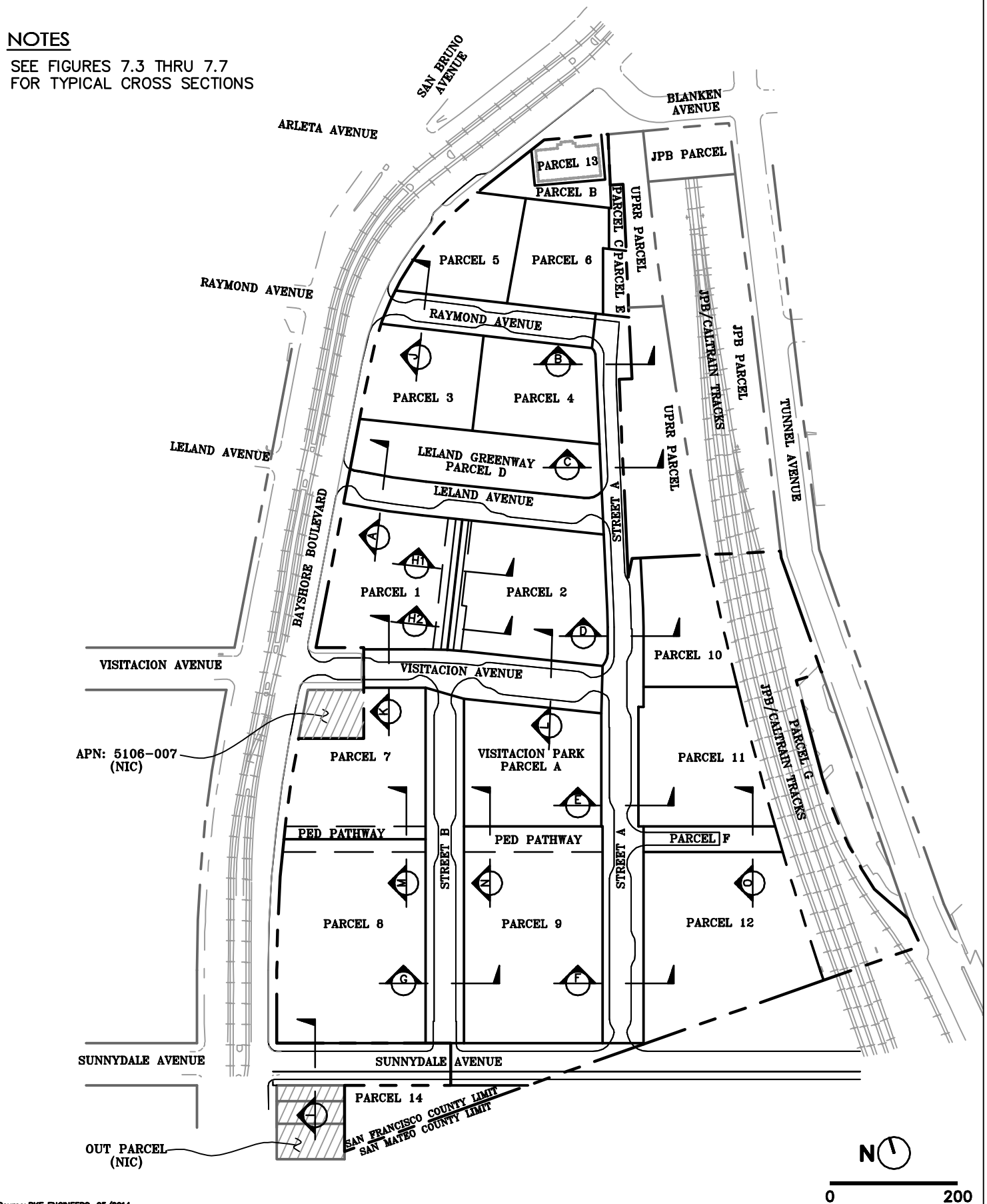
PLOT DATE: 05-28-14
PLOTTED BY: yee

FIGURE 7.1: CONCEPTUAL SITE PLAN AND STREET LAYOUT



Source: BKF ENGINEERS, 05/2014

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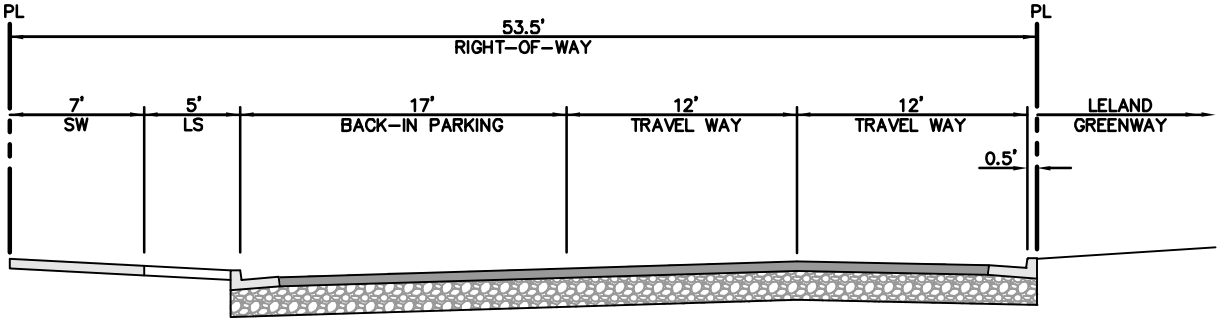
PLOT DATE: 05-28-14
PLOTTED BY: yee

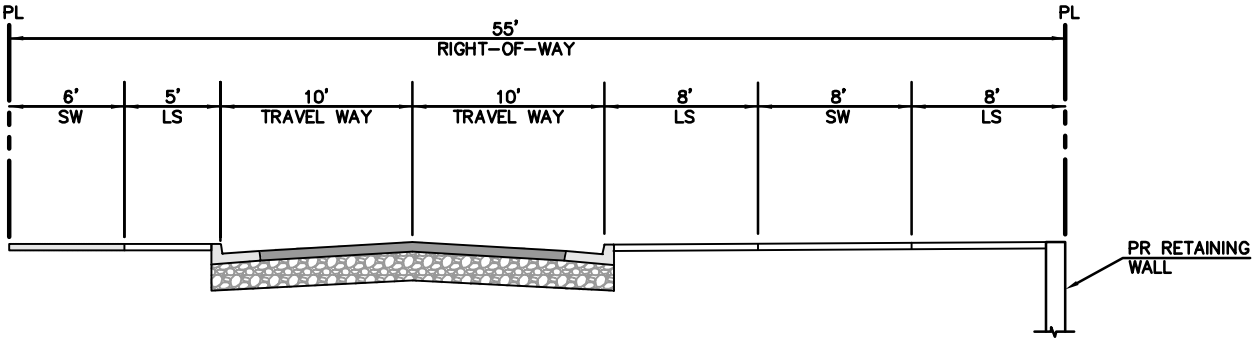
FIGURE 7.2: PLAN VIEW & CROSS SECTION LOCATIONS

LEGEND

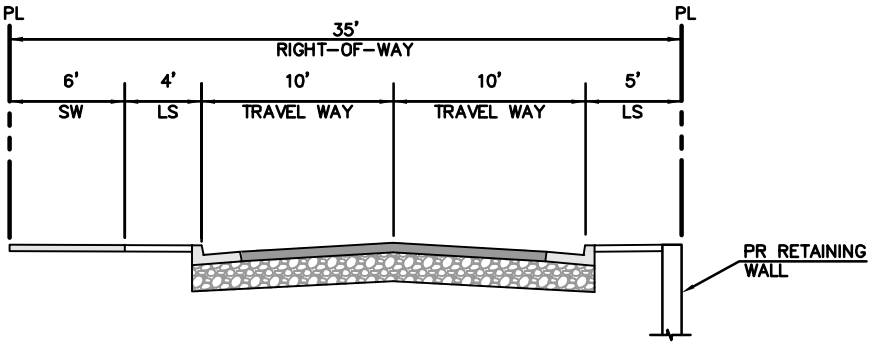
LS	LANDSCAPING
PAE	PUBLIC ACCESS EASEMENT
PL	PROPERTY LINE
PR	PROPOSED
PRUE	PRIVATE UTILITY EASEMENT
SW	SIDEWALK



A — LELAND AVENUE
NTS



B — STREET A
NTS



C — STREET A
NTS

Source: BKF ENGINEERS, 05/2014

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PLOT DATE: 05-28-14
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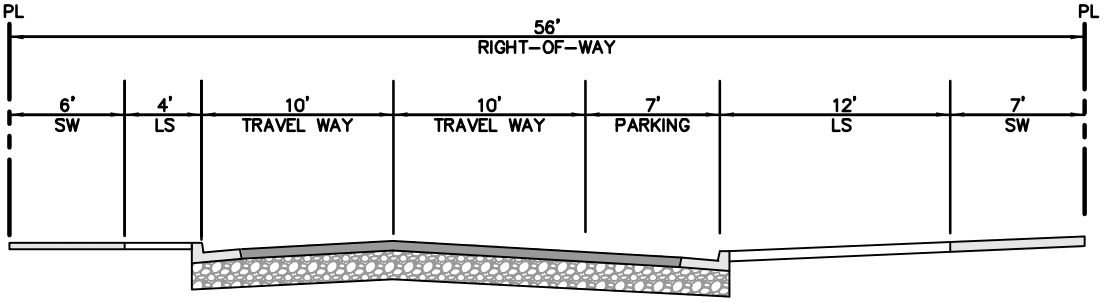
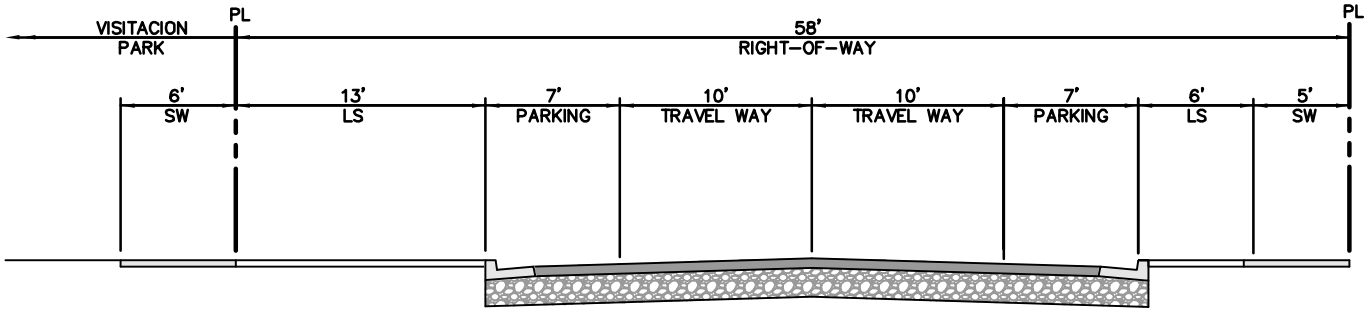
FIGURE 7.3: TYPICAL STREET CROSS SECTIONS

LEGEND

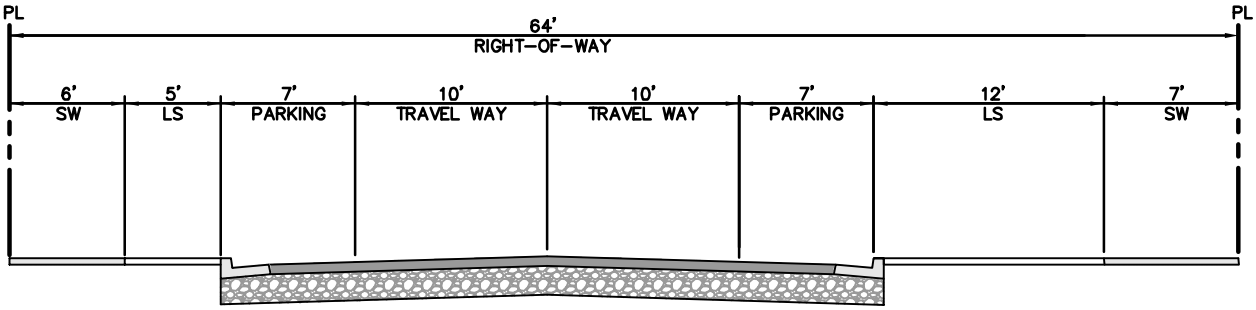
LS	LANDSCAPING
PAE	PUBLIC ACCESS EASEMENT
PL	PROPERTY LINE
PR	PROPOSED
PRUE	PRIVATE UTILITY EASEMENT
SW	SIDEWALK



D — STREET A
NTS



E — STREET A
NTS



F — STREET A
NTS

Source: BKF ENGINEERS, 05/2014

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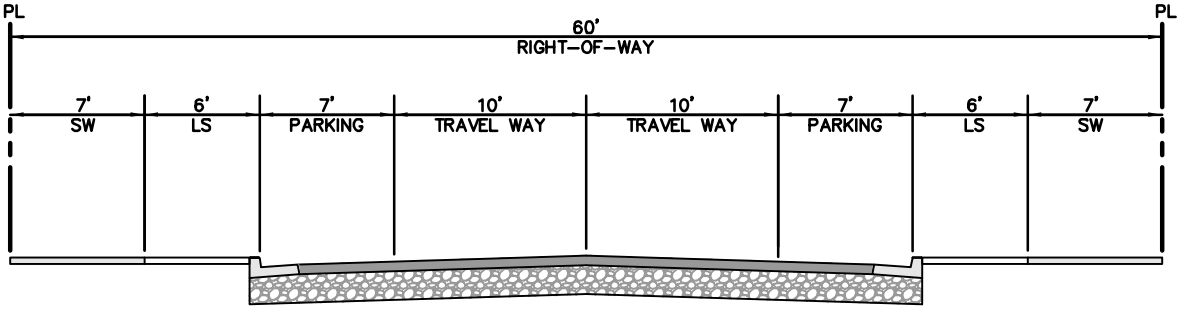
PLOT DATE: 05-28-14
PLOTTED BY: yee

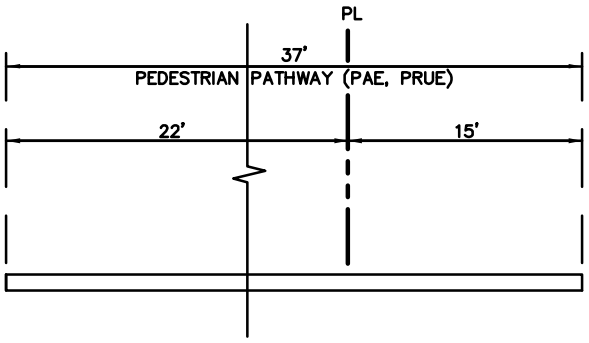
FIGURE 7.4: TYPICAL STREET CROSS SECTIONS

LEGEND

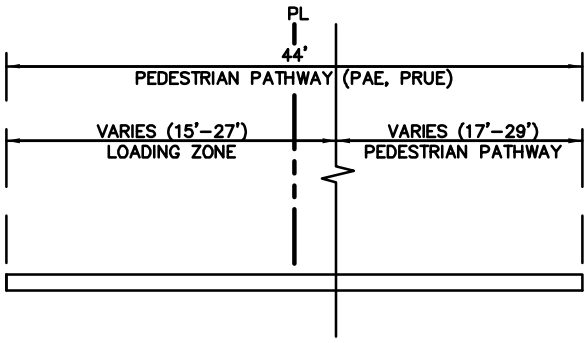
LS	LANDSCAPING
PAE	PUBLIC ACCESS EASEMENT
PL	PROPERTY LINE
PR	PROPOSED
PRUE	PRIVATE UTILITY EASEMENT
SW	SIDEWALK



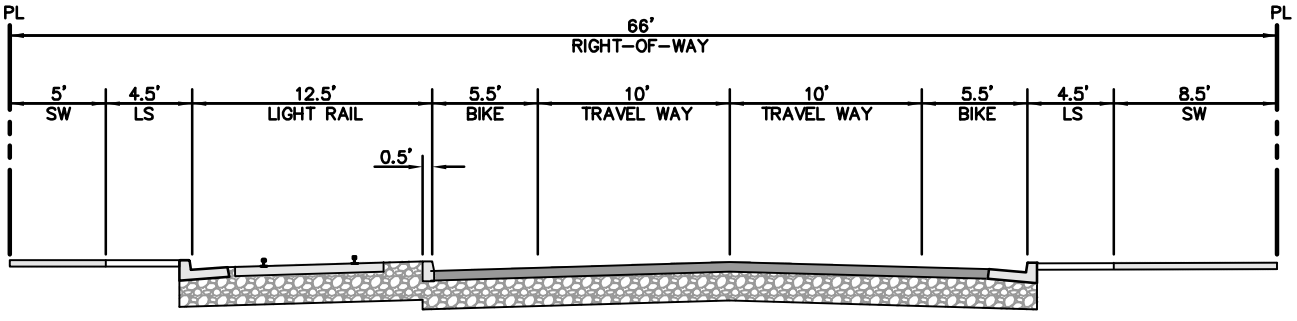
G — STREET B
NTS



H1 — PEDESTRIAN ACCESS AREA
NTS



H2 — PEDESTRIAN ACCESS AREA
NTS



I — SUNNYDALE AVENUE
NTS

Source: BKF ENGINEERS, 05/2014

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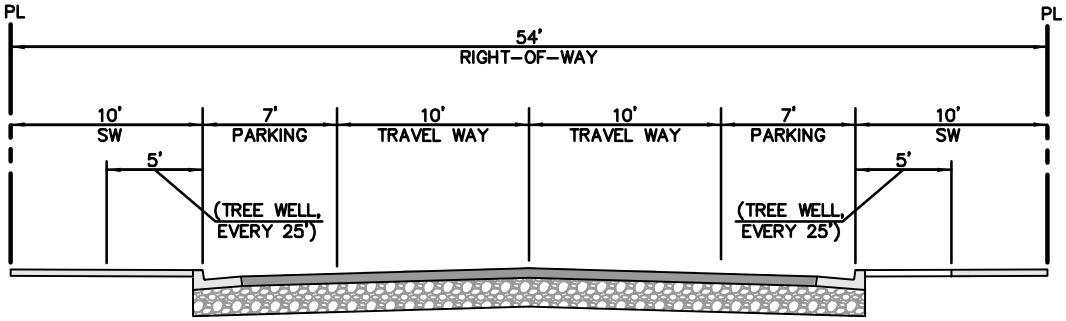
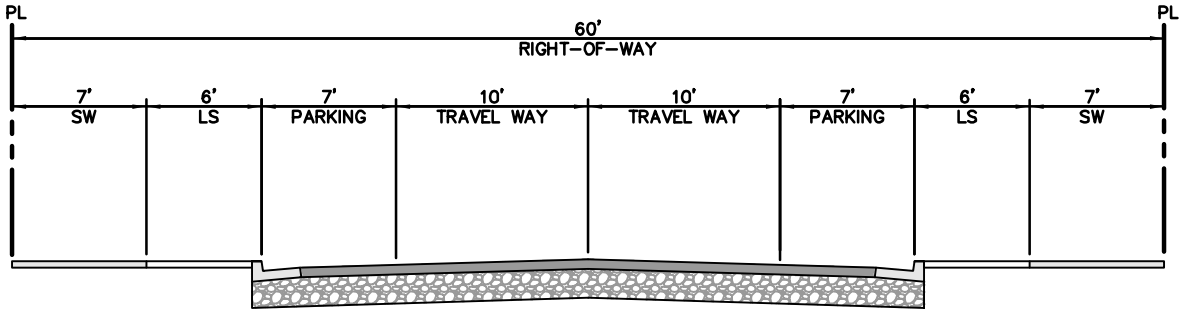
PLOT DATE: 05-28-14
PLOTTED BY: yee

LEGEND

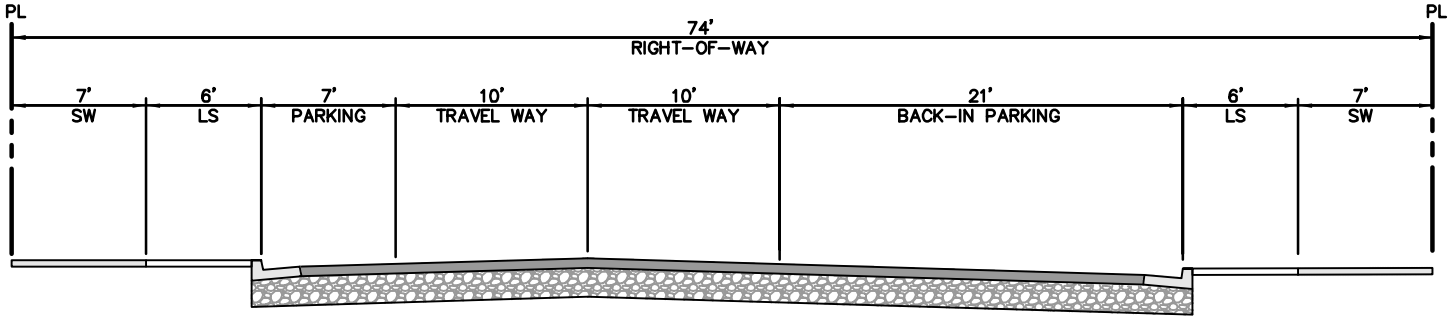
LS	LANDSCAPING
PAE	PUBLIC ACCESS EASEMENT
PL	PROPERTY LINE
PR	PROPOSED
PRUE	PRIVATE UTILITY EASEMENT
SW	SIDEWALK



J – **RAYMOND AVENUE**
NTS



K – **VISITACION AVENUE**
NTS

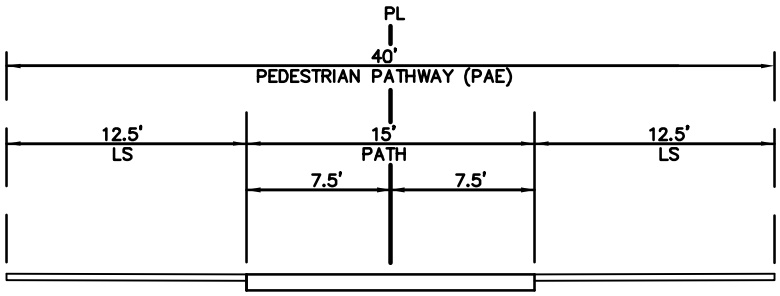


L – **VISITACION AVENUE**
NTS

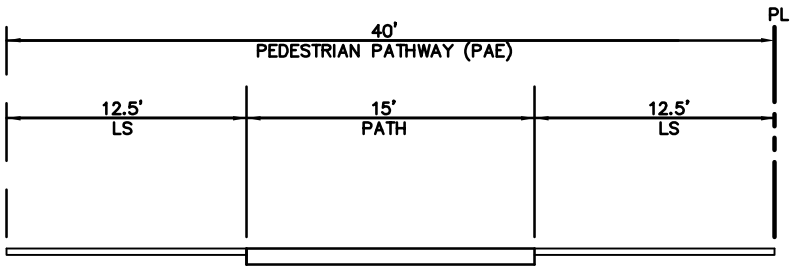
Source: BKF ENGINEERS, 05/2014

LEGEND

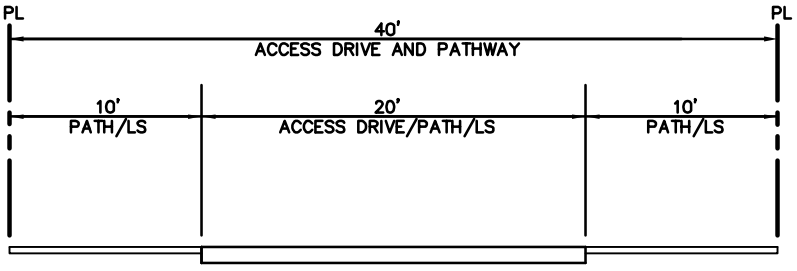
LS	LANDSCAPING
PAE	PUBLIC ACCESS EASEMENT
PL	PROPERTY LINE
PR	PROPOSED
PRUE	PRIVATE UTILITY EASEMENT
SW	SIDEWALK



M – **PRIVATE PEDESTRIAN ACCESS PATH**
NTS

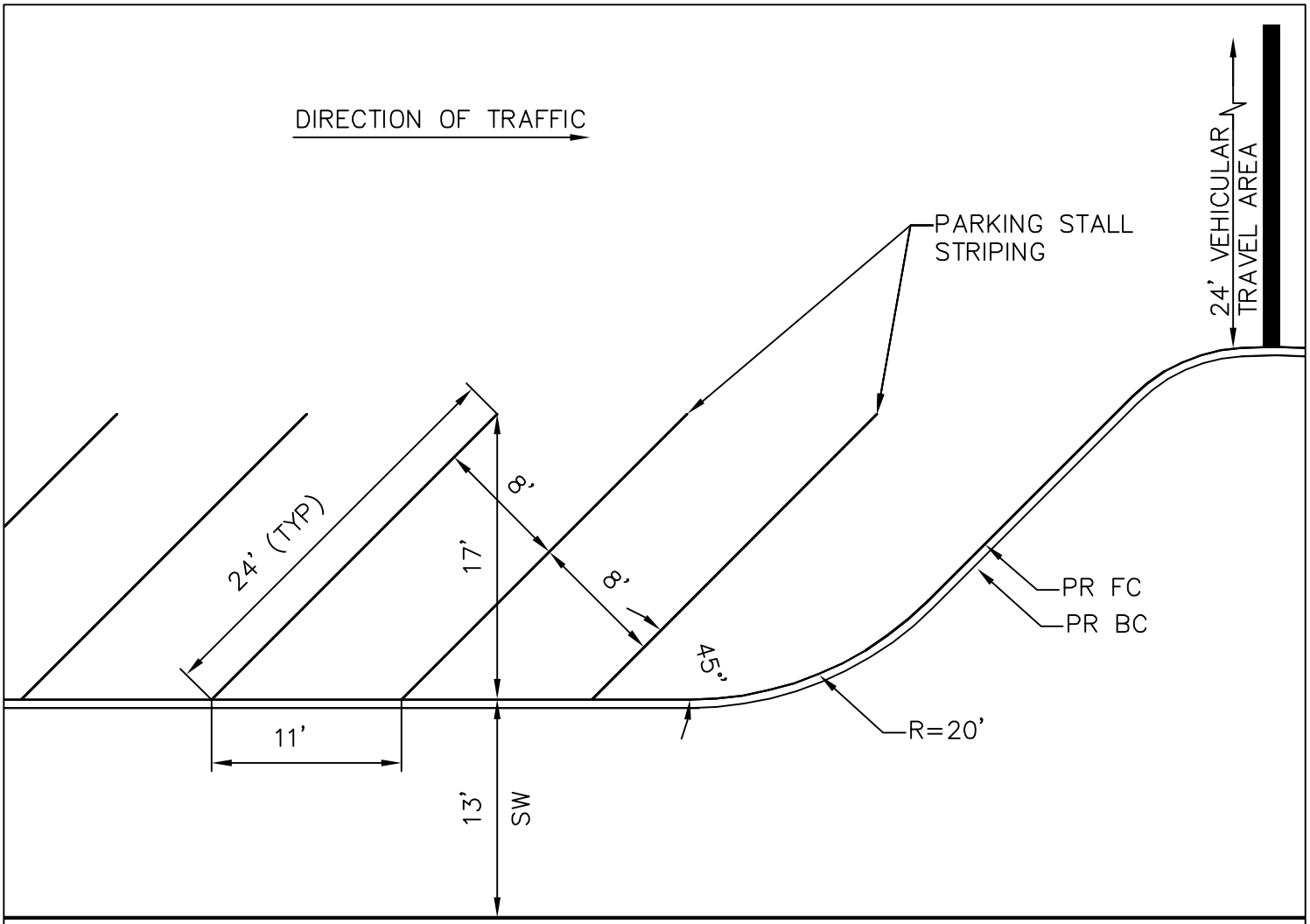


N – **PRIVATE PEDESTRIAN ACCESS PATH**
NTS



O – **PRIVATE ALLEY**
NTS

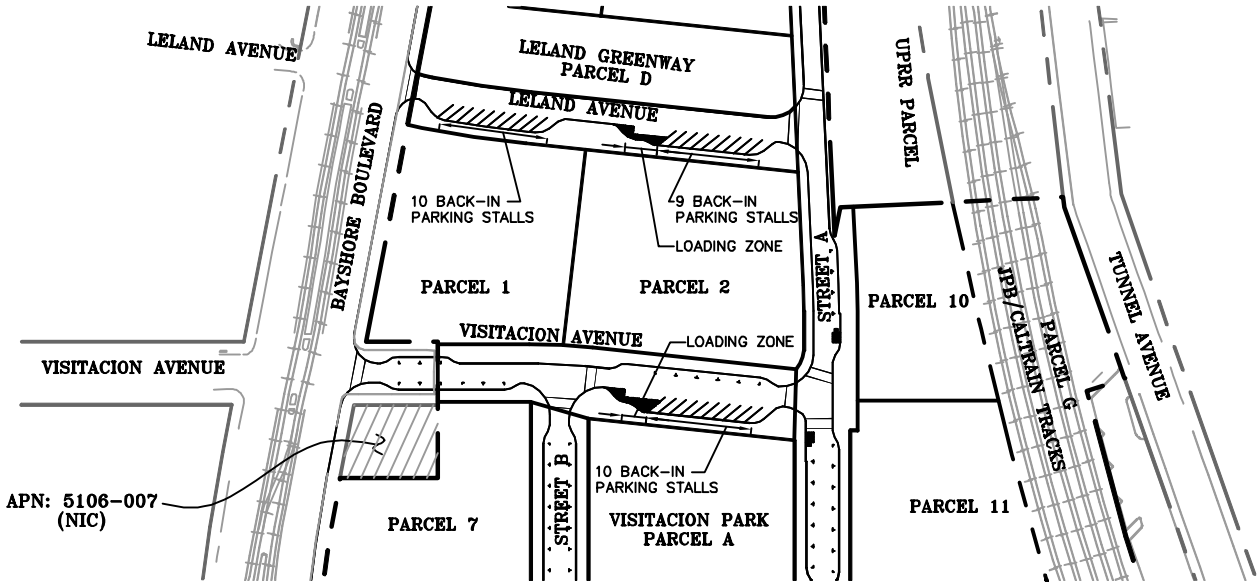
Source: BKF ENGINEERS, 05/2014



BACK-IN PARKING STALL DETAIL

N

0 10



LOCATION OF BACK-IN PARKING STALLS

N

0 200

Source: BKF ENGINEERS, 05/2014

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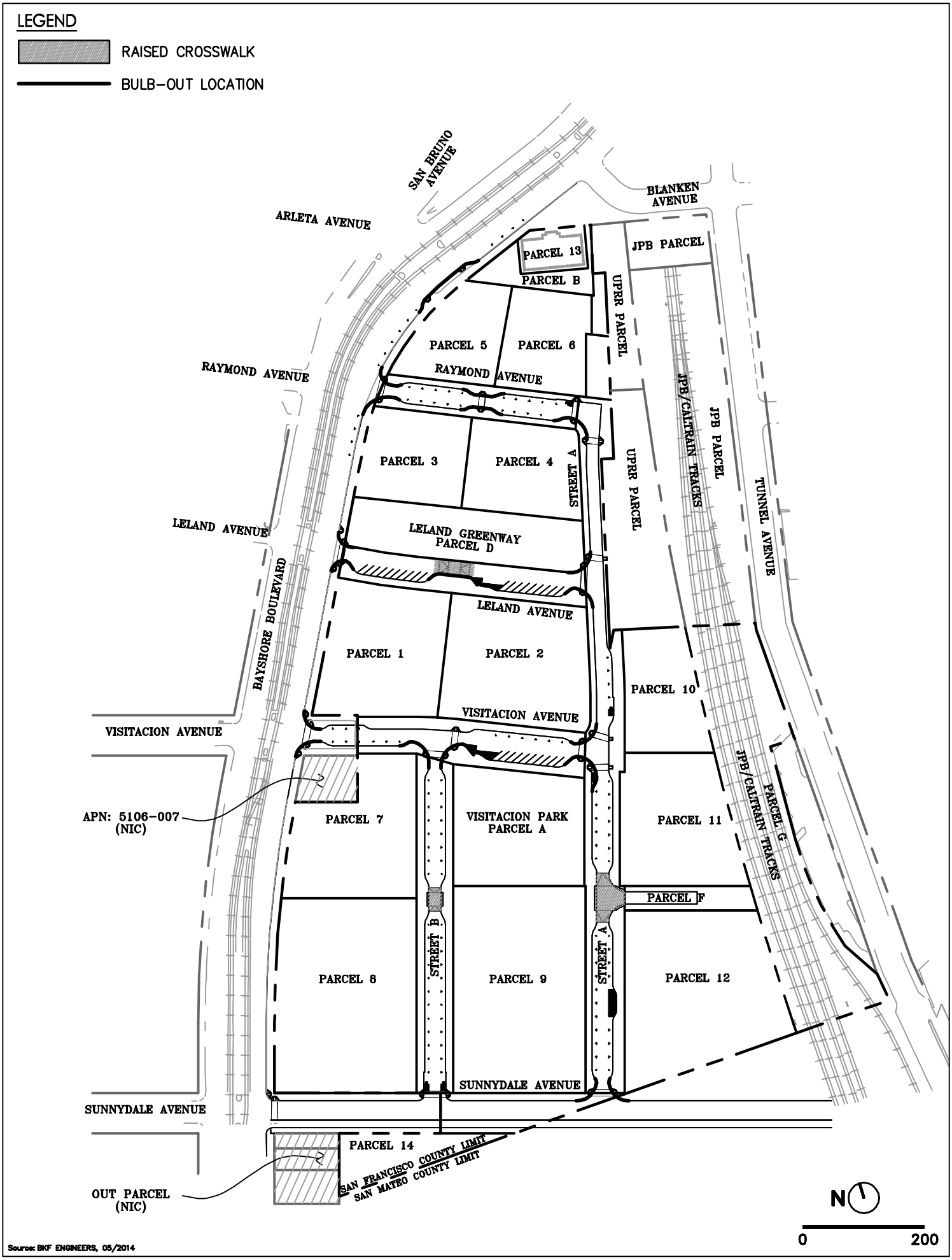

Source: BKF ENGINEERS, 05/2014

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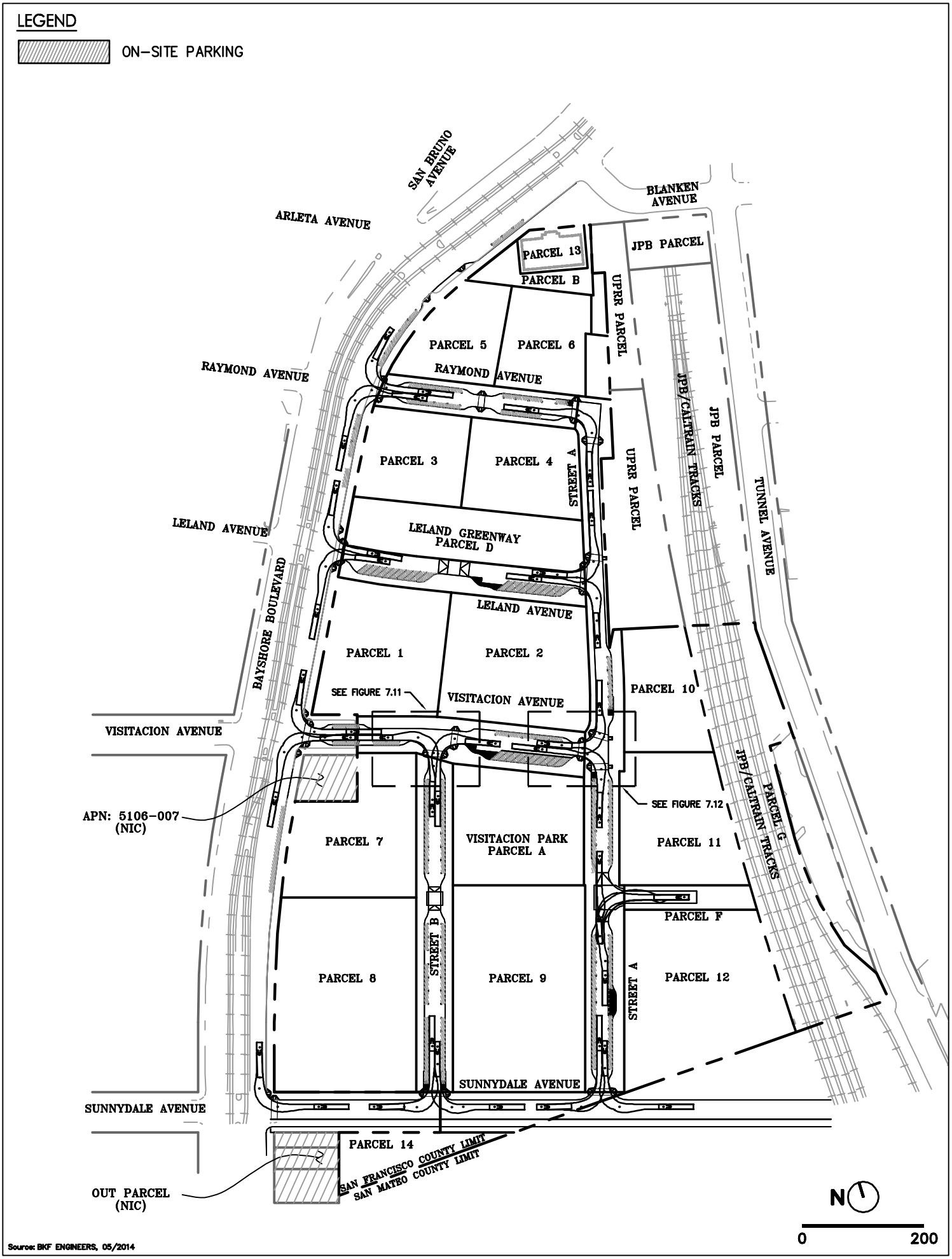
FIGURE 7.9: POTENTIAL TRAFFIC CALMING ELEMENTS



Source: BKF ENGINEERS, 05/2014

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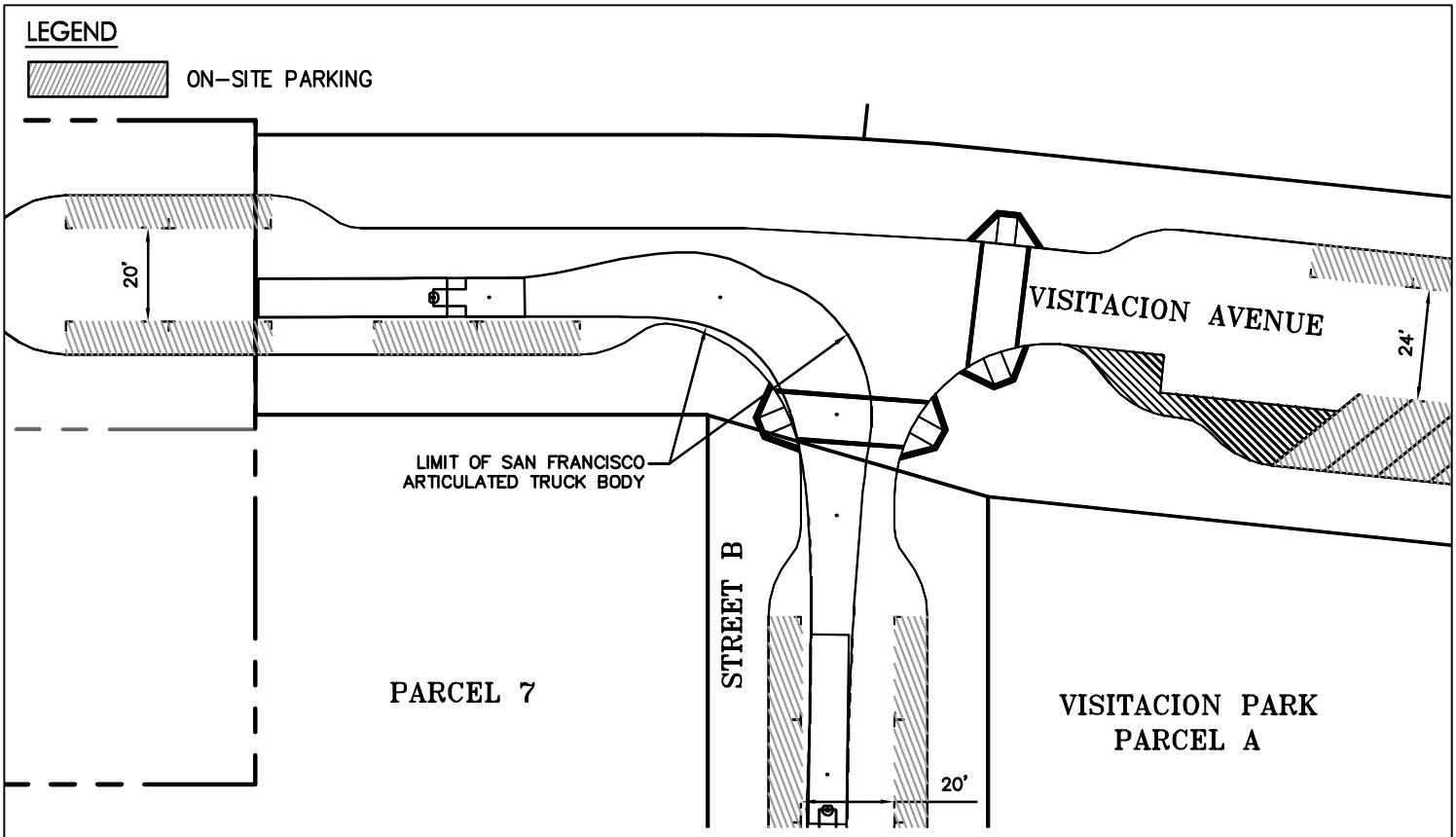
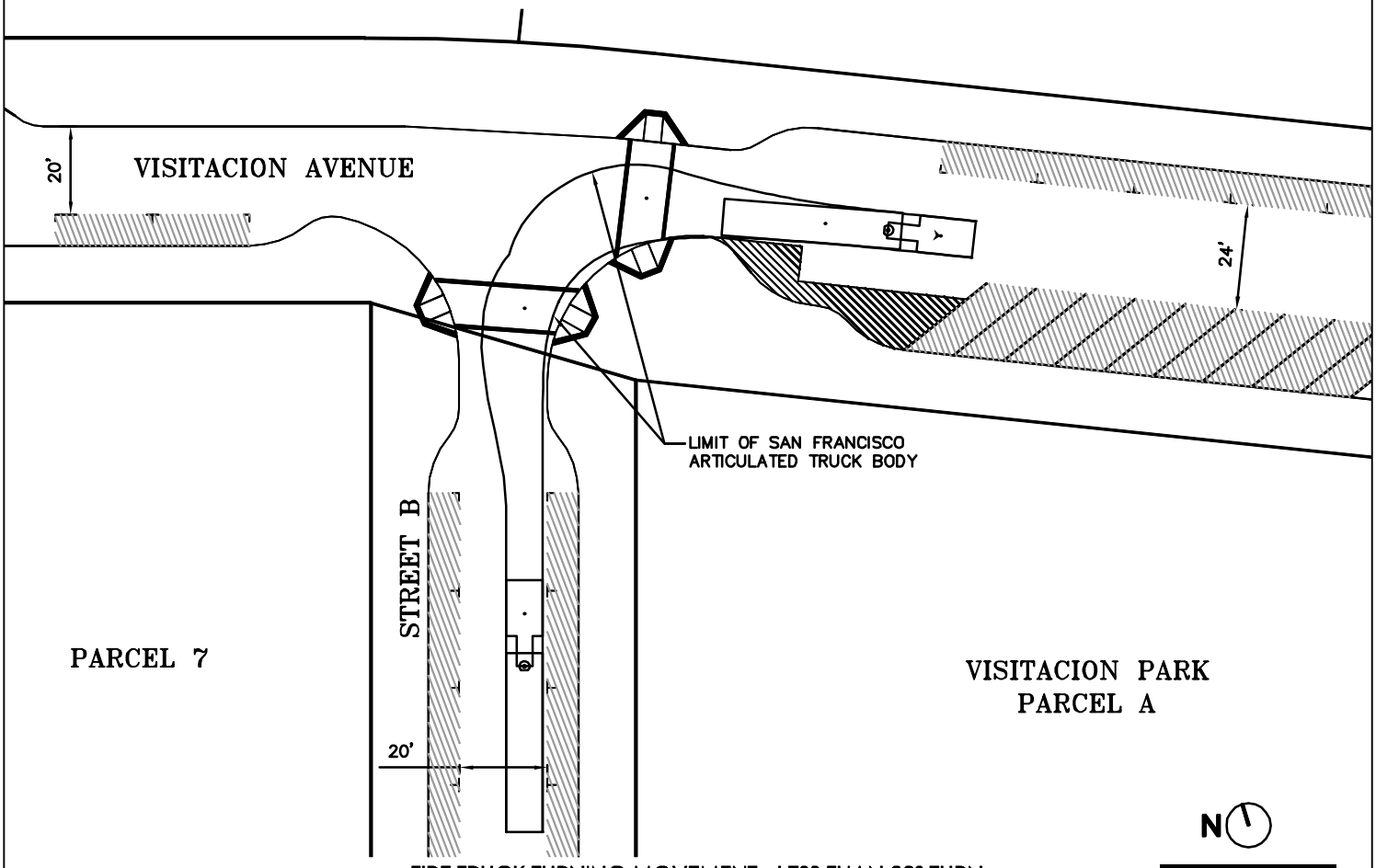
FIGURE 7.10: CONCEPTUAL FIRE TRUCK TURNING ANALYSIS



FIRE TRUCK TURNING MOVEMENT - 90° TURN



FIRE TRUCK TURNING MOVEMENT - LESS THAN 90° TURN

Source: BKF ENGINEERS, 05/2014

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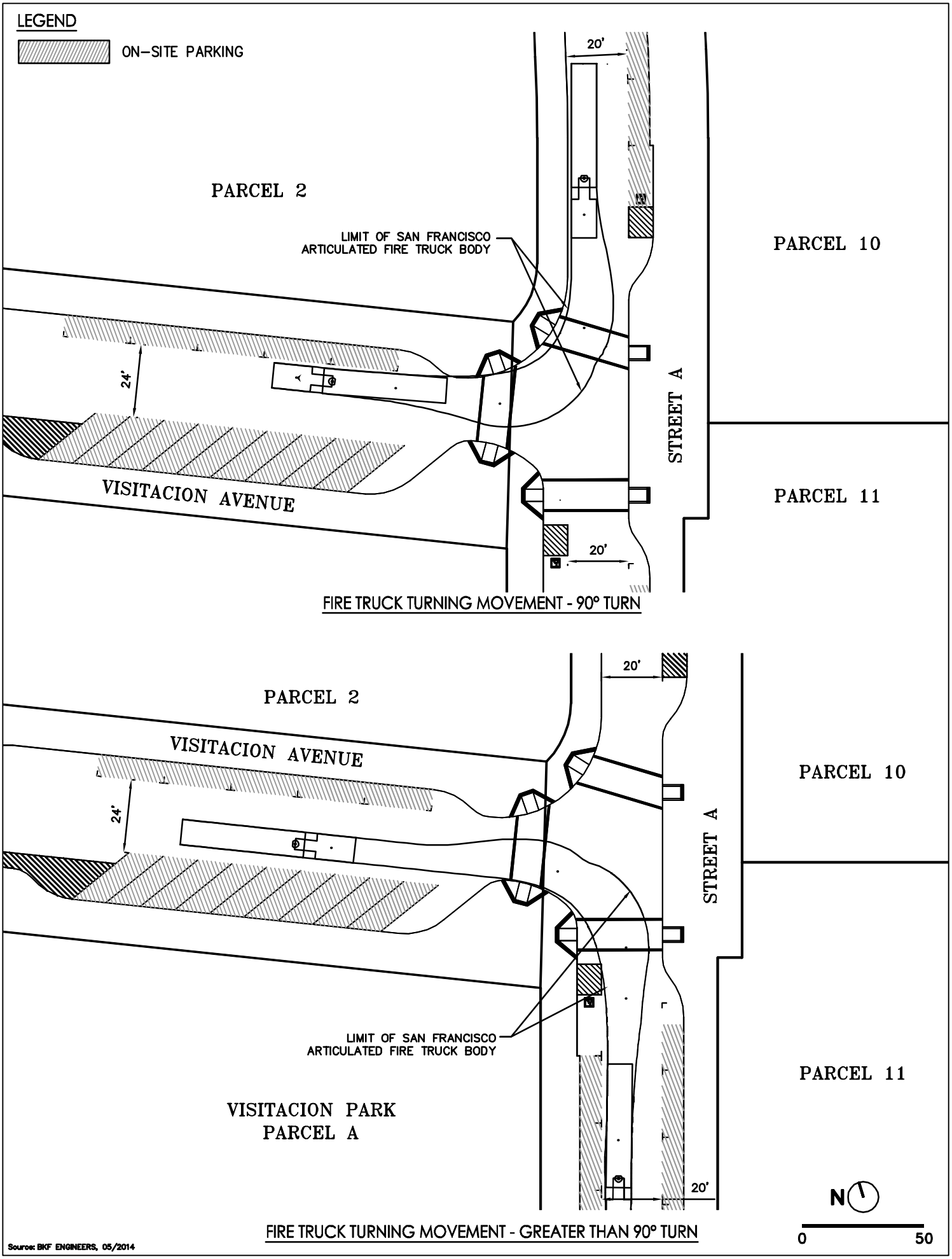
FIGURE 7.11: ENLARGEMENT OF TYPICAL INTERSECTION FIRE TRUCK TURNING



Source: BKF ENGINEERS, 05/2014

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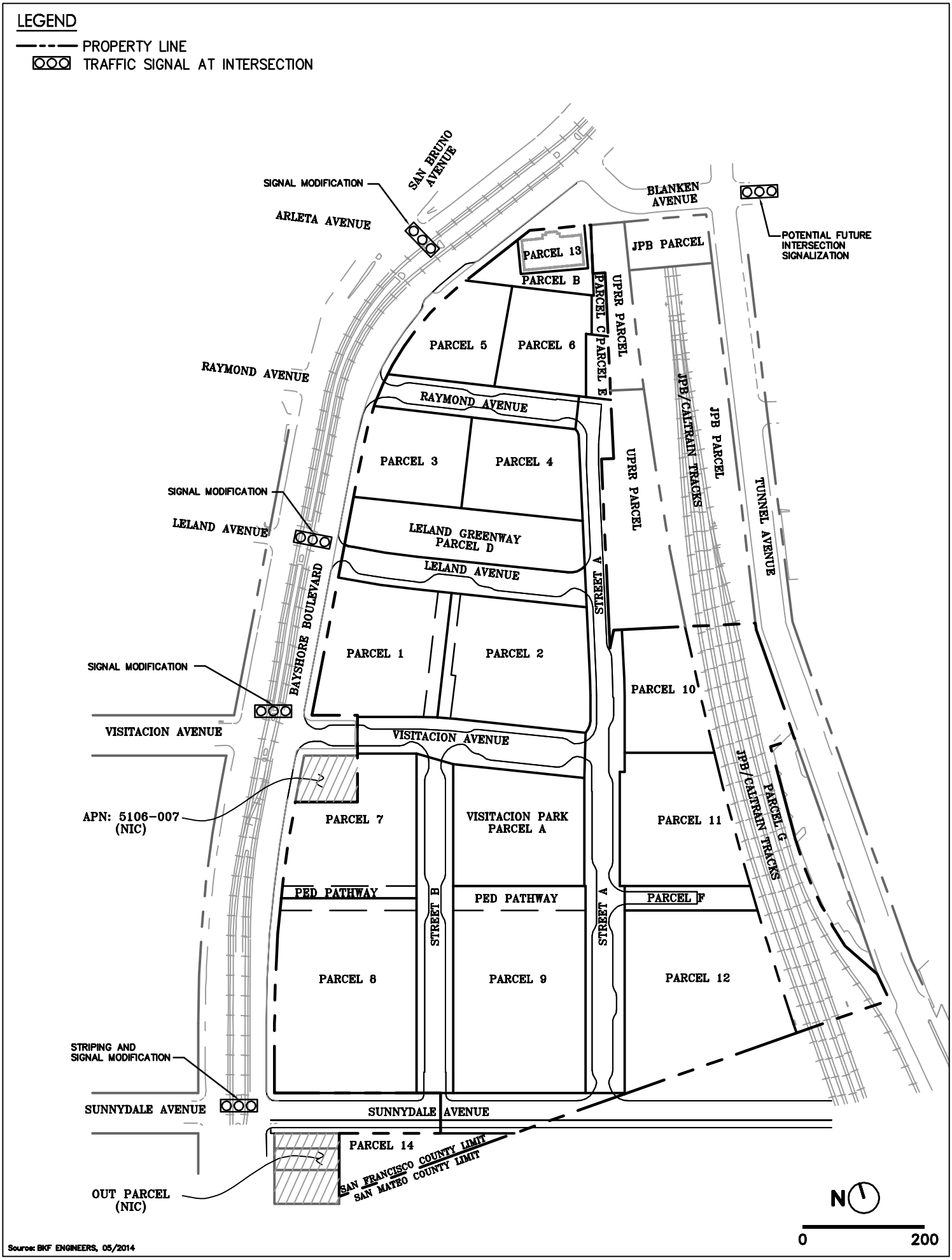
FIGURE 7.12: ENLARGEMENT OF TYPICAL INTERSECTION FIRE TRUCK TURNING



Source: BKF ENGINEERS, 05/2014

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PLOT DATE: 05-28-14
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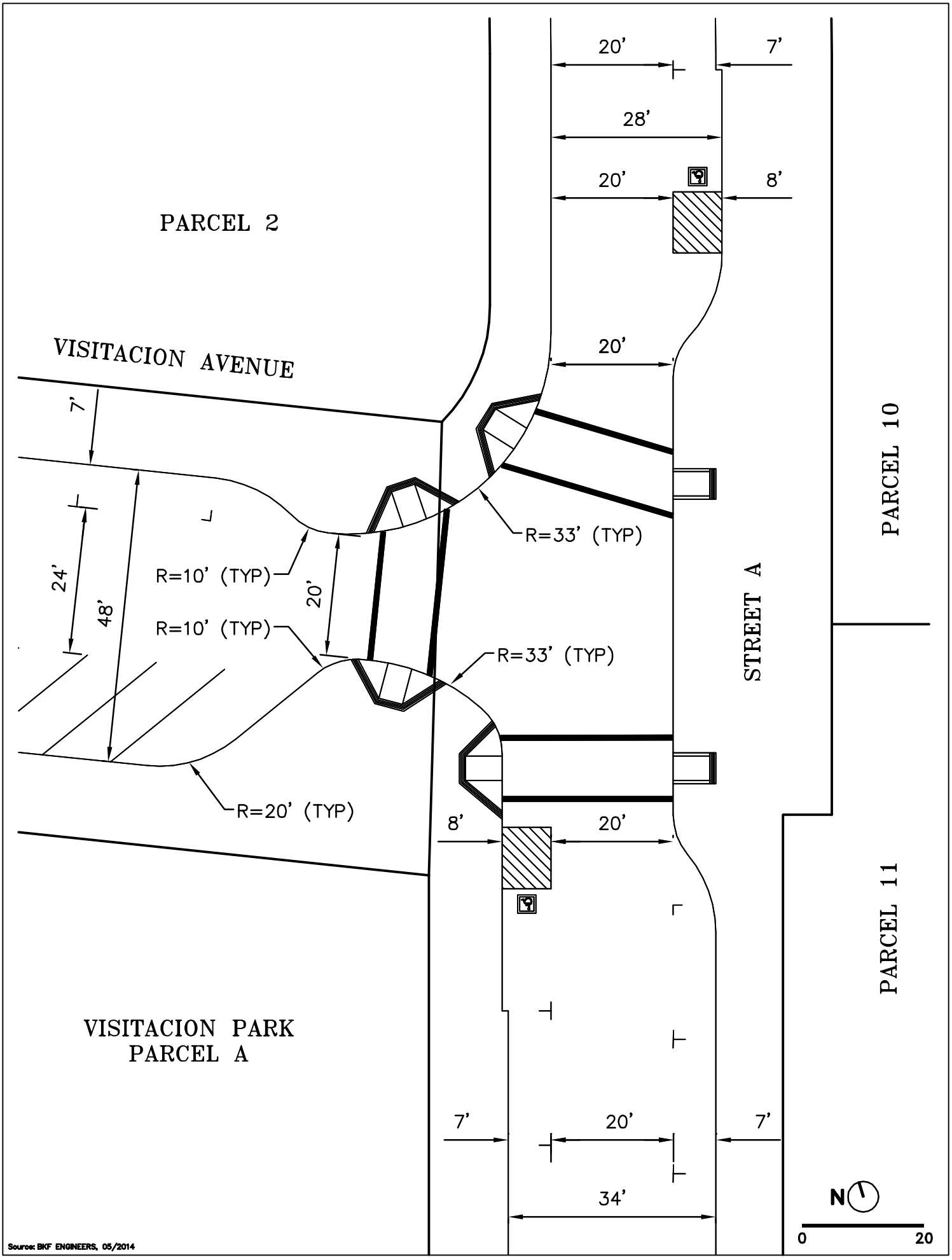
FIGURE 7.13: PROPOSED OFF-SITE TRAFFIC MITIGATIONS



Source: BKF ENGINEERS, 05/2014

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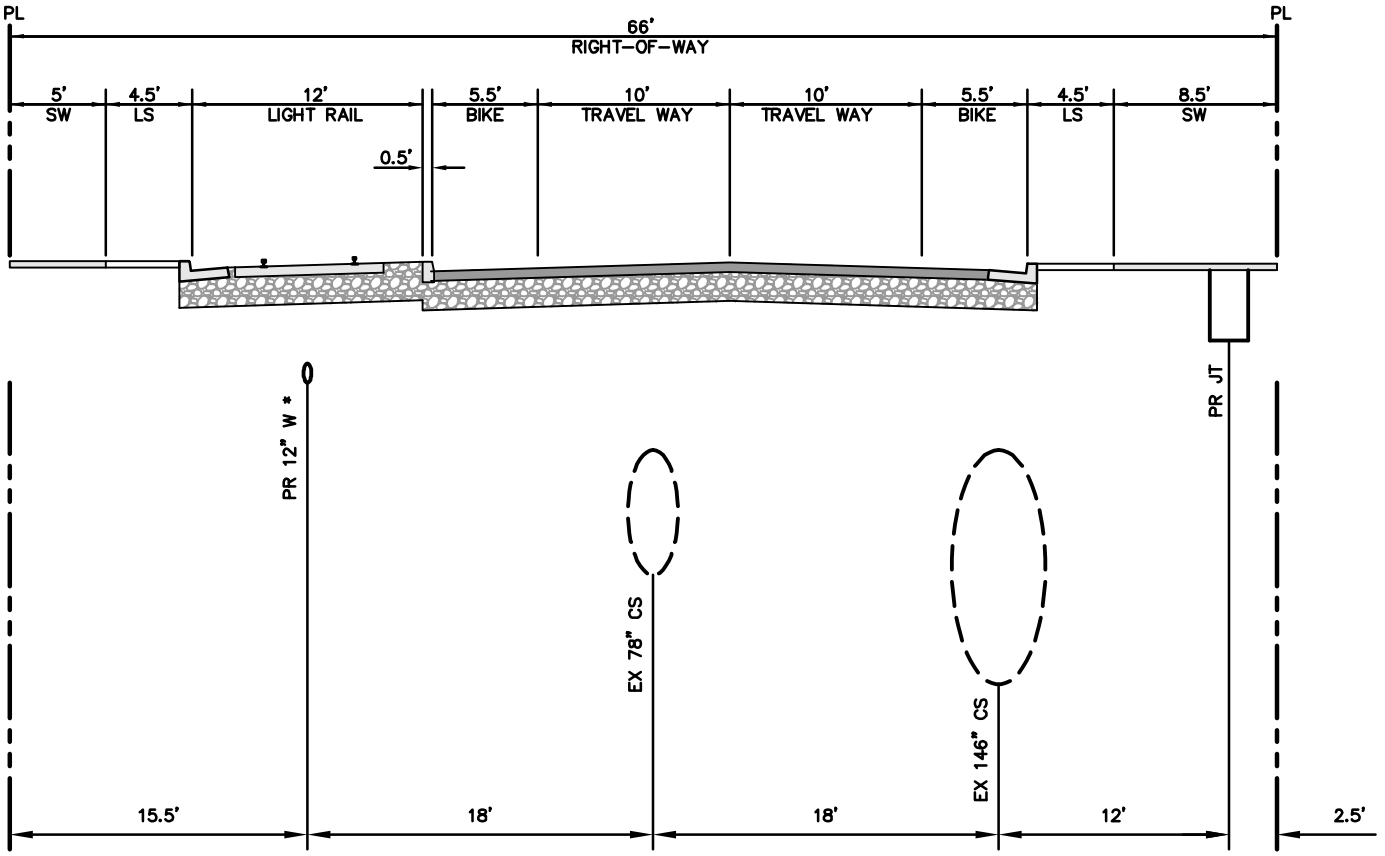
PLOT DATE: 05-28-14
PLOTTED BY: yee

FIGURE 7.14: TYPICAL INTERSECTION BULB-OUT DETAIL

LEGEND

CS	COMBINED SEWER
EX	EXISTING
JT	JOINT TRENCH
LS	LANDSCAPING
PAE	PUBLIC ACCESS EASEMENT
PL	PROPERTY LINE
PR	PROPOSED
PRUE	PRIVATE UTILITY EASEMENT
SW	SIDEWALK
W	WATER



*NOTE: FINAL LOCATION OF PROPOSED 12" WATER TO BE DETERMINED BY THE SFPUC TO AVOID PLACEMENT UNDERNEATH POTENTIAL MUNI T-THIRD LIGHT RAIL LINE.

1 – **SUNNYDALE AVENUE**
NTS

Source: BKF ENGINEERS, 05/2014

FIGURE 7.15: CONCEPTUAL SUNNYDALE AVENUE UTILITY SECTION

8. OPEN SPACE AND PARKS

8.1 Proposed Public Parks

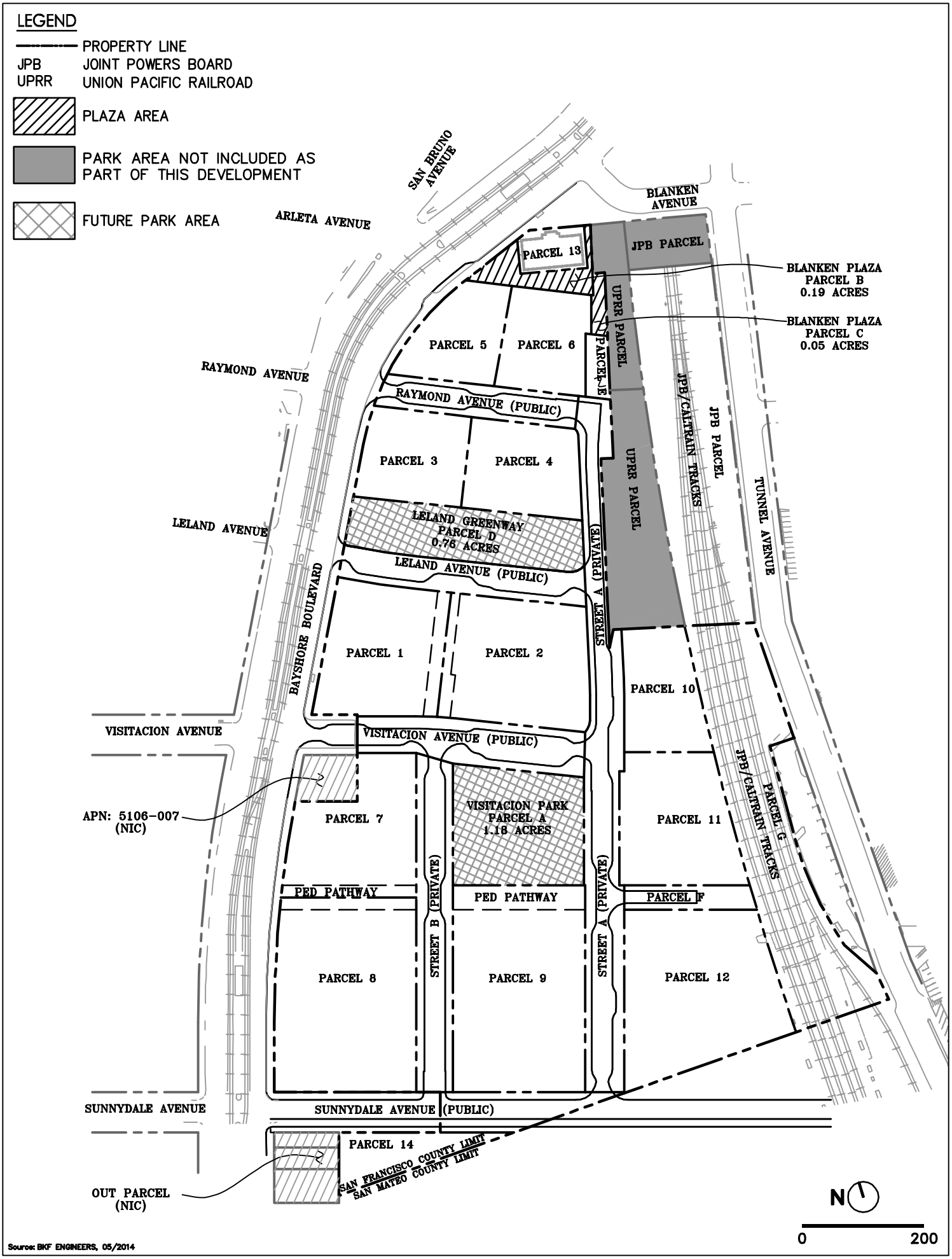
Three major park areas—a portion of the Blanken Park, Leland Greenway, and Visitacion Park—are located on the Project Site and will be constructed as a part of the Project. Land fee title or easement purchase from JPB and UPRR will be required to build the remainder of Blanken Park as proposed in the Open Space and Streetscape Master Plan. Where feasible, stormwater management features may be incorporated into the park areas to promote site sustainability goals and achieve compliance with the SDG. Additional approvals with DTSC will be required should the project pursue infiltration stormwater management elements or stormwater storage and reuse for irrigation, if feasible, associated with achieving compliance with the SDG. Figure 8.1 identifies the locations and areas of the proposed public parks at the Schlage Lock Site. Park improvements, which may include public art and historic commemoration elements, are described in detail in the Open Space and Streetscape Master Plan. These park and infrastructure improvements, including stormwater collection facilities, stormwater management facilities, irrigation systems, and fire hydrants, will be designed and installed per City standards by the Developer. Review, permitting and inspection costs for the park and playground improvements are the responsibility of the Developer. Playground and park designs shall be reviewed and approved by SFDPW prior to permit issuance and shall be inspected for compliance with the approved plans prior to being sanctioned for use.

8.2 Phasing, Operations and Maintenance for Open Space and Parks

The Developer will construct the new parks in phases to match the need for parkland generated by each of the Blocks of the project, as well as the availability of utilities to each park area. The following identifies construction triggers that will dictate the completion of the proposed public park improvements:

- Leland Greenway: Construction will be completed when development of two of the adjacent Blocks (Parcels 3 and 4) is finished.
- Visitacion Park: Construction will be completed when some of the adjacent Blocks are completed.
- Blanken Park: The Historic Office Building Plaza will be completed when Parcels 5 and 6 are constructed.

The maintenance of improvements within the parks, including stormwater management facilities within the park, will be funded through private sources, as described in the DA.



Source: BKF ENGINEERS, 05/2014

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PLOT DATE: 05-28-14
PLOTTED BY: yee

FIGURE 8.1: PROPOSED PUBLIC PARK & PLAZA LOCATIONS

9. POTABLE WATER SYSTEM

9.1 Existing Low Pressure Water System

Water service will be provided by a water supply, storage, and distribution system operated by the SFPUC. The system will be used for domestic water supply and low pressure fire hydrants. Existing low pressure water system surrounds the site on Bayshore Boulevard (12-inch), Blanken Avenue (8-inch and 12-inch), and on Tunnel Avenue (8-inch and 12-inch) on the east side of the Caltrain/JPB tracks. According to record maps, a 12-inch main crosses under the tracks and connects the Schlage Lock site to the system in Tunnel Avenue.

Service to the former Schlage Lock factory was from the existing main on Bayshore Boulevard at Visitacion Avenue and from the existing main on Tunnel Avenue crossing under the tracks. On-site water facilities were removed as part of the site remediation under the oversight of the DTSC.

9.2 Proposed Low Pressure Water System

9.2.1 Project Water Demands

The project water demands stated as total required flow rate are identified in the Table 9.1 below and in Appendix C. A future project Master Plan that outlines the Project's methods used for calculating the flow demands will be submitted to the SFPUC for review and approval in advance of the 60% construction documents for phased buildout of the public rights-of-way and parks.

	Demand (gpm)
Domestic Average Daily Water Demand	141
Fire Water Demand	4,000
Irrigation Demand	84
Total Required Flow Demand	4,225

Table 9.1: Project Water Demands

9.2.2 Project Water Supply

As included in the project EIR and based on written communication from the SFPUC Director of Water Resources, dated October 11, 2007, the 2005 SFPUC Urban Water Management Plan had accounted for water demands associated with the proposed

redevelopment of the Schlage Lock Site and that development would not require major expansions of the existing water system. As both the proposed project and SFPUC water demand projections have been revised since then, the currently proposed project has subsequently been accounted for in SFPUC's latest City-wide demand projections provided in its 2013 Water Availability Study[1]. As concluded previously, the development would not require major expansions of the existing water system.

9.2.3 Project Water Distribution System

The low pressure water system will be designed and constructed by the Developer, then owned and operated by the SFPUC upon construction completion and improvement acceptance by the SFPUC. The proposed low pressure water system is identified schematically on Figure 9.1. Along Bayshore Boulevard, four new water connections will line up with the project's proposed public street connections to provide an on-site looped system. As determined by the SFPUC, an additional connection to the existing 12-inch pipe near the JPB tracks may be added if the existing line is in an adequate working condition and if the existing stub is located at a convenient location west of the JPB property line on the Schlage Lock Site. This domestic water supply and fire protection system consists of ductile iron pipe mains, low pressure fire hydrants, valves and fittings, and appurtenances. Final pipe sizes, locations, connections and interconnections, flows, pressures, and location and number of fire hydrants will be determined with an EPANET hydraulic model analysis using appropriate design criteria reasonably established by the City. The potable water infrastructure will be located within the public street pavement such that the outside wall of a water or combined sewer pipe is a minimum of 1-foot clear from the lip of gutter and a minimum of 5-feet clear from a proposed tree trunk. The project water system will be modeled by the SFPUC during the Potable Water Master Plan review process to determine on-site system infrastructure requirements. After the Potable Water Master Plan approval process is substantially complete, final water system infrastructure designs for improvements within the new project streets will be submitted to the SFPUC for approval as part of the construction document plan set.

Vertical and horizontal separation distances between adjacent combined sewer system, potable water, and dry utilities will conform to the requirements outlined in Title

[1] http://www.sfwater.org/modules/showdocument.aspx?documentid=4168

22 of the California Code of Regulations and the State of California Department of Health Services Guidance Memorandum 2003-02. See Typical Street Utility (Figure 9.2) for depth and relationship to other utilities. Required disinfection and connections to new mains will be performed by the SFPUC

9.2.4 Proposed Fire Hydrant Locations

As shown on Exhibit 9.3, proposed on-site and off-site fire hydrants have been located at a maximum radial separation of 300 feet between hydrants. In addition, building fire department connections will be located within 100-feet of a fire hydrant. To accommodate the proposed frontage improvements and new street cuts along Bayshore Boulevard, existing fire hydrants will be relocated or replaced by the Developer. Final hydrant locations are subject to the approval of the SFFD, SFPUC, and will be located outside of the curb returns per DPW Order 175,387, where feasible. If fire hydrants are required within the curb returns to meet SFFD requirements, the project will work with the SFPUC and SFDPW to request an exception per Sections VI and VII of DPW Oder 175,387. Pending further discussions and approvals with the SFFD and SFPUC during the master planning process, public fire hydrants may be required on Parcels C and F to provide the necessary fire hydrant coverage at the site. Since the fire hydrants would be placed on private property, public utility easements would be required. Exhibit 9.3 shows 2 Fire Hydrants along the extension of Sunnydale Avenue into Brisbane to provide fire protection to the southwest corner of the project. A future agreement will be required between the City of San Francisco and the City of Brisbane to address the jurisdictional issues across City Limit boundaries.

9.3 Off-site Mitigations

Based on the SFPUC's initial 2008 study and water model using the Project demands, the existing 12-inch main along Sunnydale Avenue between Peabody Street to the west side of Bayshore Boulevard will be replaced by a parallel 16-inch main in order to serve the proposed development. Given the increase in project density, the SFPUC will re-evaluate the project's impacts to its existing system surrounding the site as part of the Potable Water Master Plan approval process and confirm the required off-site mitigations to serve the redevelopment project. It is anticipated that the Developer will either design and construct the off-site improvements or pay a fee to the SFPUC to cover the design and construction costs in the future. The off-site improvements will be owned, operated and maintained by the SFPUC.

9.4 Phases for Potable Water System Construction

The Developer will design and install the new potable water system in advance of or in phases to match the Blocks of the Project, per the Phasing Plan in the DA. The amount of the existing system replaced with each Block may be the minimum necessary to serve the Block. The new Block will connect to the existing systems as close to the edge of the Block area as possible while maintaining the integrity of the existing system for the remainder of the development. Repairs and/or replacement of the existing facilities necessary to serve the Block will be designed and constructed by the Developer.

A Potable Water Master Plan will be submitted to the SFPUC and SFDPW for review and approval in advance of the 60% construction documents for phased buildout of the public rights-of-way and parks. Comments provided by City and its agencies on the Master Plans will be incorporated into the 60%, 95% and 100% construction document submittals for review and approval by the City and its agencies.

The SFPUC will be responsible for maintenance of existing potable water facilities. The SFPUC will be responsible for the new potable water facilities once construction of the Block or new potable water facility is complete and accepted by the SFPUC. Impacts to improvements installed with previous Blocks of development due to the designs of new Blocks will be the responsibility of the Developer and addressed prior to approval of the construction drawings for the new Block.

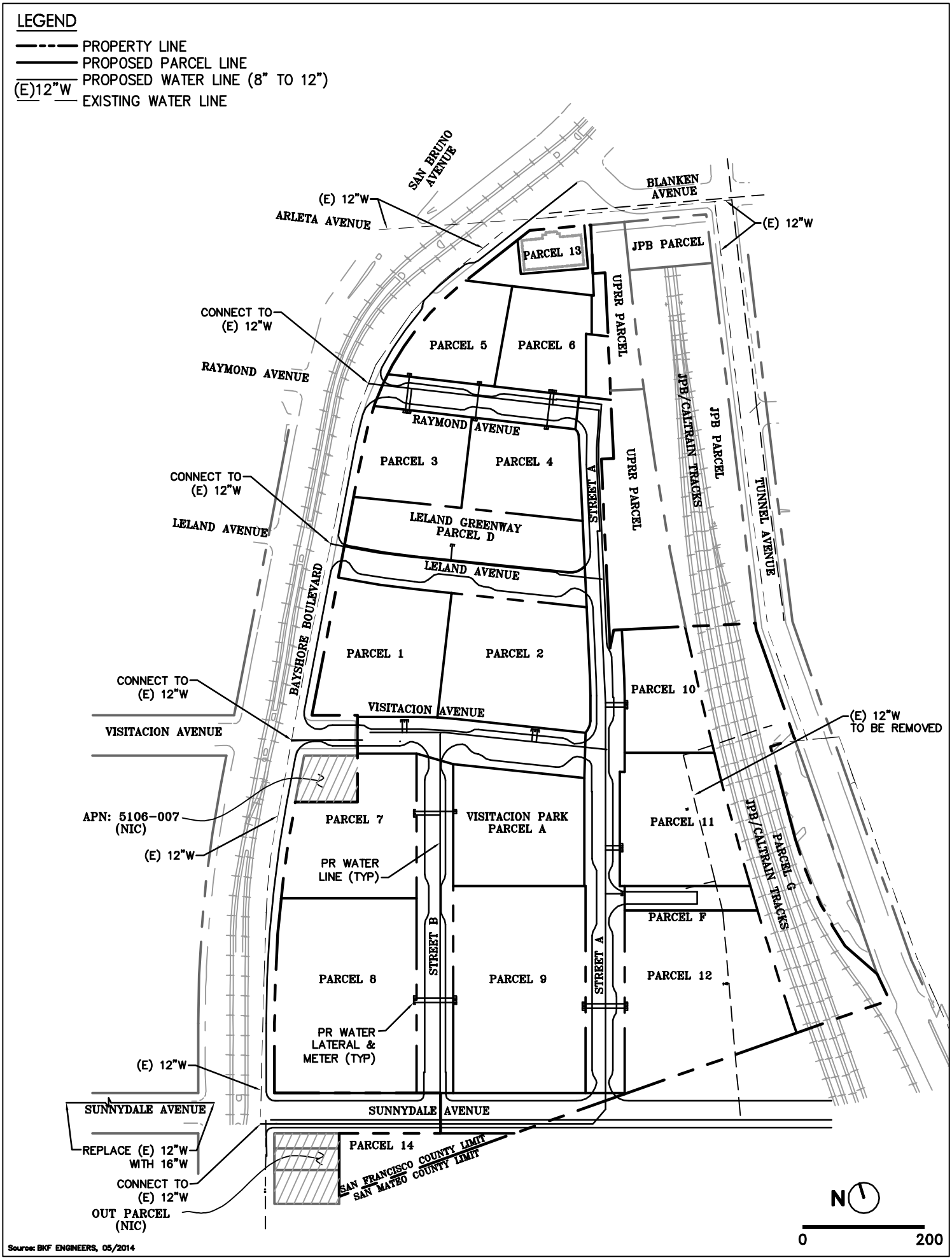

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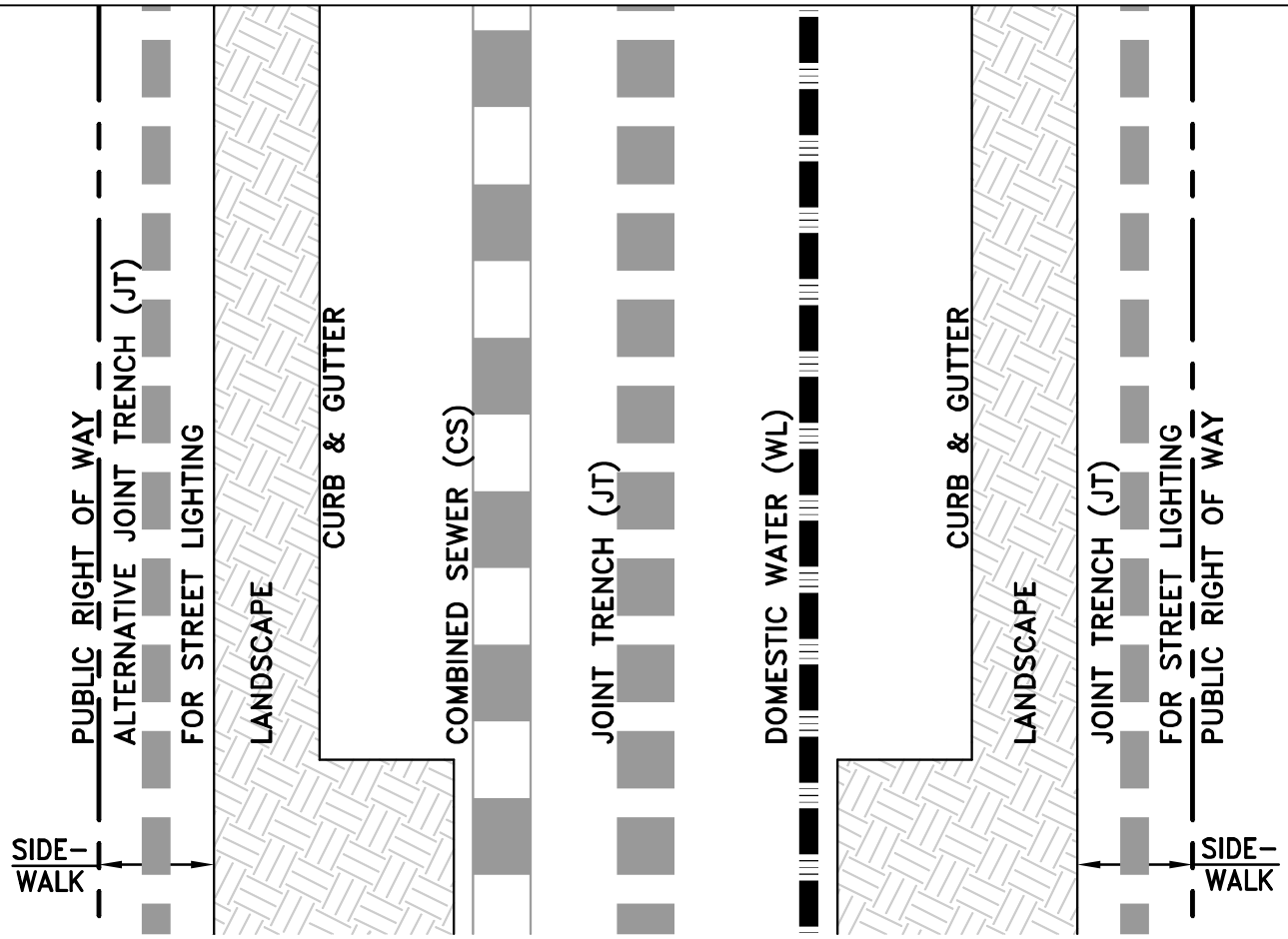
FIGURE 9.1: CONCEPTUAL POTABLE WATER SYSTEM



TYPICAL STREETS
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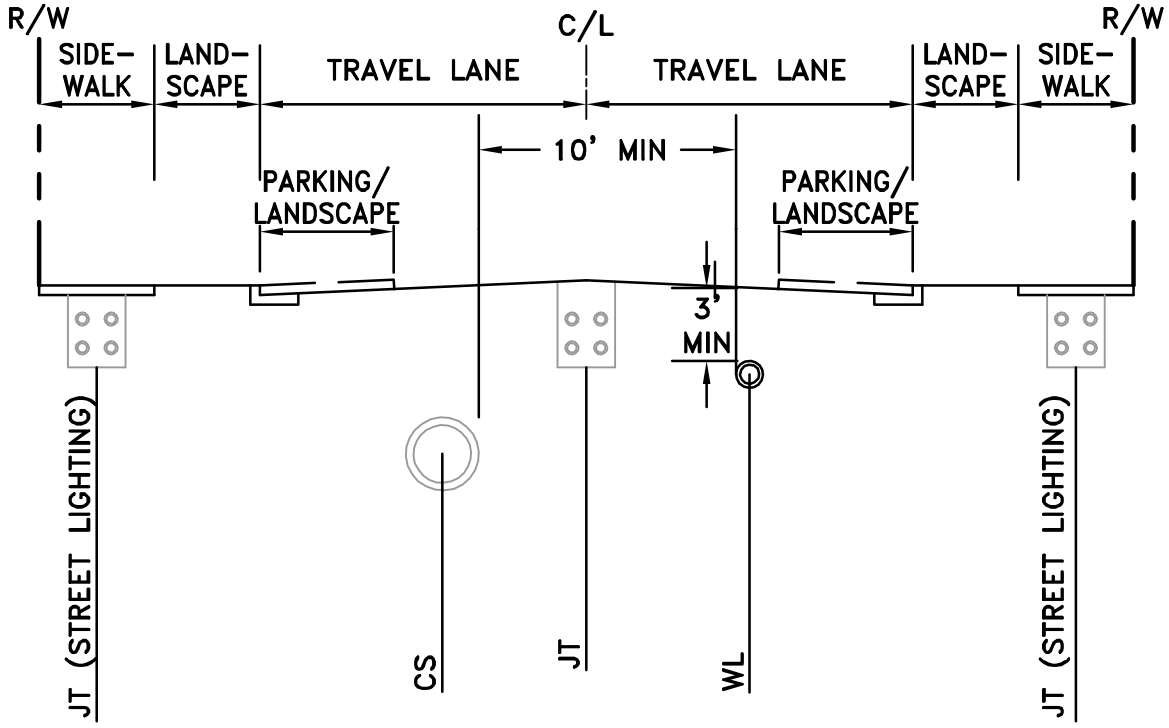

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FIGURE 9.2: TYPICAL UTILITY SECTION WITHIN PUBLIC STREETS

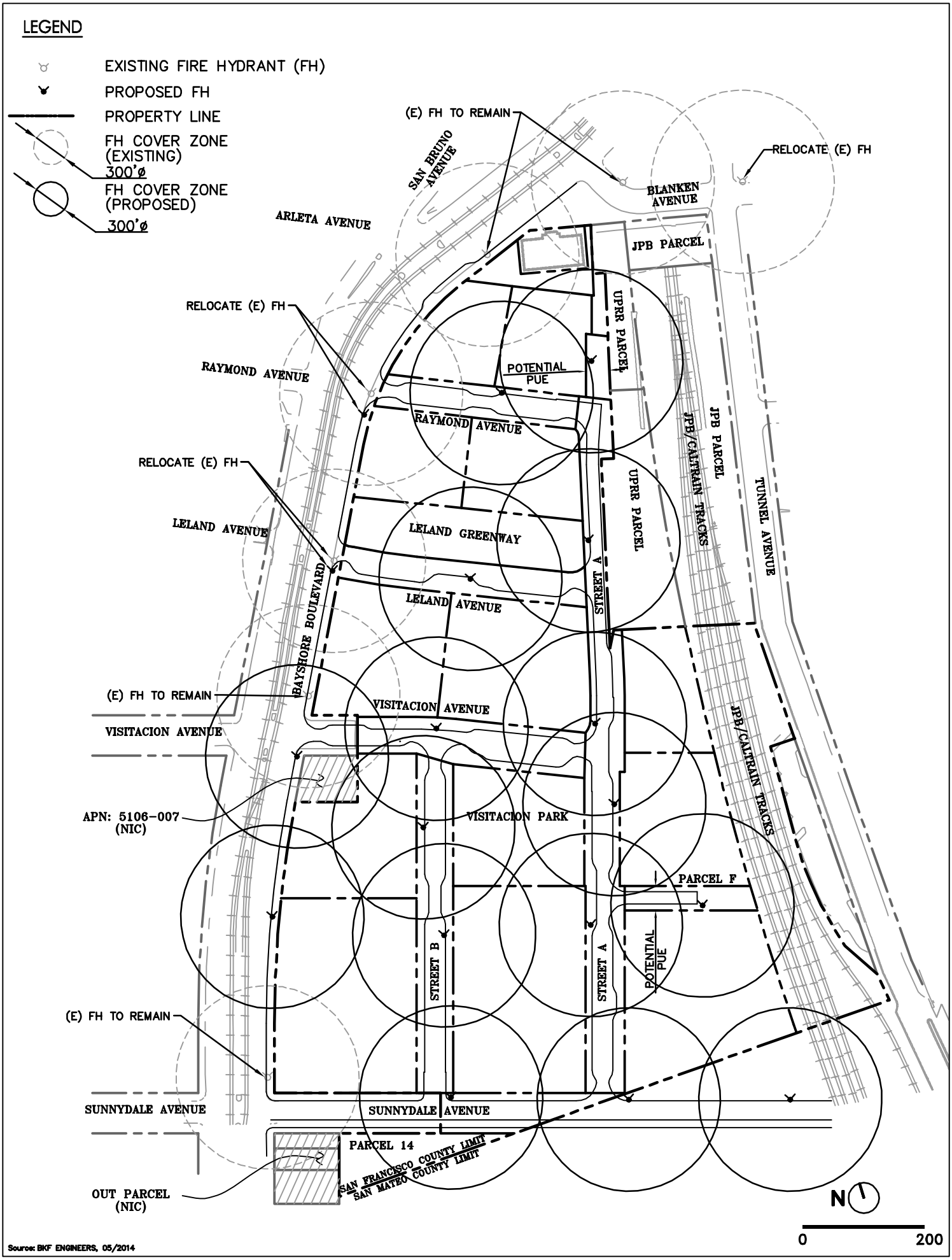

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FIGURE 9.3: CONCEPTUAL FIRE HYDRANT LOCATIONS

10. COMBINED SEWER SYSTEM

10.1 Existing Combined Sewer System

The existing combined sewer main on Bayshore Boulevard connects to the 78-inch combined sewer main in Sunnydale at the Bayshore Boulevard and Sunnydale Avenue intersection. The existing combined sewer main on Tunnel Avenue (east side of the JPB tracks) also connects to the 78-inch combined sewer. At the intersection of Bayshore Boulevard and Blanken Avenue, the Historic Office Building to remain connects to the existing 15-inch combined sewer main in Blanken Avenue.

Also a 12-inch storm drain line from the former parking lot at the southwest corner of the site drains into the 78-inch Sunnydale main. Flow from the 12-inch combined sewer that runs beneath the JPB tracks connects with existing sanitary sewer infrastructure in Tunnel Avenue and is eventually conveyed to the SWPCP for treatment prior to discharge to the Bay.

The 78-inch combined sewer crosses the San Mateo County line travels beneath the Recology facility and discharges to the Harney Way Box Culvert and into the Sunnydale Pump Station, located east of Highway 101 on Harney Way in Brisbane. Flow from Sunnydale Pump Station is then conveyed through a series of conduits, tunnels and lift stations, eventually arriving at San Francisco's Southeast Water Pollution Control Plant (SWPCP) for treatment prior to discharge to the San Francisco Bay. Based on the project EIR, capacity is available at the SWPCP to serve the proposed project.

The City of San Francisco has recently constructed a new 168-inch combined auxiliary sewer main (Sunnydale Auxiliary Sewer) that runs approximately parallel to the existing 78-inch combined sewer main in Sunnydale Avenue. The Sunnydale Auxiliary Sewer has been installed within San Francisco County and runs parallel to the County line within a 29-foot public easement. An access structure with a 48-inch-by-48-inch connection knockout was installed within Sunnydale Avenue on the east side of the Sunnydale Avenue and Bayshore Boulevard intersection. At select locations, the Sunnydale Auxiliary Sewer is hydraulically linked to the 78-inch Sunnydale Combined Sewer with flow diversion structures. Similar to the 78-inch Sunnydale combined sewer, the 168-inch main connects to the Harney Way Box Culvert where flows will then be conveyed to the SWPCP for treatment prior to discharge to the San Francisco Bay.

10.2 Proposed Combined Sewer System

10.2.1 Proposed Sanitary Sewer Demands

Project sanitary sewer demands conservatively assume a 95% return on water demands resulting in an Average Daily Dry Weather Flow (ADWF) of approximately 192,300 gallons per day (gpd) (See Appendix C). A Combined Sewer Master Plan that outlines the Project's methods for calculating the flow demands will be submitted to the SFPUC for review and approval in advance of the 60% construction documents for phased buildout of the public rights-of-way and parks. Applying a peaking factor of 3 to the ADWF, the project is anticipated to generate a Peak Dry Weather Flow (PDWF) of 576,900 gpd. As recommended by the Subdivision Regulations, an Inflow and Infiltration rate (I&I) of 0.003 cubic feet per second (cfs) (~1,925 gpd) per acre is added to the PDWF to calculate the Peak Wet Weather Flow (PWWF). Including the project I&I of 38,507gpd/acre, the anticipated PWWF for the project is approximately 615.410 gpd.

10.2.2 Proposed Combined Sewer Capacity

Preliminary hydrology models for the entire site have been developed and provided to the City as part of the Tentative Map approval process to confirm the combined sewer system designs and capacity. Storm and sewer flow capacity to serve the entire buildout of the project in the existing 78-inch combined sewer main and the adjacent 168-inch parallel combined sewer main has been confirmed by the "Hydraulic Study for Sewer Connection from Visitacion Valley Redevelopment Project" (Hydraulic Study) by Hydraulic Section IDC, SFDPW, and dated August 2013 (See Appendix B). Per the Hydraulic Study, flow diversion connections are adequately sized to support the demands generated by the development. As documented in the Hydraulic Study, capacity exists within the existing 78-inch combined sewer main on the southern edge of the property to serve the proposed project. In addition, a portion of the sewer demands for Parcel 1 or 2 up to 0.35 cfs may be connected to the existing manhole of the 12-inch main on Visitacion Avenue, approximately 65 feet east of Bayshore Boulevard. An analysis of the impacts of the proposed development demands on the existing upstream and downstream manholes will be reviewed as part of the Combined Sewer Master Plan review and approval process in advance of the 60% construction documents for phased buildout of the public rights-of-way and parks.

10.2.3 Proposed Combined Sewer Design Basis

The proposed combined sewer system will be designed in accordance with the City of San Francisco Subdivision Regulations (Subdivision Regulations) or SFPUC Wastewater Utility Standards, as appropriate. Piping systems will be designed to convey the 5-year storm event inside the combined sewer infrastructure with overland release of the 100-year 90-minute storm conveyed between the top of curb elevations of the streets. Where sewer ejector pumps, diversion line, or interceptors are incorporated into the private development parcel utility system designs, the sewer demands shall be included in the hydrology calculations for sizing combined sewer mains. If pumps, interceptors or diversion lines are not included, the sewer demands shall not be included in the sizing calculations for the combined sewer mains per the City Subdivision Regulations. Where sewer ejector pumps, diversion line, or interceptors are incorporated into the private development parcel utility system designs they will be owned and maintained by the private parcel owner.

10.2.4 Proposed Combined Sewer Design Criteria

As documented in the Subdivision Regulations or SFPUC wastewater utility standards, as appropriate, proposed 6-inch to 21-inch pipes will be constructed from ASTM C-700 Extra Strength Vitrified Clay Pipe (VCP) with 24-inch to 36-inch pipe constructed from ASRM C-700 Extra Strength VCP. High density polyethylene (HDPE) pipe SDR-17 or better will be used in place of VCP where approved by the Director of Public Works with the consent of the SFPUC. HDPE larger than 12-inch shall be mandrel tested. Proposed city main sewers within the development will be constructed on approved crush rock bedding. The minimum residential and commercial service lateral size is 6 inches and 8 inches, respectively. Side sewers will have an air vent and trap. Manhole covers will be solid with manhole spacing set at a maximum distance of 300 to 350 feet and at changes in size, grade or alignment. Stormwater inlets will be installed per the Subdivision Regulations or SFPUC wastewater utility standards and outside of the curb returns crosswalks, accessible passenger loading zones and accessible parking spaces, where feasible.

A minimum cover of 6 feet will be provided on top of mains within public streets, unless a reduced cover depth of up to 4-feet is approved by the Director of Public Works with the consent of the SFPUC. Pipe slopes will be designed to minimum and maximum

values of 0.2 percent and 15 percent, respectively. Mains that are 12 inches to 18 inches in diameter shall have sufficient capacity to carry the design flow when running half full based on depth (d/D = 0.50). Mains larger than 18 inches shall have sufficient capacity to carry the design flow when running 0.75 full based on depth (d/D = 0.75). Freeboard Requirements will conform to the City of San Francisco Subdivision Regulations or SFPUC wastewater utility standards. The minimum freeboard requirement should take precedence over the filling ratio (d/D) for design flow conditions. Unless approved otherwise by the SFPUC, the slope of the main sewer will achieve a minimum velocity of 2 ft/sec under average flow conditions.

Vertical and horizontal separation distances between adjacent combined sewer system, potable water, and dry utilities will conform to the requirements outlined in Title 22 of the California Code of Regulations and the State of California Department of Health Services Guidance Memorandum 2003-02. Where feasible, the combined sewer will be located in the center of the proposed public streets per Subdivision Regulations. As shown in Exhibit 10.2 and as required in many locations within the Project, the combined sewer will be offset from the center of the street to ensure that adjacent water lines can be placed outside of the proposed bulbouts while maintaining the required health code separation clearances. The combined sewer will be located within the public street pavement such that the outside wall of a water or combined sewer pipe is a minimum of 1-foot clear from the lip of gutter and a minimum of 5-feet clear from a proposed tree trunk. Final approval of the combined sewer location within the street section and variances is subject to SFPUC approval during the Combined Sewer Master Plan and Project construction document review process.

10.2.5 Proposed Combined Sewer Collection System

The proposed combined sewer system is identified schematically on Figure 10.1. The combined sewer system will be designed and constructed by the Developer. Street sewers including street drainage within the new City street rights-of-way will be reviewed and approved by the SFPUC. The new combined sewer system will be maintained and owned by the SFPUC, upon construction completion and improvement acceptance by the SFPUC. The proposed system will include stormwater collection structures and sanitary sewer laterals connected by a system of 12-inch to 36-inch gravity combined sewer mains.

A portion of the first phase of development may discharge a flow of approximately 0.35 cubic feet per second (cfs) to an existing manhole of the 12-inch main on Visitacion Avenue, approximately 65 feet east of Bayshore Boulevard.

In addition, similar to the existing condition, the Historic Office Building to remain will connect to the existing 15-inch combined sewer main in Blanken Avenue.

The remainder of the combined sewer system will connect to the existing 78-inch combined sewer on Sunnydale Avenue at two locations. At the both the intersection of Street B and Sunnydale Avenue and the intersection of Street A and Sunnydale Avenue, the on-site combined sewer system will connect to existing manhole structures. When connecting proposed combined sewer infrastructure to the existing 78-inch Sunnydale combined sewer main, a manhole will be installed at the point of connection or on the development's on-site combined sewer main at a maximum distance of 10 feet from the exterior wall of the existing 78-inch Sunnydale combined sewer main. Special connection details at the existing 78-inch Sunnydale combined sewer main will require review and approval by the SFPUC.

See Figure 10.2 for the approximate combined sewer system depth and its relationship to other adjacent utilities.

10.2.6 Construction within the 29-foot wide SFPUC easement

The SFPUC has a 168-inch combined sewer tunnel along the southern edge of the site. The SFPUC holds a 29-foot wide subsurface easement per Recorded Document 2010-J052542 for the sewer tunnel. The language of the easement provides for the future construction of improvements over the easement provided that the improvements do not negatively impact the sewer tunnel. The current project proposes new buildings that will span the sewer tunnel. Building foundations spanning the sewer tunnel will be designed and constructed by the Developer. Structural and architectural plans and specifications, foundation plans and details, and a construction/settlement monitoring program, shall be reviewed and approved by the SFPUC prior to permitting vertical construction on each of the Blocks. Prior to vertical construction on each of the Blocks that may negatively impact the tunnel, as well as following completion of construction,

the Developer shall also submit a video inspection to the SFPUC of the tunnel, in compliance with SFPUC video inspection guidelines.

10.2.7 Proposed Combined Sewer Backflow Prevention

Hydrology models will be developed as part of the Combined Sewer Master Plan review and approval process in advance of the 60% construction documents for phased buildout of the public rights-of-way and parks. The evaluation will analyze the 78-inch flow under pressure conditions to determine the necessity for a backflow prevention device to keep wet weather flows from backing up into the Schlage Lock Site combined sewer system. At the SFPUC's discretion, the developer will construct the improvements as determined by the hydraulic analysis.

10.3 Phases for Combined Sewer System Construction

Construction phasing of the project will comply with the state construction General Permit and provide a Storm Water Pollution Prevention Plan/Erosion and Sediment Control Plan. The Developer will design and install the new combined sewer system to match the Blocks of the project. Some on-site infrastructure remains as part of the environmental grading SWPPP and will be removed by the Developer with the phased buildout of the project. The amount of the existing system replaced within each Block will be the minimum necessary to serve the Block. The new Blocks will connect to the systems constructed in previous phases as close to the edge of the new Block as possible while maintaining the integrity of the system for the remainder of the development. Repairs and/or replacement of the existing system or new system constructed for previous phases necessary to serve the new Block will be designed and constructed by the Developer.

A Combined Sewer Master Plan will be submitted to the SFPUC for review and approval in advance of the 60% construction documents for phased buildout of the public rights-of-way and parks. Detailed infrastructure designs for the combined sewer system will be submitted for review and approval at the 60%, 95% and 100% construction document plan stages for each phase of the project.

The SFPUC will be responsible for the new combined sewer system in public streets once construction of the Block or new combined sewer system is complete and accepted by the SFPUC.

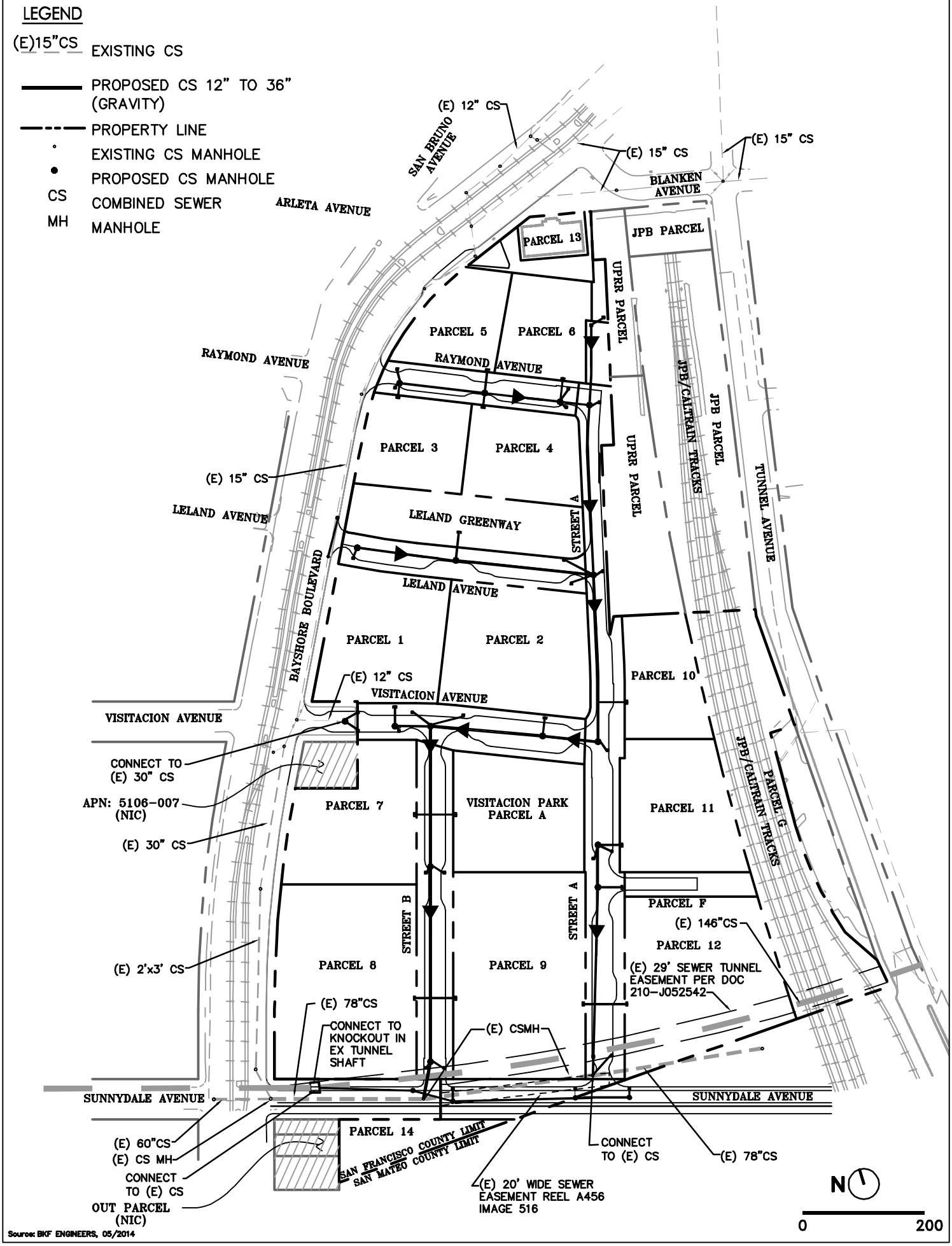

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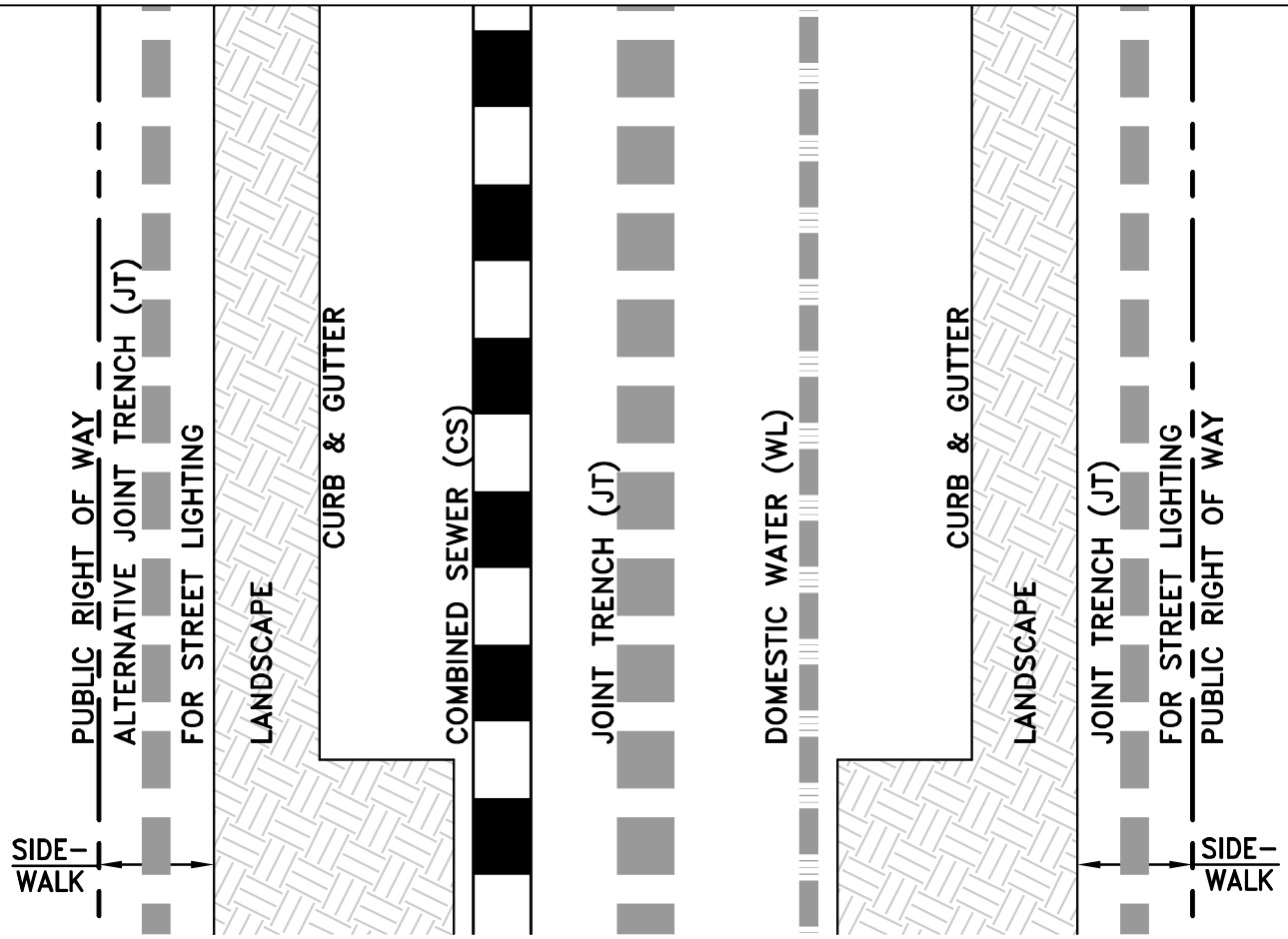
FIGURE 10.1: CONCEPTUAL COMBINED SEWER SYSTEM



TYPICAL STREETS
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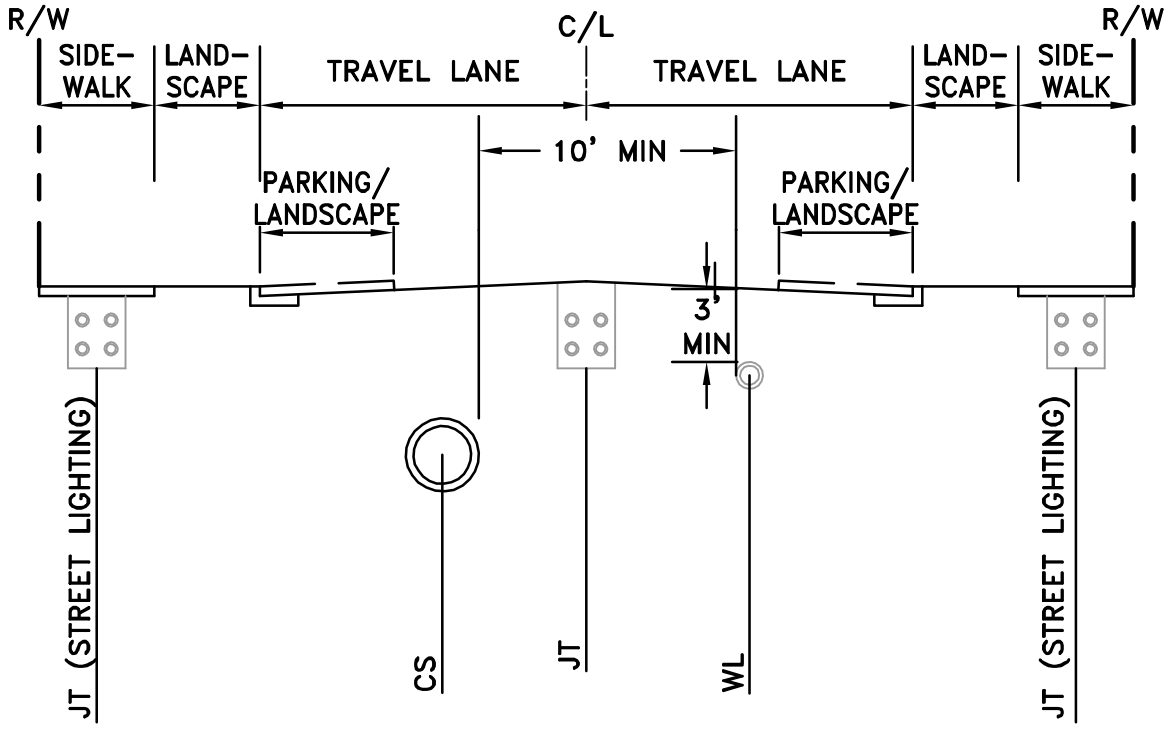

TYPICAL UTILITY CROSS SECTION
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FIGURE 10.2: TYPICAL UTILITY SECTION WITHIN PUBLIC STREETS

11. AUXILIARY WATER SUPPLY SYSTEM (AWSS)

11.1 Existing AWSS Infrastructure

The San Francisco Public Utilities Commission (SFPUC), in cooperation with the San Francisco Fire Department (SFFD), owns and operates the Auxiliary Water Supply System (AWSS), a high-pressure non-potable water distribution system dedicated to fire suppression that is particularly designed for reliability after a major seismic event. Currently, AWSS infrastructure does not exist within or directly adjacent to the project site. Hardened Pipe and AWSS piped systems are located to the north and west of the project site, approximately a mile away. An existing cistern is located on Blanken Avenue, east of the project site and railroad tracks within the Little Hollywood neighborhood.

11.2 AWSS Regulations and Requirements

New developments within the City and County of San Francisco (CCSF) must meet fire suppression objectives that were developed by the SFPUC and SFFD following a major seismic event. The SFPUC and SFFD work with the Developer to determine post-seismic fire suppression requirements during the planning phases of the project. Requirements will be determined based on increase in building density, fire flow and pressure requirements, City-wide objectives for fire suppression following a seismic event, and proximity of new facilities to existing AWSS facilities. AWSS improvements will be located in public right-of-way, on CCSF property, or on private property within a public easement, as approved by SFPUC on a case by case basis.

11.3 Conceptual AWSS Infrastructure

To meet the SFPUC and SFFD AWSS requirements, the development may be required to incorporate infrastructure and facilities that may include, but are not limited to:

- Multiple underground water storage cisterns, typically 75,000 gallons each;
- Seismically reliable high-pressure water piping and hydrants with connection to existing AWSS distribution system;
- Independent network of seismically reliable low-pressure piping and hydrants with connection to existing potable water distribution system at location that is determined to be seismically upgraded by SFPUC;
- Saltwater pump station that supplies saltwater to AWSS distribution piping following a major seismic event;
- Piping manifolds along waterfront that allow fire trucks to access and pump sea or

bay water for fire suppression; and/or

- Portable water supply system (PWSS), including long reaches of hose and equipment mounted on dedicated trailers or trucks.

For the Schlage Lock development project, it is anticipated that one of the three options or a portable water supply system may meet the requirements; however, the project-specific requirements have not been fully analyzed by the SFPUC and SFFD in time for the publication of the Infrastructure Plan. Final designs of the AWSS solution for the project site and/or selection of a PWSS will be determined by the SFPUC and SFFD in consultation with the Developer Thus, the extent of the obligation of the Developer to contribute to either a PWSS or other options will be incorporated into the final Developer Agreement between the City and the Developer.

11.4 Phases for AWSS Construction

The Developer will construct the new AWSS in advance of or in phases to match the Blocks of the Project, per the Phasing Plan in the DA. The SFPUC will be responsible for the new AWSS facilities once construction of the Block or new potable water facility is complete and accepted by the SFPUC. Impacts to improvements installed with previous Blocks of development due to the designs of new Blocks will be the responsibility of the Developer and addressed prior to approval of the construction drawings for the new Block.

12. RECYCLED WATER ASSESSMENT

Currently, neither existing nor planned recycled infrastructure exists within the Schlage Lock Site vicinity. The existing site does not contain infrastructure for recycled water, nor did the former site facilities include recycled water infrastructure or similar on-site systems. The nearest exiting source of recycled water is North San Mateo County Sanitation District's water treatment plant in Daly City; however, there is no recycled water conveyance infrastructure serving the Schlage Lock Site.

SFPUC's Recycled Water Master Plan for the City and County of San Francisco (March 2006) calls for the expansion of the auxiliary water supply system, including an upgrade of SWPCP and extension of recycled water pipelines. However, these pipelines are not planned to extend to the Schlage Lock site, with the nearest system termination points located at Salinas Avenue and Third Street in the Bayview Neighborhood and San Bruno Avenue and Mansel Street in the Portola Neighborhood. Correspondingly, the Schlage Lock Site is located outside the Reclaimed Water Use Ordinance Area.

Currently, the SFPUC is conducting a recycled water demand assessment of potential users and uses in the eastern areas of San Francisco. The 2012 Recycled Water Project Needs Assessment Report examined the potential uses of recycled water for irrigation, toilet flushing, and various commercial and industrial applications. The report does not identify the Schlage Lock Site among potential users.

Since a recycled water source and service is not available, the proposed project does not intend to design or construct recycled water infrastructure at the Schlage Lock Site.

13. STORMWATER MANAGEMENT SYSTEM

13.1 Existing Stormwater Management System

Prior to demolition, the Schlage Lock site was approximately 98 percent impervious, mostly covered with pavement and buildings. Stormwater discharged directly to an on-site combined sewer system that conveyed both the stormwater runoff and sanitary sewer flows from the site. The combined system discharged to the City of San Francisco combined sewer system at three locations—a 12-inch connection to the Bayshore Boulevard combined sewer system, an 18-inch lateral to the 78-inch combined sewer main in Sunnydale Avenue, and a 12-inch combined sewer line that runs east beneath the JPB railroad tracks. Also, a 12-inch storm drain line from the former parking lot at the southwest corner of the site drains into the 78-inch Sunnydale main. The existing site did not include any stormwater management systems to reduce runoff volumes.

13.2 Proposed Stormwater Management System

13.2.1 San Francisco Stormwater Design Guidelines

The City of San Francisco Stormwater Design Guidelines (SDG) is the regulatory guidance document describing requirements for post-construction stormwater management. The SDG requires projects in combined sewer areas to implement a stormwater management plan that results in a 25 percent decrease in the total volume and peak flow of stormwater runoff from the 2-year 24-hour design storm.

13.2.2 Proposed Site Conditions and Baseline Assumptions

The development will include the dedication of approximately 4.66-acres of public streets and 2.01-acres of parks and plaza open space areas. Within the public street rights-of-way, landscape strips and permeable pavers over clean aggregate in tree wells may be included to reduce runoff flow rates and volumes supplemented by areas of lined bio-retention cells. The private development areas will be approximately 12.34-acres of the site. The private development sites will be covered entirely with podium structures with landscape planters and pedestrian pathways. The landscape elements will act to slow the rate at which stormwater flows from the parcels to the public combined sewer system and reduce the volume of runoff through evapotranspiration, retention within soil void spaces and absorption by plant materials. These baseline conditions will be designed to integrate with the potential stormwater management

concepts and Low Impact Development (LID) elements to create both a sustainable environment at the site as well as achieve compliance with the SDG.

13.2.3 Stormwater Management Design Concepts and Master Plan

The redevelopment of the Schlage Lock site will include both public areas (public street right-of-way and public parks), and private development areas (private streets and building parcels). A 25% reduction in total volume and peak flow of the runoff generated by the 2 year 24 hour storm event from the development area is required by the SDG since the Project will be installing and connection to an existing combined sewer system. Stormwater management performance quantities and strategies will be developed as part of the Stormwater Management Master Plan, for review and approval by the SFPUC in advance of the 60% construction documents for phased buildout of the public rights-of-way and parks.

13.3 Stormwater Control Plan

Based on the designs reviewed and approved by the SFPUC as part of the Stormwater Management Master Plan, the stormwater management strategies for the Schlage Lock Site will be documented in a Stormwater Control Plan (SCP) in compliance with SFPUC stormwater management regulations and the requirements of the SDG. The selected modeling methodology will be per the SFPUC Accepted Hydrologic calculation methods. The Preliminary Stormwater Control Plan for the public improvements will be submitted for review and approval before the 60% construction document plan for each phase of the project, and the Final SCP will be submitted with the 95% construction document set for that phase or block and prior to construction. For private development parcels, a Preliminary SCP and Final SCP shall be submitted for approval per SFPUC stormwater management requirements.

13.4 Phases for Stormwater System Construction

The Developer will design and install the new stormwater management systems to match the Blocks of the project. Permanent and interim stormwater management requirements as outlined in the SDG will be met at the completion of each Block and/or phase of the Project.

At all phases of the development, the Developer must provide functioning and adequate stormwater management in compliance with the SFPUC's post-construction stormwater

management requirements and the Stormwater Design Guidelines. A Stormwater Management Master Plan that outlines the project's stormwater management solutions for full build-out of the Project will be prepared and submitted to the SFPUC for review and approval in advance of the 60% construction document submittals for phased buildout of the public rights-of-way and parks. The Developer must complete the construction of the stormwater management improvements required for each development phase prior to receiving a temporary certification of occupancy for the development phase. If a future park will include stormwater controls necessary for a particular phase of development or future parcel to meet the stormwater management requirements of the SFPUC, that park must be developed in conjunction with that development phase and be complete prior to issuance of the temporary certificate of occupancy for any parcel within that phase. Permanent or interim centralized stormwater management facilities necessary to achieve stormwater management compliance within a development phase will be constructed and operational prior to or in conjunction with that phase. Interim stormwater Best Management Practices (BMPs) currently implemented as part of the on-site remediation will be preserved on undeveloped parcels. Stormwater management systems, which may include infiltration basins, bio-retention cells, flow-through planters, pump stations and storage areas located on public or private property within the Schlage Lock Site, will be maintained by the property owner(s), Master Development Association, or its Assignees.

14. DRY UTILITY SYSTEMS

14.1 Existing Electrical, Gas, and Communication Systems

On the east side of Bayshore Boulevard adjacent to the Schlage Lock site, there are existing electrical, gas, and communication systems. On Blanken Avenue, there are gas and communication systems.

14.2 Project Power Providers and Requirements

Chapter 99 of the City of San Francisco Administrative Code requires the City to consider the feasibility of supplying electricity to new development projects. The SFPUC shall prepare an assessment of the feasibility of the City providing electric service to the development (the "Feasibility Study"). The Developer will cooperate with SFPUC in SFPUC's preparation of the Feasibility Study. The Feasibility Study shall include, but not be limited to, the following: 1) electric load projection and schedule; 2) evaluation of existing electric infrastructure and new infrastructure that will be needed; 3) analysis of purchase and delivery costs for electric commodity as well as transmission and distribution services that will be needed to deliver power to the development; 4) the potential for load reduction through energy efficiency and demand response; 5) business structure cost analysis; and 6) financial and cost recovery period analysis. Should the City elect to provide electric service to the Project such service shall be provided by the City on terms and conditions generally comparable to, or better than, the electric service otherwise available to the project.

14.3 Proposed Joint Trench

The proposed Joint Trench is identified schematically on Figure 14.1. Work necessary to provide the joint trench for dry utilities, typically installed within in public streets and adjacent sidewalk area, consists of trench excavation and installation of conduit ducts for electrical, gas, and communication lines. Additionally, utility vaults, splice boxes, street lights and bases, wire and transformer allowance, and backfill are included. Electric and power systems will be constructed per the applicable standards of the agency or company with controlling ownership of said facilities with street lighting infrastructure constructed per City standards. The utility owner/franchisee (such as SFPUC, PG&E, AT&T, Comcast and/or other communication companies) will be responsible for installing facilities such as transformers and wire. All necessary and properly authorized public utility improvements for which franchises are authorized by the City shall be designed and

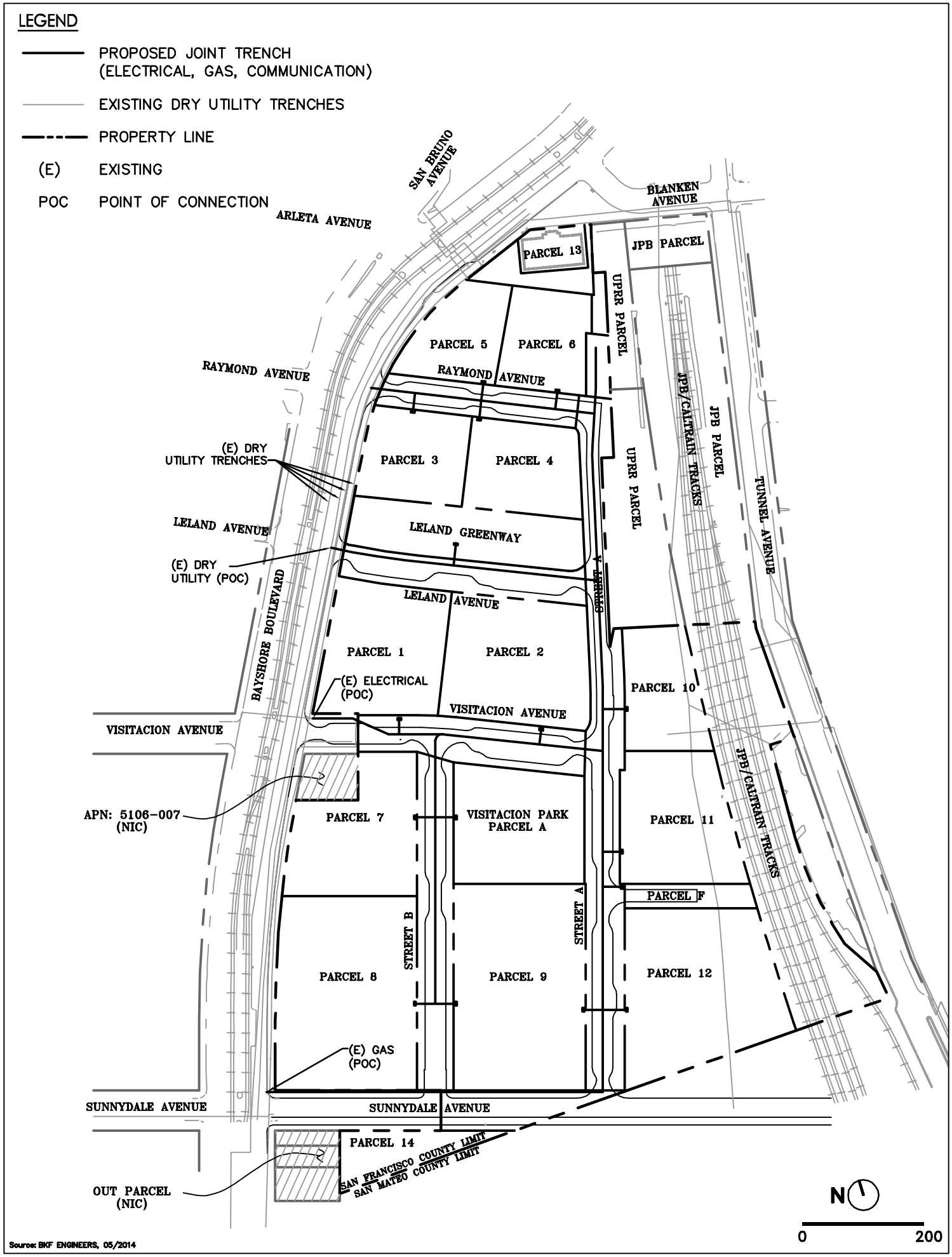
installed in the public right-of way in accordance with permits approved by SFDPW. Joint trenches or utility corridors will be utilized wherever allowed. The location and design of joint trenches or utility corridors in the right-of way must be approved by SFDPW during the subdivision review process. The precise location of the joint trench in the right-of-way will be determined prior to recording the applicable Final Map and identified in the project construction documents. Nothing in this Infrastructure Plan shall be deemed to preclude the Developer from seeking reimbursement for or causing others to obtain consent for the utilization of such joint trench facilities where such reimbursement or consent requirement is otherwise permitted by law.

14.4 Phases for Dry Utility Systems Construction

The Developer will design and install the new joint trench systems in phases to match the Blocks of the project. The amount of the existing system replaced with each Block will be the minimum necessary to serve the Blocks. The Block will connect to the existing systems as close to the edge of the new Block as possible while maintaining the integrity of the existing system. Repairs and/or replacement of the existing facilities necessary to serve the Block will be designed and constructed by the Developer.

The service providers will be responsible for maintenance of existing facilities until replaced by the Developer and will be responsible for the new power facilities once the Block or new power facility is complete and accepted by the utility provider.

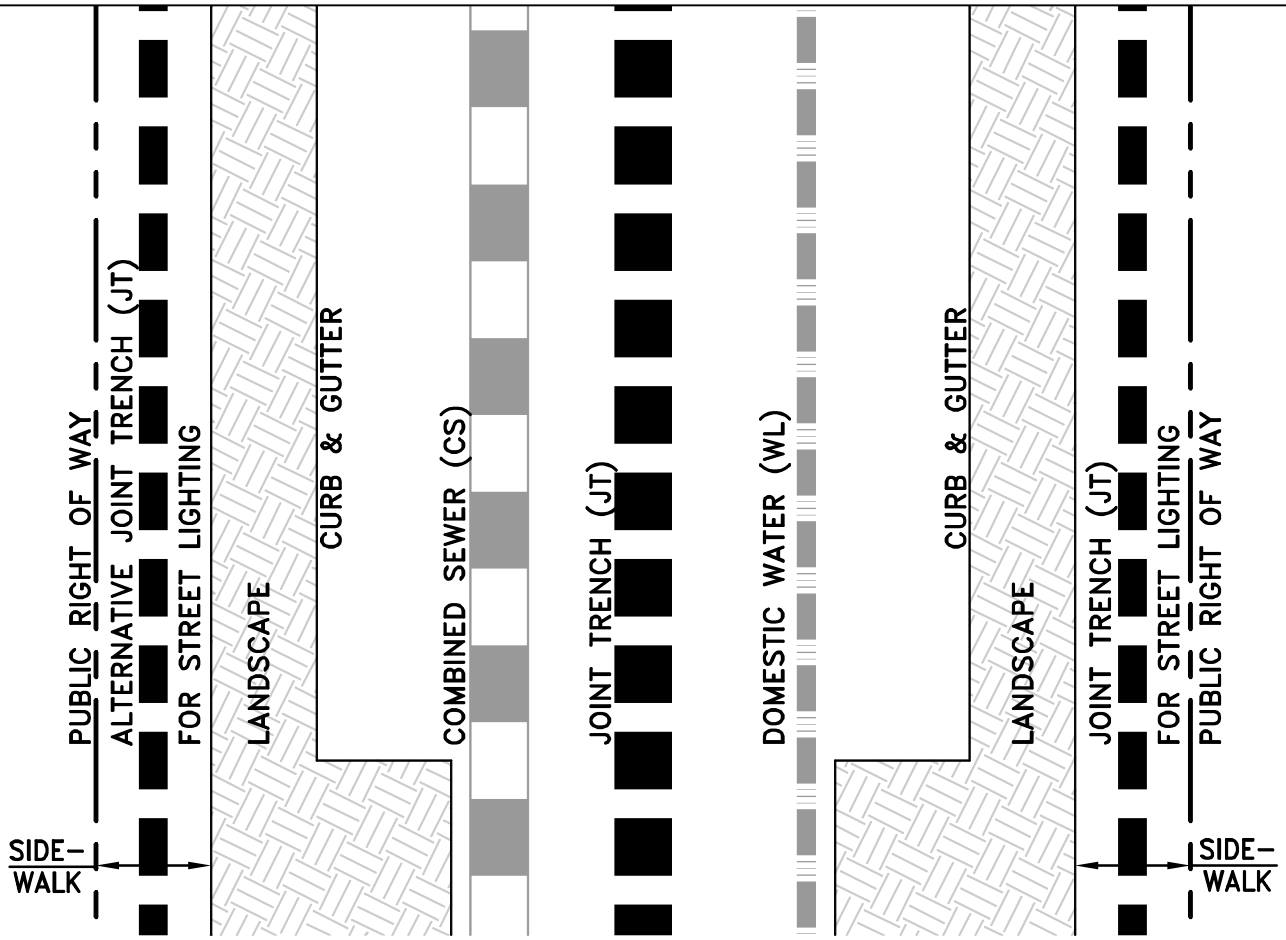
Impacts to improvements installed with previous phases of development due to the designs of the new phase will be the responsibility of the Developer and addressed prior to approval of the construction drawings for the new phase.



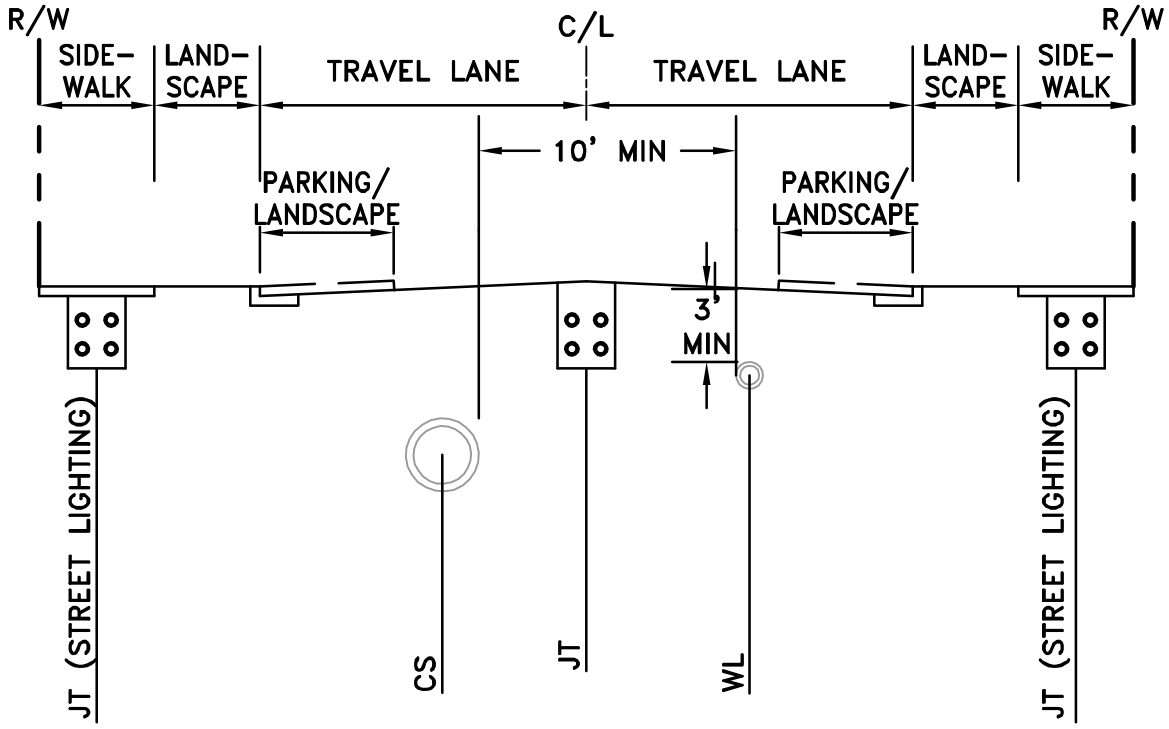
Source: BKF ENGINEERS, 05/2014

DRAWING NAME: K:\Eng07\070090\DWG\Exhibits\Infrastructure Plan\Plotted Sheets\14.1_Conceptual Dry Utility System.dwg
PLOT DATE: 05-28-14
PLOTTED BY: yee

FIGURE 14.1: CONCEPTUAL DRY UTILITY SYSTEM



TYPICAL STREETS
NTS



TYPICAL UTILITY CROSS SECTION
NTS

DRAWING NAME: K:\Eng07\070090\DWG\Exhibits\Infrastructure Plan\Plotted Sheets\9.2_10.2_14.2_Typical util Section.dwg
PLOT DATE: 05-28-14 PLOTTED BY: yeee

Source: [redacted]

FIGURE 14.2: TYPICAL UTILITY SECTION WITHIN PUBLIC STREETS

15. FUTURE UTILITY DOCUMENTATION SUBMITTAL REQUIREMENTS

Following City approval of this Infrastructure plan and prior to construction, the Developer shall submit the following subsequent infrastructure related design documents to the City for review and approval to ensure that all proposed public water, wastewater, and power infrastructure meets all requirements and standards of the SFPUC and be reviewed and approved by the SFPUC.

15.1 Utility Master Plans

Following approval of the Infrastructure Plan but prior to the submittal of the 60% construction documents for phased build-out of the public rights-of-way and parks, the Developer shall submit Utility Master Plans to the SFPUC for review and approval, as outlined below, that cover site wide infrastructure issues that were not resolved in the Infrastructure Plan. The Utility Master Plans shall generally include:

15.1.1 Wastewater, Stormwater Management, Water, and Power System Descriptions

The descriptions shall include the following:

- Written description and figures showing the proposed gravity pipe and force main layout, sizes, materials, depths, velocities and slopes that were not covered in the Conceptual Infrastructure Report.
- Written description and figures showing all proposed pump stations or other non-pipe infrastructure assets or facilities proposed as part of the project.
- Conceptual details showing all proposed points of connection with existing infrastructure as appropriate
- Conceptual details showing proposed service connections to parcels
- Written Description and figures showing any proposed underground structures in parcels or in the public ROW that were not covered in the approved Infrastructure plan.
- Updated description and figures showing all proposed easements for future public infrastructure that were not covered in the approved Infrastructure Plan.
- Updated description and figures showing project phasing.

15.1.2 The Combined Sewer Master Plan

The Master Plan shall include the following:

- A written description and figures demonstrating that a functioning wastewater infrastructure system is in place at all times and complies with all City laws, codes and regulations at all phases of development prior to full build out of the Project.
- Capacity Analysis for entire development including modeling (SWMM or equivalent) to demonstrate that the Project will provide adequate collection system capacity. The Analysis shall include detailed sanitary sewer and stormwater flows based on anticipated building usage and development plan, analyzing the impact of the project on downstream infrastructure, localized wet weather flooding; and combined sewer system surcharges into streets at full build out. The analysis shall include a detailed description of all assumptions and calculation methods used, including explanation and reference for selected peaking factors.
- A description of the methods used to estimate sewer flows for the project.
- A written description and figures outlining any proposals for variances to the SFPUC standards for the combined sewer location within the street section for review and approval of the SFPUC on a case-by-case basis.
- A hydraulic modeling analysis of the 78-inch flow under pressure conditions to determine the necessity for a backflow prevention device to keep wet weather flows from backing up into the Project's combined sewer system.

15.1.3 Grading and Overland Release Master Plan

The Master Plan shall include the following:

- Written description and figures generally showing the overland flow path 100-year storm, outlet location and drainage boundaries that were not covered in the Conceptual Infrastructure Report.
- A hydrologic/hydraulic modeling analysis to demonstrate overland flow will be contained at full project build out as required in applicable codes and regulations. The analysis shall include all proposed surface improvements in the development phase that could impede overland flow paths in the ROW such as raised intersections, raised cross walks, curbless street designs, bulb-outs, etc. If site designs cannot meet the SFPUC requirements for overland drainage release,

alternative solutions will be developed during the master plan approval process that may include crossings at the street pavement level.

- A final geotechnical investigation that covers development of the public street rights-of-ways and parks for the entire project and demonstrate to the SFPUC that appropriate mitigations measures such as soil and foundation improvements will be constructed by the Developer to minimize differential settlement across the building parcel.

15.1.4 Stormwater Management Master Plan

The Master Plan shall include the following:

- A modeling analysis (SWMM or equivalent) demonstrating to the SFPUC that the project's stormwater management approach and layout for full build-out as well as all phases prior to full build out of the Project, including stormwater management are adequate to meet the performance quantities and strategies required by the SFPUC stormwater management regulations and the requirements of the Stormwater Design Guidelines.
- Conceptual details showing any proposed stormwater management controls, as appropriate.
- A project wide Maintenance Assessment of the maintenance required for the proposed Stormwater Controls as well as a description of the funding mechanism that will be in place to perform that maintenance.

15.2 Phase Applications

Development Phase Applications shall include a Development Phase Hydraulics and Hydrology Plan including:

- Updated Development Phase Combined Sewer System Capacity Analysis of sanitary sewer and storm drain flows for the development phase based on anticipated building usage and the development plan. This analysis shall also include an assessment of the impact of the development phase on downstream infrastructure, localized wet weather flooding, and combined sewer system surcharges into streets. The analysis shall include a detailed description of all assumptions and calculation methods used, including explanation and reference for selected peaking factors.

- Updated Overland Flow analysis for development phase demonstrating that overland flow will be contained at any and all points in time during construction and following construction of the development phase in question as required in applicable codes and regulations. The analysis shall include all proposed surface improvements in the development phase that could impede overland flow paths in the ROW such as raised intersections, raised cross walks, curbless street designs, bulb-outs, etc. The analysis shall also describe any necessary off-site improvements to be constructed by the Developer deemed reasonably necessary to protect publicly- and privately-owned property downstream. The need, or absence of need, for any such off-site improvements shall be demonstrated by the Developer through modeling the 100 year overland flows at the Project Site for both existing conditions and for the proposed Development Phase in question. The analysis shall include a detailed description of all assumptions and calculation methods used. The developer may be required to fund the City to perform this analysis as appropriate.
- Updated Stormwater Management Plan for development phase, demonstrating how the development phase in question will comply with federal, state and City laws, codes and regulations in effect as of the date any such application is submitted, including but not limited to the Stormwater Management Ordinance.
- Updated Maintenance Assessment: Each development phase must include an assessment of the activities required to appropriately maintain the proposed Stormwater Controls. If SFPUC has identified a failure to maintain the Stormwater Controls of previous phases, the SFPUC shall not be required to approve the any subsequent phase applications until such maintenance failure is resolved.

15.3 Construction Documents

Construction Document Permit Applications shall include then following:

- The first set of improvement plans shall be submitted with Standard specifications for use with all subsequent improvement plan submittals. Subsequent improvement plans will comply with the approved project specifications and submit project specific specifications as needed to supplement the standard specifications.
- Proof of conformance with all infrastructure requirements outlined in the applicable City regulations, the infrastructure plan, or the phase applications.

- Proof of conformance with any mitigations identified in the phase application to alleviate any impact of the development project on downstream infrastructure, minimize localized wet weather flooding, minimize combined sewer system surcharges into streets, and safely contain overland flow.
- Proof of conformance with the stormwater management requirements applicable to the project at the time of submission including:
    - Preliminary Stormwater Control Plan at conceptual design/first construction document (~60% construction document)
    - Final Stormwater Control Plan at detailed design (~95% construction documents)
- Proof of conformance with the City's construction site runoff requirements, including a Storm Water Pollution Prevention Plan/Erosion and Sediment Control Plan
- Details of the connection to existing, off-site infrastructure.

APPENDIX A:
REFERENCES

The following References were used in preparation of this document:

1. San Francisco Planning Department and San Francisco Redevelopment Agency,"Visitacion Valley/Schlage Lock Design For Development," February 2009

2. San Francisco Redevelopment Agency, "Visitacion Valley Redevelopment Program Final Environmental Impact Report," dated December 2, 2008

3. San Francisco Planning Commission and San Francisco Redevelopment Commission, "Visitacion Valley Redevelopment Program California Environmental Quality Act Findings: Findings of Fact, Evaluation of Mitigation Measures and Alternatives, and Statement of Overriding Considerations," dated February 3, 2009

4. AECOM, GLS, BKF, "Visitacion Valley Redevelopment Area zone 1 (schlage lock plan area) open space and streetscape master plan (Final Draft)," Latest Edition

5. E-mail Correspondence ending on April 13, 2009 with Chi Yu at SFPUC regarding the results of the conceptual SFPUC water demand model for the Schlage Lock Site

6. E-mail Correspondence ending on April 17, 2009 with Chi Yu at SFPUC regarding Water System Improvements to support redevelopment of the Schlage Lock Site

7. E-mail Correspondence ending on August 26, 2009 with SFDPW regarding the capacity of the existing 18" combined sewer main in Bayshore Boulevard

8. Memorandum dated April 16, 2010 from Rosey Jencks at the SFPUC Urban Watershed Management Program to Thomas L. Evans of the San Francisco Redevelopment Area regarding "Visitacion Valley Transit Oriented Development Phase 1 Master Plan and Open Space and Streetscape Master Plan – Schlage Lock"

9. Memorandum dated February 9, 2009 from Wallis Lee at the SFDPW Hydraulic Engineering Department to Jason Lin at UPC regarding "Relocation of Sunnydale/Bayshore Control Structure"

10. "Hydraulic Study for Sewer Connection from Visitacion Valley Redevelopment Project" by Hydraulic Section IDC, SFDPW, and dated August 2013

APPENDIX B:
SFDPW HYDRAULIC STUDY, AUGUST 2013

Transmittal Letter

Date 2013-7-30
Updated 2013-8-8

To,

Leslie Webster,

SFPUC

Dear Lesley,

Please find attached hydraulic analysis report for modeling incorporating the Visitacion Valley Redevelopment Project (Schlage Lock site) discussed in the meeting of June 4, 2013. Consultant BKF provided relevant information in CAD to us needed for the analysis.

B. Shrestha

Hydraulic Section

SFDPW

Hydraulic Study

for

Sewer Connection

from

Visitacion Valley Redevelopment Project

Aug 2013

Hydraulic Section

IDC, SFDPW

1680 Mission St 2nd Fl

San Francisco, CA 94103

Abstract

Hydraulic Section has performed a study of the collection system in the Sunnydale sewershed that incorporates the Visitacion Valley Redevelopment Project. The project's consultant BKF has proposed a combined sewer system within the project which will tie into the City's combined sewer system at two locations along the existing 78" diameter sewer main along Sunnydale Avenue. There is also a newly constructed deeper tunnel along Sunnydale Avenue which transitions from 81.5" to 144" diameter at the Bayshore intersection. This hydraulic study was carried out to determine the hydraulic grade in these Sunnydale sewers when the discharge from the project is added.

Further modification to the model can be used to answer other hydraulic design related questions as needed.

Executive Summary

The Sunnydale Avenue sewers will have acceptable hydraulic grade after the proposed connection from the Visitacion Valley Redevelopment Project. It is because the two main sewers along Sunnydale Avenue are inter-connected by an overflow weir at Bayshore Blvd. This weir diverts 90 cfs flow from the 78" diameter pipe to enter into the deeper tunnel during design storm condition.

1. Introduction

Visitacion Valley Redevelopment Project (Schlage Lock site) is planned in the south-east corner of the City. The project consultant, BKF, has proposed a combined sewer system in this site which will be tied into the City's combined sewer system along Sunnydale Avenue. The sewer system of the project site is intended to be handed over to the City in the future. Sewer system along Sunnydale Ave consists of two major pipes: namely an older 78 inch diameter pipe and a deeper tunnel with diameter ranging from 81.5 inch to 144 inch.

The proposed sewer design has two branches – identified as East and West systems by BKF. (see appendix 13) The East system connects to the Sunnydale 78 inch sewer via 15 inch diameter pipe. The West system connects to the same Sunnydale 78 inch sewer via a 36 inch pipe. The East system has approximately 3.9 acre tributary area. The West system has approximately 13.4 acre tributary area. The site grade slopes from 45 feet to 10 feet towards south-east direction.

2. Purpose

The study was conducted to determine the suitability of connection points of the proposed combined sewer system for the project to the sewer system of the City. The modeling work carried on is anticipated to provide further hydraulics related questions as the design progresses.

3. Methodology

Hydraulic modeling of the system was performed using Innovyze ICM software. Hydraulic Section maintains and uses an existing model for various needs. Current model is called EHY13, various versions of which are used for different tasks as needed. This available hydraulic model of the Sunnydale sewershed was modified by adding information of the proposed system for the Visitacion

Valley provided by the consultant. Additional elements of the sewer system which are either planned or in design under Sunnydale Phase II were added to the model.

The primary goal of the study was to determine if there is any significant impact on the hydraulic grade line for the older tunnel to which the connections from the project are to be made. Hence, no significant effort was put to include the detail of the subcatchment hydrology of the project site. The model should not be used to compare directly the hydrologic calculation performed by the consultants. The consultant had appropriately used the Rational Method in Bentley StormCAD software. The runoff computation in EHY13 model is approximately 20% more conservative for the project site. Such difference between the flowrates used by the consultants and the present model is within an acceptable range. The outlet flow rates in our EHY13 model are more conservative for hydraulic grade line computation purpose.

4. Modeling

4.1. Model Network ID 18301

4.2. Model Run ID 22022

4.3. Subcatchment Parameters

4.3.1. NRCS Soil Type D

4.3.2. Slopes = 5%

4.3.3. Impervious = 75%

4.3.3.1. Initial Loss 0.01 inch

4.3.3.2. Runoff routing value 0.05

4.3.4. Pervious = 25%

4.3.4.1. Initial Loss 0.10 inch

4.3.4.2. Horton initial 0.50 inch/hr

4.3.4.3. Horton final 0.15 inch/hr

4.3.4.4. Decay 2/hr

4.3.4.5. Recovery 0.05 / hr

5. Assumptions

5.1. Uses 5-year 3-hour design storm hyetograph with 1.3 inch total depth

5.2. Hydraulic downstream control was assumed to be the weirs at Sunnydale Transport/Storage Box. This overflow weir is at the elevation of (-)2.6 feet with respect to the City Datum.

5.3. All pipes upstream in the entire Sunnydale Sewershed which are smaller than 12 inch are modeled as 12 inch diameters.

5.4. The 78 inch diameter pipe overflow connection along Schwerin from Kelloch Ave to Sunnydale Ave, which is under design, is included in the model.

5.5. Overflow from Talbert system to the new tunnel is included. Weir Elevation is 20 ft

5.6. Weir crest at Bayshore overflow structure is at (-)1 ft

5.7. Modeling output results table (appendix 1, 2) may occasionally show *negative velocities* and *artificially high velocities* for some conduits. These results do not impact the overall hydraulic calculations or conclusion derived from the model. Appendix-14 explains the reason for this.

6. Conclusion

6.1. The HGL at two locations where the discharge from the project will be connected has freeboard of 4 feet for the design storm condition. (see appendix 5)

6.2. The maximum level in West outfall is 1.1 feet. (see appendix 6)

6.3. The maximum level in East outfall is 0.9 feet. (see appendix 6)

6.4. The discharge rate at West outfall is 30 cfs. It is more conservative than consultants' calculation of 23 cfs.

6.5. The discharge rate at the East outfall is 8 cfs.

References

Summary of Schlage Lock Site Preliminary Hydrology Model, BKF

Various CAD drawings of site drainage layout

Drawings from Hydraulics Job Order 0541J

As-built 1832 (1913)

Results Summary Table (Existing)

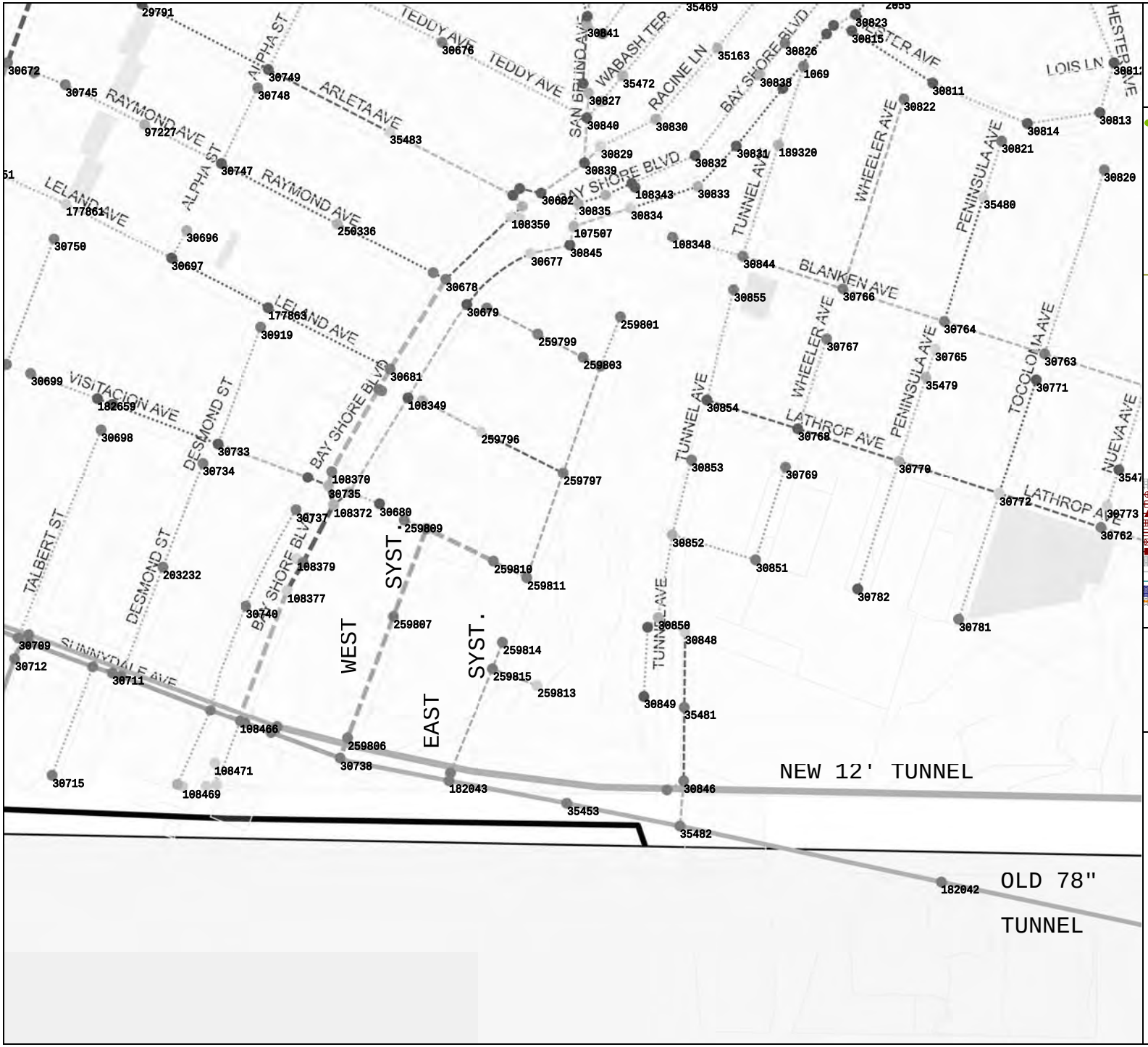
Line No	US Node	DS Node	Existing Size (inches)	Length (ft)	Slope (%)	US Rim (ft)	DS Rim (ft)	US Inv (ft)	DS Inv (ft)	US HGL (ft)	US Freeboard (ft)	DS HGL (ft)	DS Freeboard (ft)	DS V (ft/s)	DS Q (cfs)	Pipe Capacity (cfs)
0	182043	35453	78	295.4	0.349	12	7.943	-5.842	-6.874	-1.395	13.395	-1.545	9.488	4.298	125.1289	268.59
0	252050	A01-1020	144	3099.1	0.194	6.44	7	-19.5	-25.509	-2.328	8.768	-3.055	10.055	0.902	107.8099	1026.32
0	252052	30738	78	180.5	0.349	8.3	10	-4.258	-4.888	-0.753	9.053	-1.082	11.082	6.667	130.4319	300.54
0	252055	252050	82.8	659.7	0.999	11.224	6.44	-12.91	-19.5	-1.993	13.217	-2.328	8.768	2.811	112.7599	532.6
0	259795	259796	15	162.8	0.307	26.2	27	21	20.5	24.091	2.109	24.109	2.891	-0.179	-0.2373	3.58
0	259796	259797	15	226.6	0.441	27	26.2	20.5	19.5	24.109	2.891	20.696	5.504	6.318	7.6634	4.29
0	259797	259811	24	273	1.831	26.2	25.8	19.5	14.5	20.696	5.504	16.181	9.619	6.486	18.3229	30.62
0	259798	259799	15	140.4	0.791	36.5	38.9	30.11	29	30.22	6.28	30.221	8.679	-0.183	-0.2232	5.75
0	259799	259803	18	124.2	0.402	38.9	36.7	29	28.5	30.221	8.679	29.379	7.321	5.377	6.8285	6.66
0	259801	259802	12	130.6	0.383	36	35.9	28.5	28	28.635	7.365	28.633	7.267	-0.197	-0.1031	2.2
0	259802	259797	18	278	3.058	35.9	26.2	28	19.5	28.633	7.267	20.696	5.504	4.224	6.3911	18.37
0	259803	259802	18	48.3	1.035	36.7	35.9	28.5	28	29.379	7.321	28.633	7.267	6.417	6.7787	10.69
0 (WEST)	259806	30738	36	52.8	15.715	12	10	6.8	-1.5	7.407	4.593	-1.082	11.082	22.254	22.2409	264.43
0	259807	259806	36	319.4	1.002	20.5	12	10	6.8	11.294	9.206	7.407	4.593	8.428	22.4747	66.77
0	259808	259807	30	229.6	0.958	22.1	20.5	12.2	10	13.539	8.561	11.294	9.206	8.239	21.1396	40.15
0	259809	259808	15	58.1	1.376	20.2	22.1	13	12.2	13.538	6.662	13.539	8.561	-0.183	-0.2314	7.58
0	259810	259808	30	184.2	0.977	24.6	22.1	14	12.2	15.131	9.469	13.539	8.561	5.915	15.8328	40.55
0	259811	259810	24	91.2	0.548	25.8	24.6	14.5	14	16.181	9.619	15.131	9.469	6.872	17.4442	16.76

APPENDIX 2

Line No	US Node	DS Node	Existing Size (inches)	Length (ft)	Slope (%)	US Rim (ft)	DS Rim (ft)	US Inv (ft)	DS Inv (ft)	US HGL (ft)	US Freeboard (ft)	DS HGL (ft)	DS Freeboard (ft)	DS V (ft/s)	DS Q (cfs)	Pipe Capacity (cfs)
0	259813	259815	15	116.4	0.859	16.8	20.9	13	12	13.798	3.002	12.726	8.174	5.202	4.0411	5.99
0	259814	259815	15	69.2	1.444	22	20.9	13	12	13.555	8.445	12.726	8.174	4.123	3.0514	7.76
0(EAST)	259815	259817	15	277.1	3.428	20.9	12	12	2.5	12.726	8.174	3.096	8.904	9.911	6.5572	11.96
0	259817	182043	15	19.6	5.111	12	12	2.5	1.5	3.096	8.904	-1.395	13.395	11.372	6.523	14.61
0	30738	182043	78	273.4	0.349	10	12	-4.888	-5.842	-1.082	11.082	-1.395	13.395	5.671	137.205	268.41
0	30739	252052	78	68.6	0.35	5.194	8.3	-4.018	-4.258	-0.542	5.736	-0.753	9.053	8.136	143.4091	300.82

Total Length (ft)	7378.2	Minimum DS Freeboard (ft)	2.891	Maximum DS Flow (cfs)	143.4091
Minimum DS Invert	-25.509	Maximum Size (inches)	144	Maximum Pipe Capacity (cfs)	1026.32
Maximum US Invert	30.11	Maximum Slope (%)	15.715	Maximum DS Velocity (ft/s)	22.254

APPENDIX 3



EHY13
Simulation - 2010 5-Year Storm

Map Centre Coords
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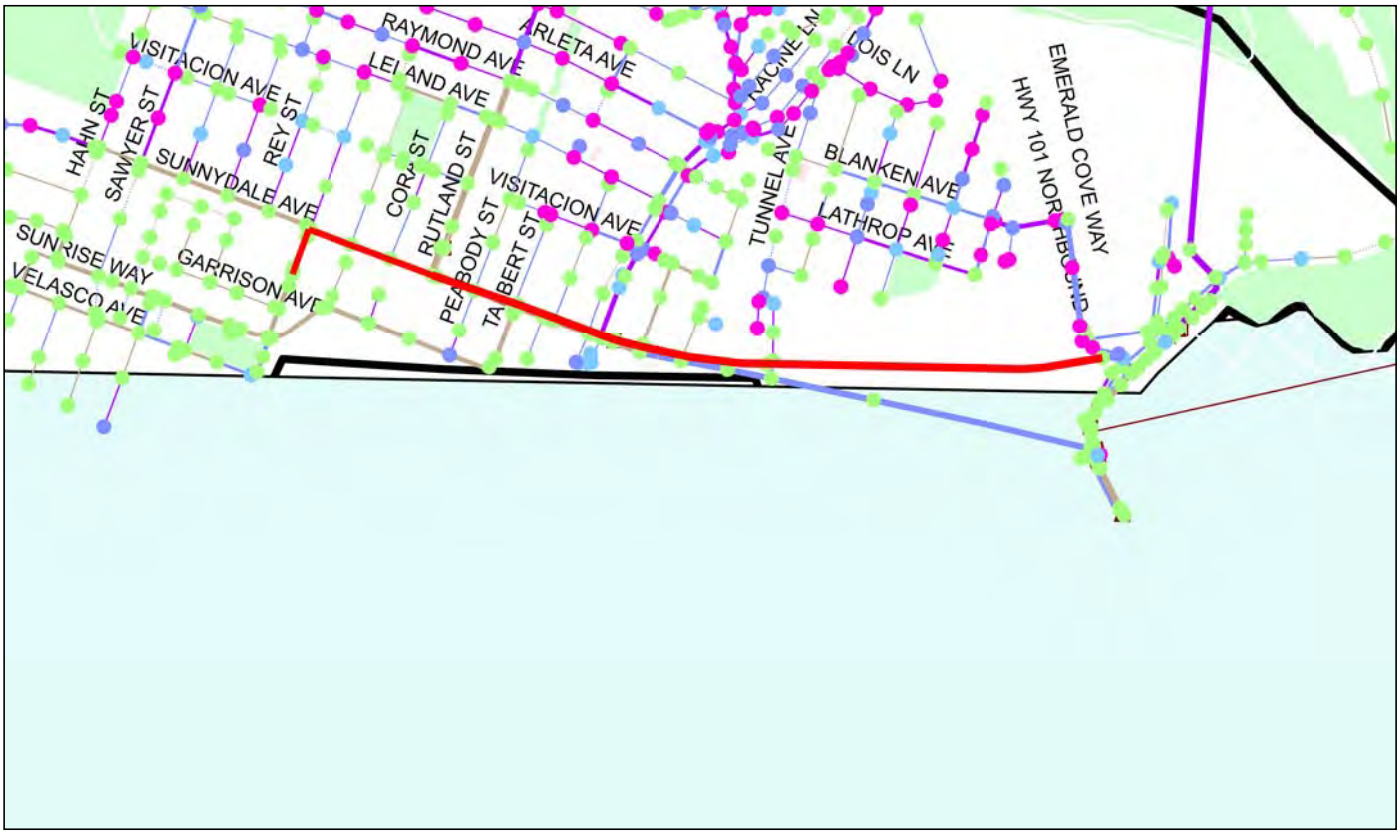
Date Printed: 07/29/2013
Scale 1:4100

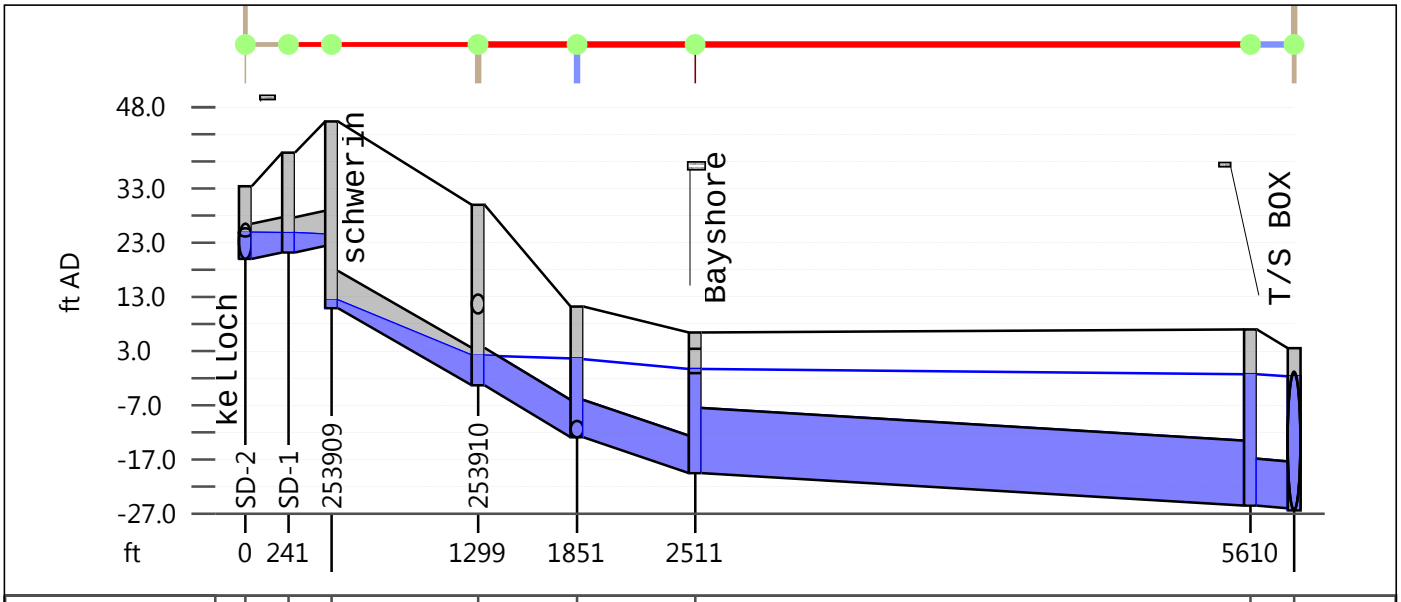
0.05 miles

Powered by

InfoWorks™

APPENDIX 4





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r.pfc (ft3/s)		-	-	702.524	-	532.596	1026.324	-		
US flow (ft3/s)		-	-	64.74162	-	-	377.80707	-		
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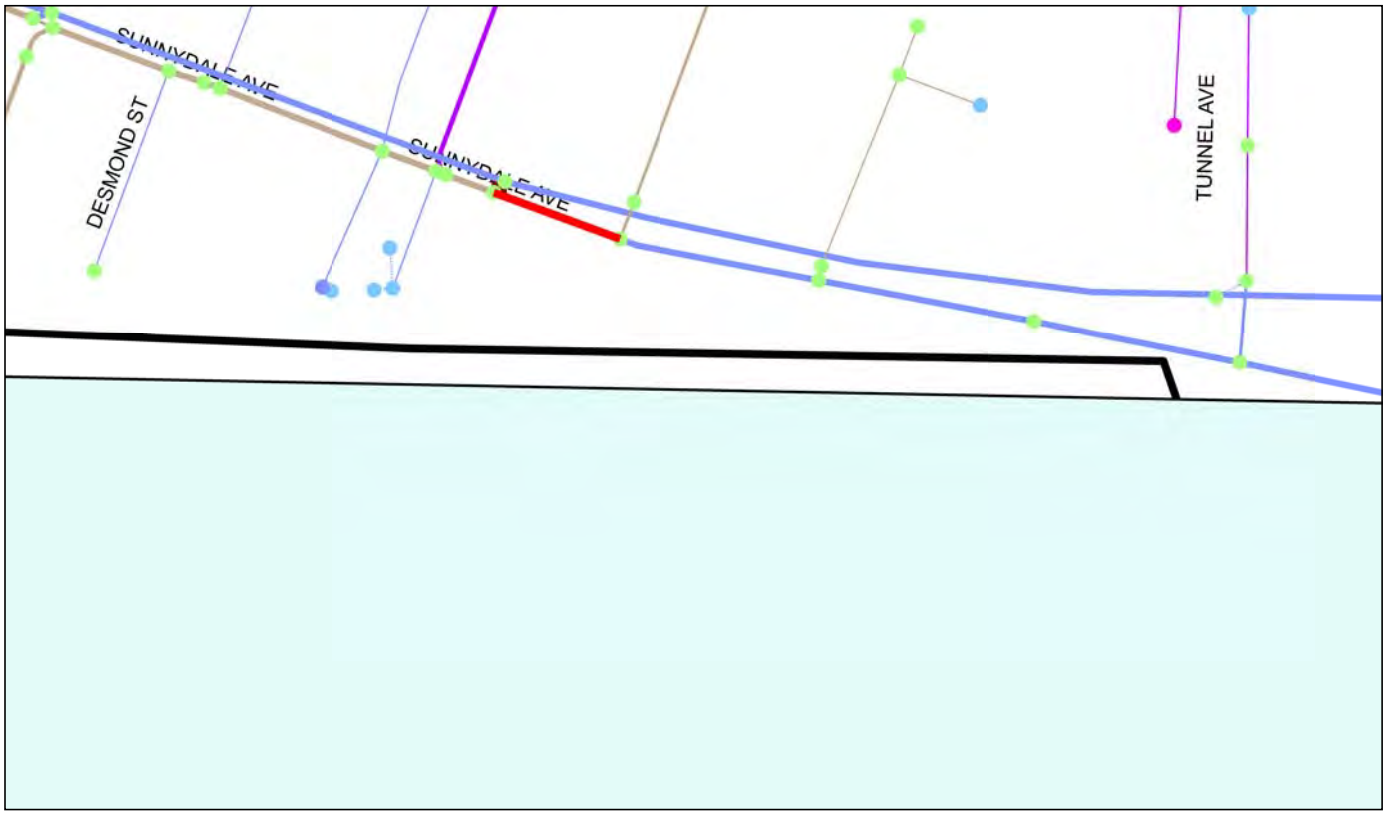
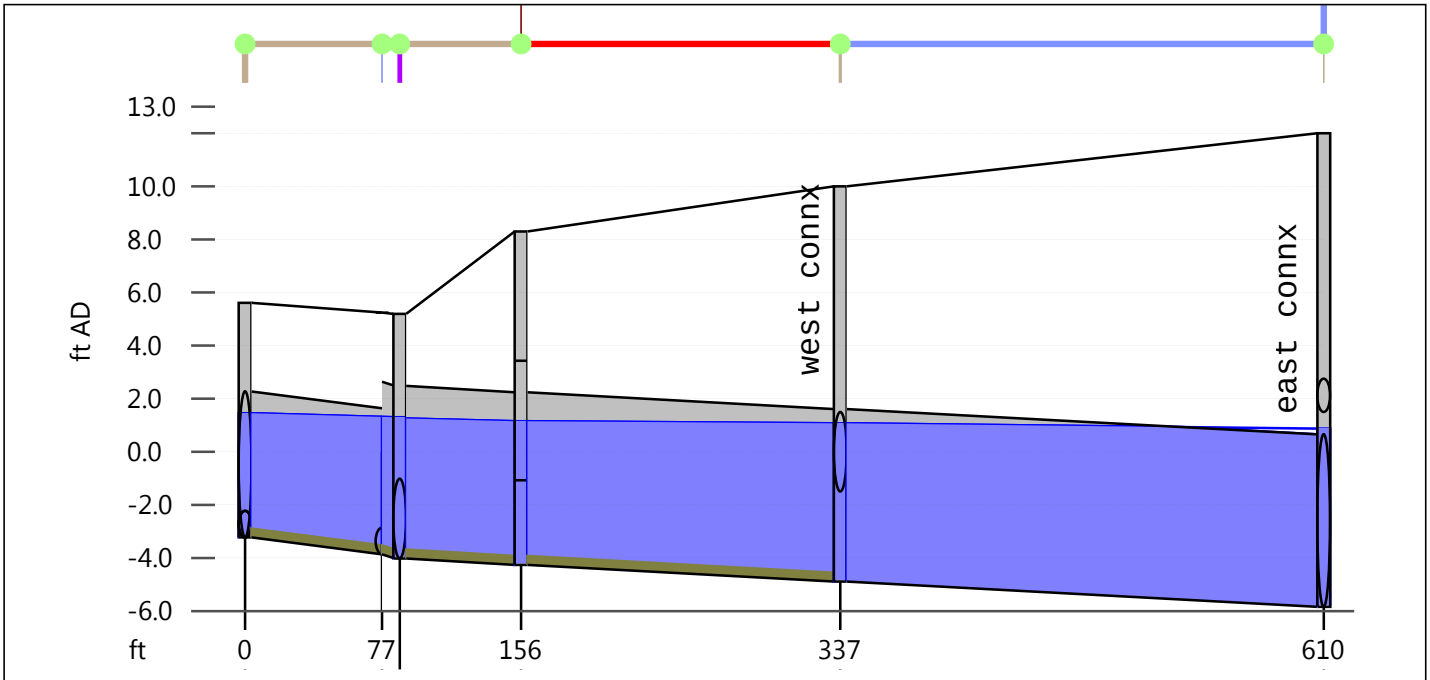
Asset ID										

APPENDIX 5





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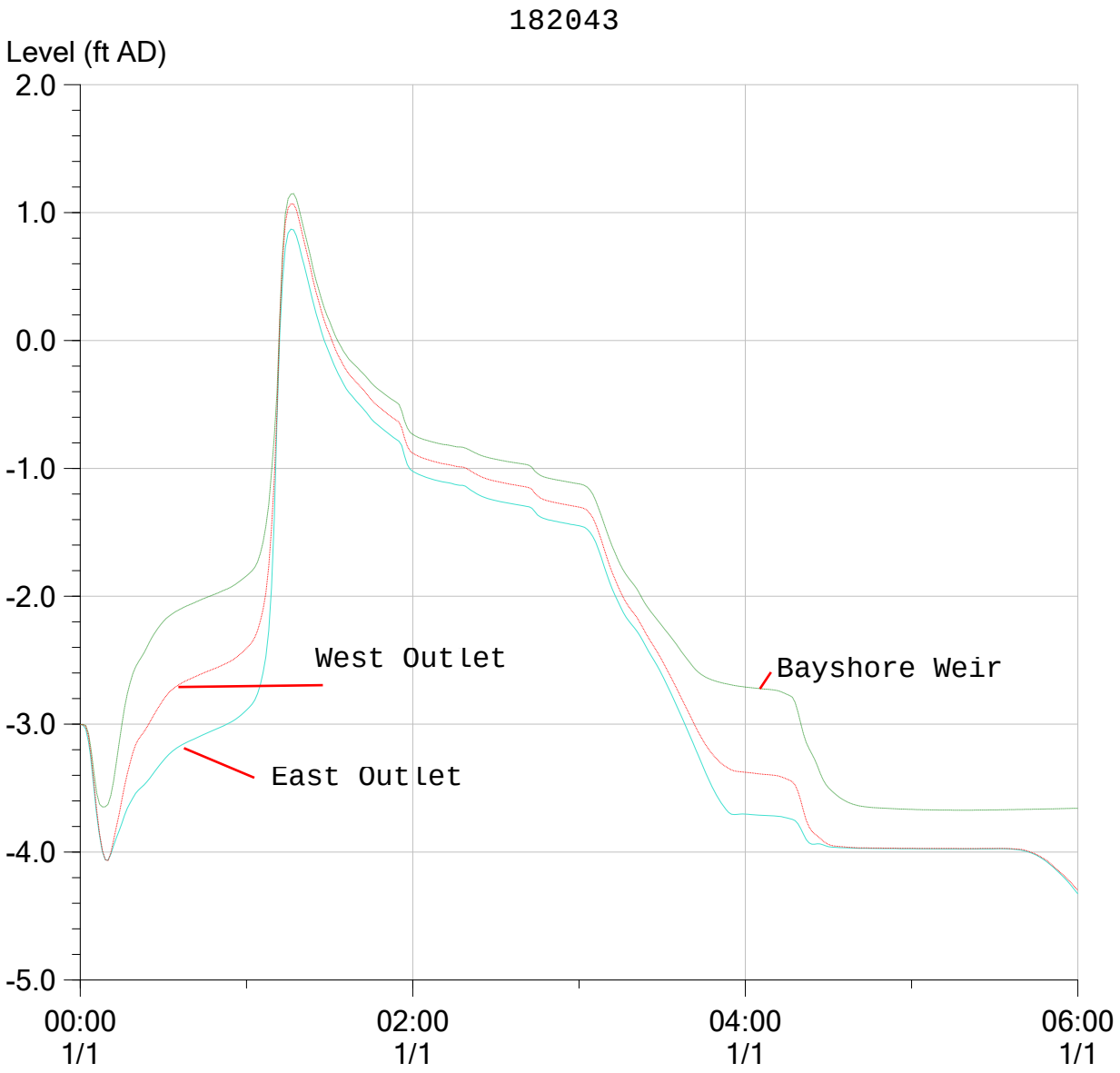
Shape ID		CIRC		CIRC	CIRC	CIRC		
width (in)		66.0		78.0	78.0	78.0		
r.pfc (ft3/s)		290.865		300.589	300.313	268.412		
US flow (ft3/s)		132.93405		-	140.24930	157.95442		
Node	-		-	-	252052	30738		182043
Asset ID								

APPENDIX 6

Location Plot Produced by bshrestha (07/29/2013 11:41:16) Page 1 of 1
Sim: >Studies>Redevelopments>Visitacion>RUNS>Upsized_12inches>VISITACION_12 2010 5-Year Storm (07/25...
Selection list: Custom Selection



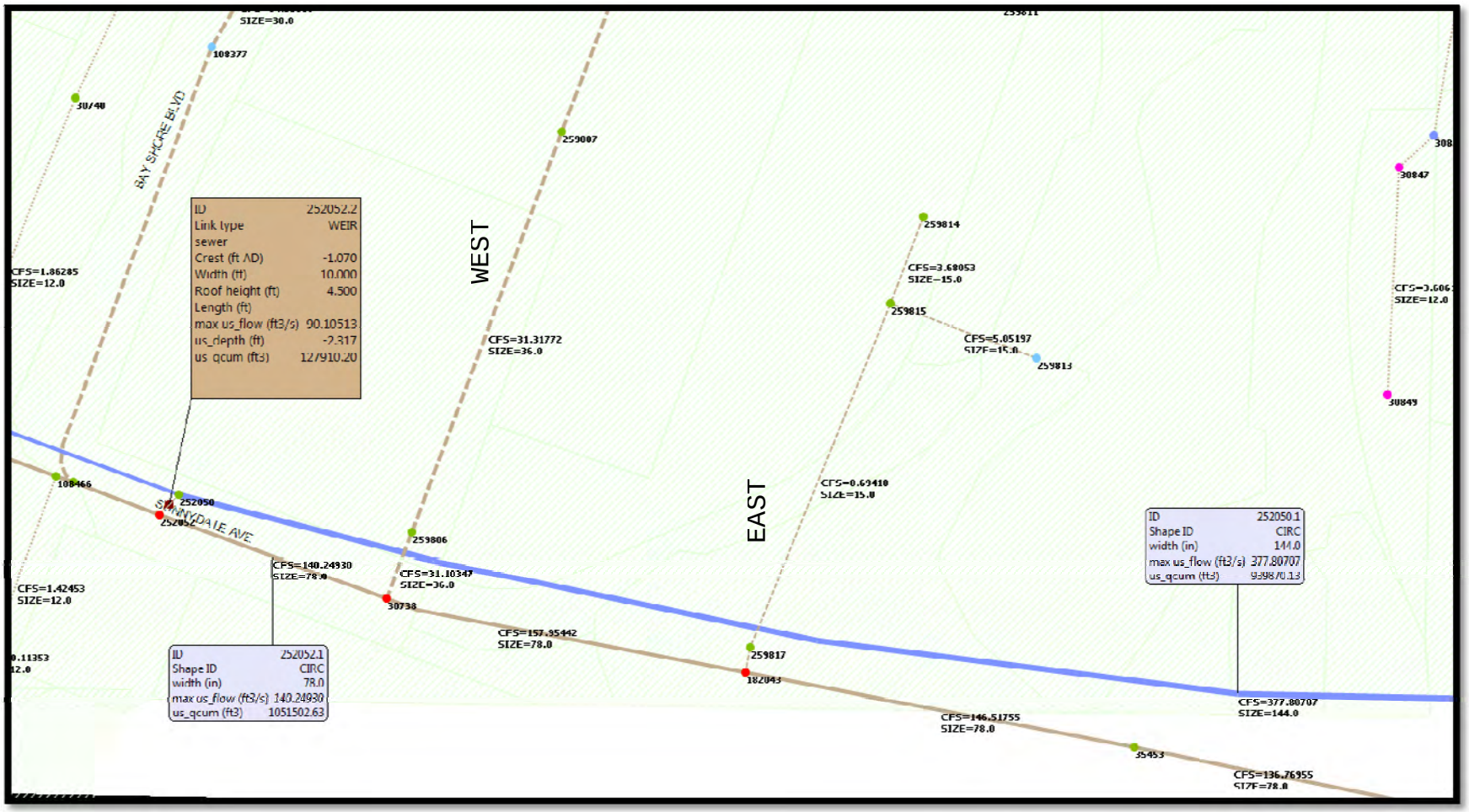
	Level (ft AD)	
	Min	Max
182043	-4.327	0.870
252052	-3.672	1.148
30738	-4.299	1.068

Results Report

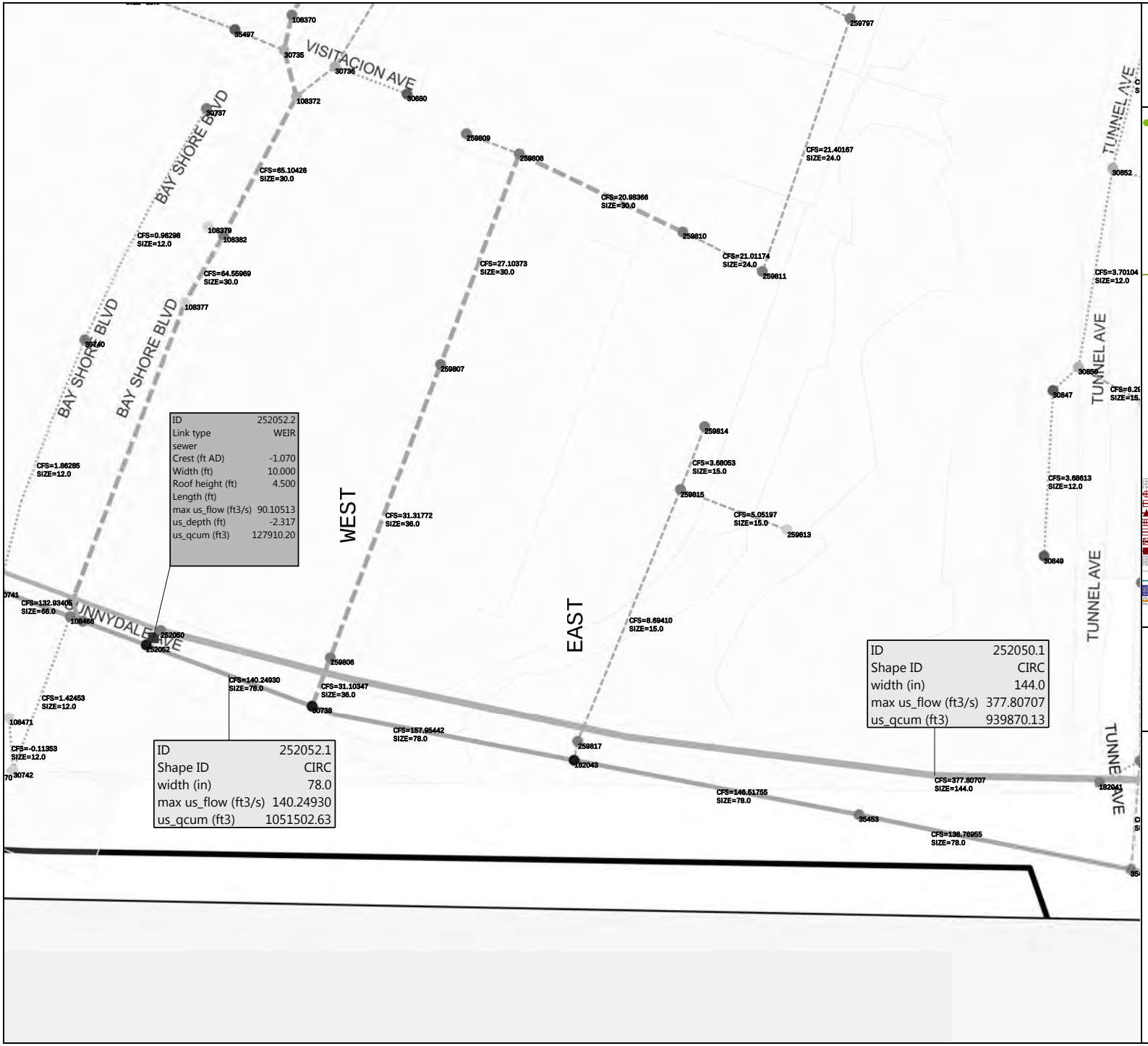
Powered by

InfoWorks™

APPENDIX 7


SIZE=30.0
108377
30740
BAY SHORE BLVD
259007
WEST
ID 252052.2
Link type WEIR
sewer
Crest (ft AD) -1.070
Width (ft) 10.000
Roof height (ft) 4.500
Length (ft)
max us_flow (ft3/s) 90.10513
us_depth (ft) -2.317
us_qcum (ft3) 127910.20
CFS=1.86285
SIZE=12.0
CFS=31.31772
SIZE=36.0
259814
CFS=3.68053
SIZE=15.0
259815
CFS=5.05197
SIZE=15.0
259813
30847
30849
108466
252050
SUNNYDALE AVE
252052
259806
CFS=140.24930
SIZE=78.0
CFS=31.10347
SIZE=36.0
30738
CFS=1.42453
SIZE=12.0
EAST
CFS=0.69410
SIZE=15.0
ID 252050.1
Shape ID CIRC
width (in) 144.0
max us_flow (ft3/s) 377.80707
us_qcum (ft3) 9398/0.13
ID 252052.1
Shape ID CIRC
width (in) 78.0
max us_flow (ft3/s) 140.24930
us_qcum (ft3) 1051502.63
CFS=157.35442
SIZE=78.0
259817
182043
CFS=377.80707
SIZE=144.0
CFS=146.51755
SIZE=78.0
35453
CFS=136.76955
SIZE=78.0

APPENDIX 8



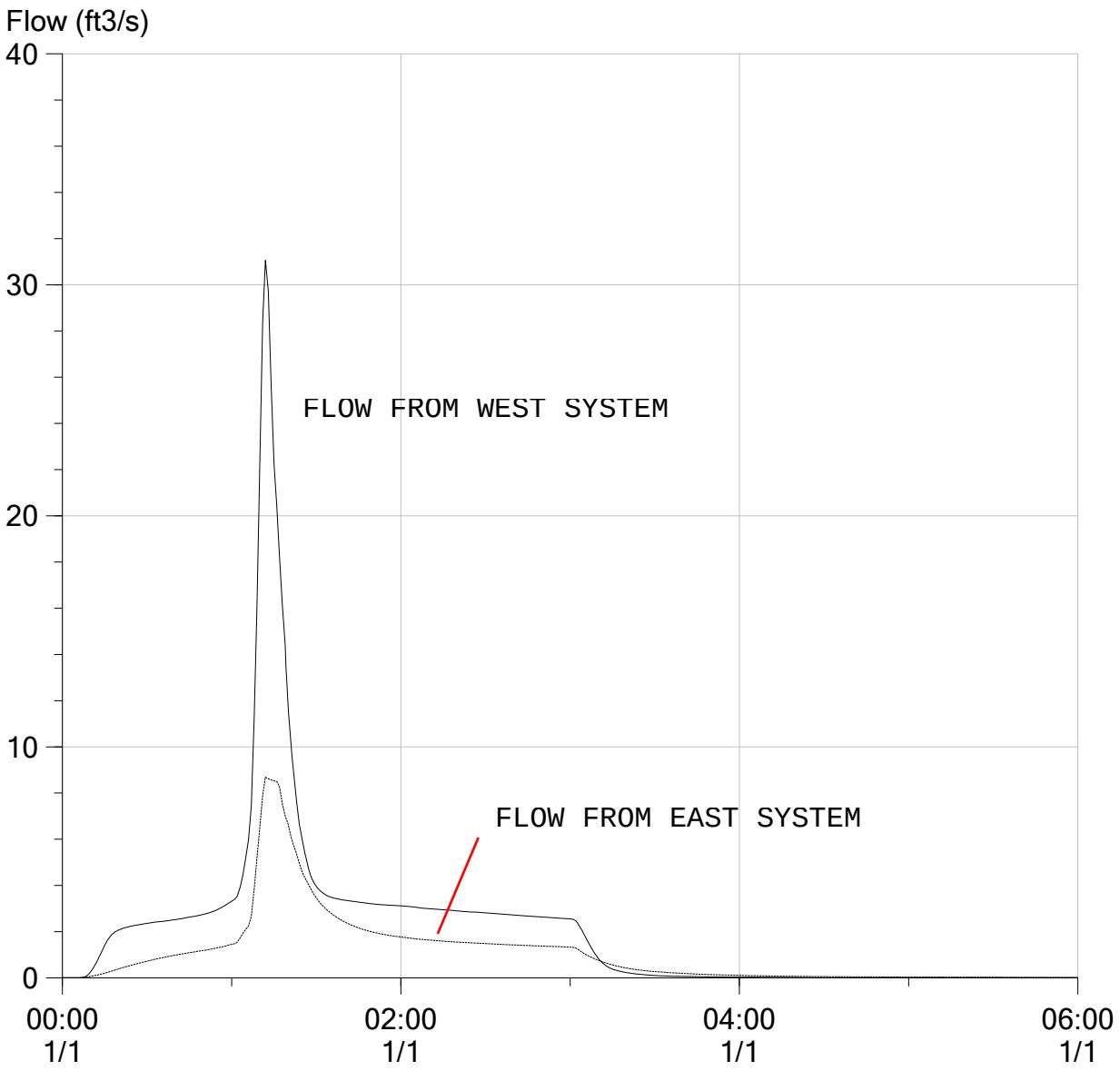
EHY13 Simulation - 2010 5-Year Storm

Map Centre Coords
x: 1832202, y: 635894
Date Printed: 07/29/2013
Scale 1:1700

0.01 miles

Powered by InfoWorks™

Location Plot (Upstream Link End) Produced by bshrestha (07/29/2013 11:11:12) Page 1 of 1
Sim: >Studies>Redevelopments>Visitacion>RUNS>Upsized_12inches>VISITACION_12 2010 5-Year Storm (07/25...
Selection list: Custom Selection



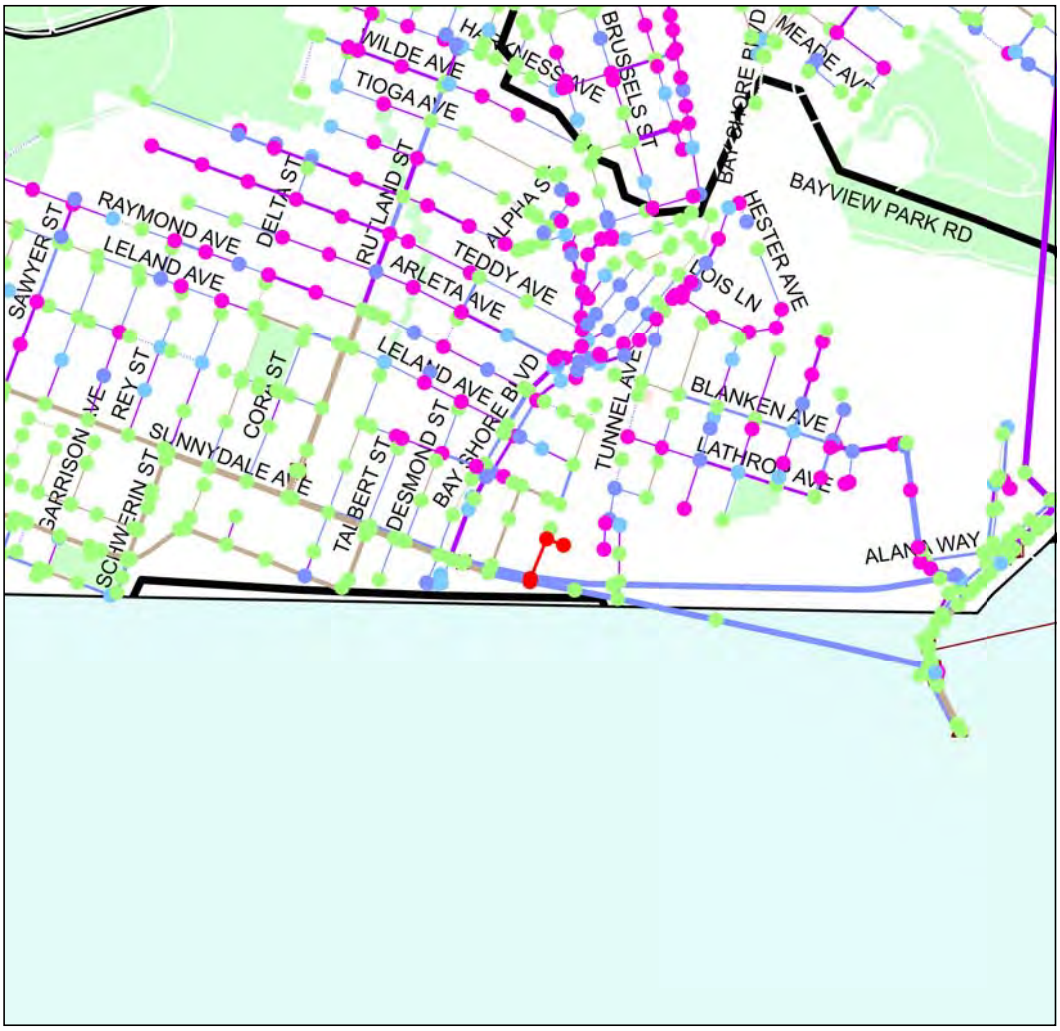
	Flow (ft3/s)		
	Min	Max	Volume (ft3)
259806.1	0.008	31.065	46569.097
259817.1	0.004	8.688	23051.710

Results Report

Powered by

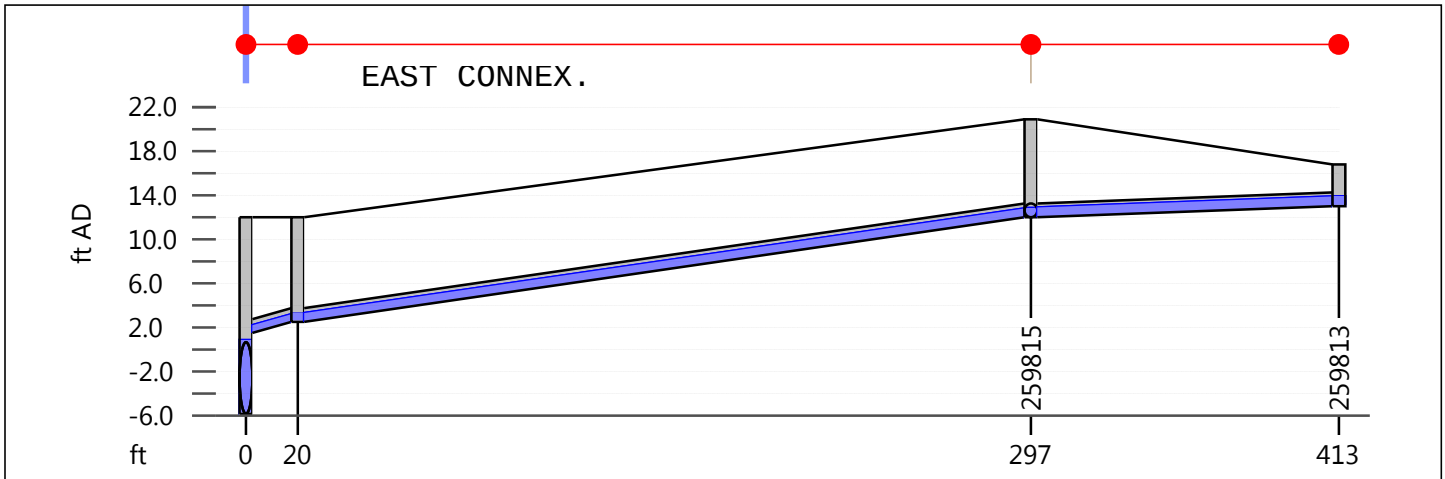
InfoWorks™

APPENDIX 10



N

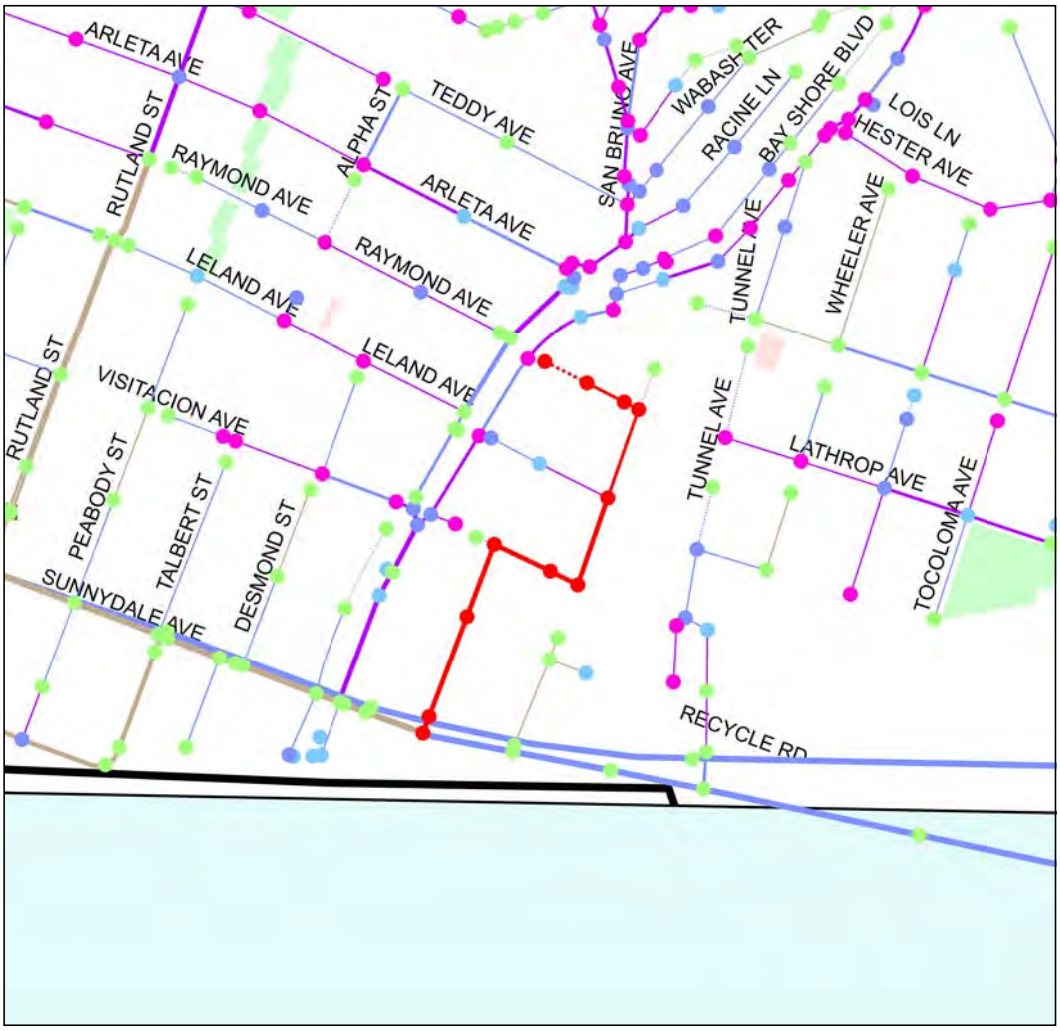
VISITACION VALLEY REDEVELOPMENT CONNECTION TO SUNNYDALE OLDER SEWER HGL PROFILE



Link	-	259815.1	259813.1	
length (ft)	-	277.1	116.4	
Shape ID	-	CIRC	CIRC	
width (in)	-	15.0	15.0	
r.pfc (ft3/s)	-	11.962	5.989	
US flow (ft3/s)	-	8.69410	5.05197	

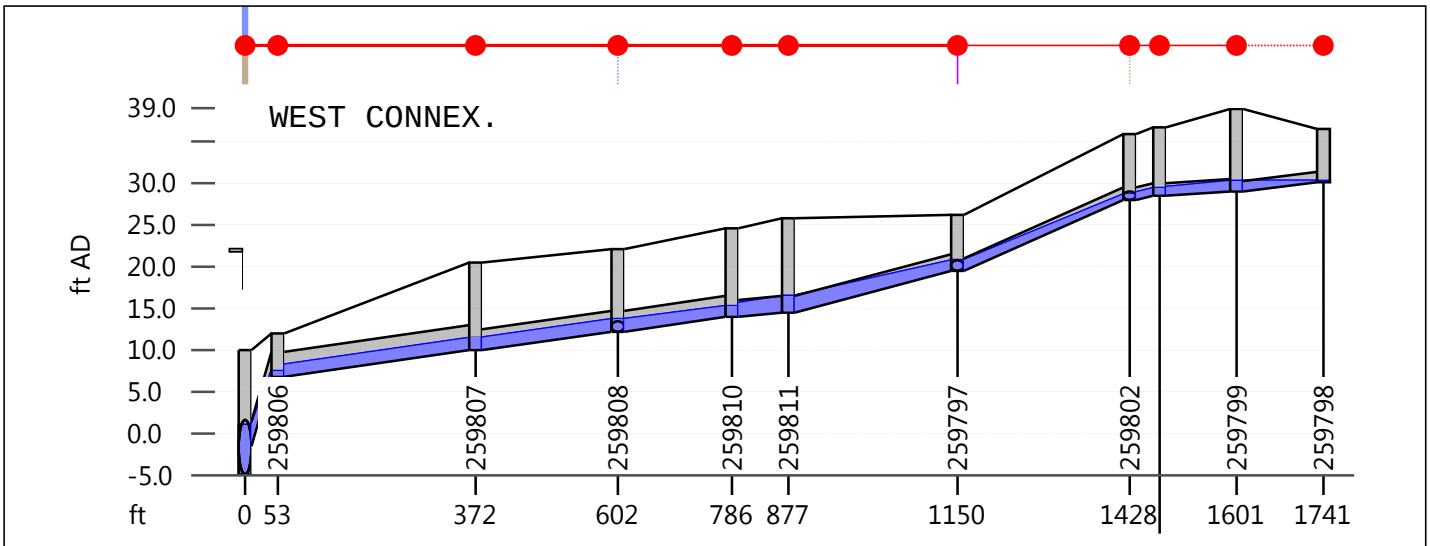
Node		259817	259815	259813
Asset ID				

APPENDIX 11



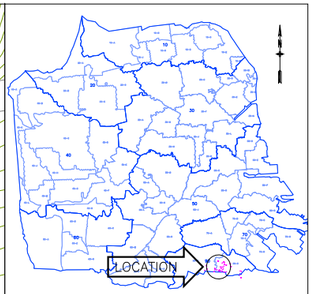
N

VISITACION VALLEY REDEVELOPMENT CONNECTION TO SUNNYDALE OLDER SEWER HGL PROFILE



Link		-	259807.1	259808.1	-	-	259797.1	259802.1	-	-	-	
length (ft)		-	319.4	229.6	184.2	-	273.0	278.0	-	124.2	140.4	
Shape ID		-	CIRC	CIRC	CIRC	-	CIRC	CIRC	-	CIRC	CIRC	
width (in)		-	36.0	30.0	30.0	-	24.0	18.0	-	18.0	15.0	
r.pfc (ft3/s)		-	66.768	40.153	40.552	-	30.619	18.372	-	6.665	5.746	
US flow (ft3/s)		-	31.31772	27.10373	-	-	21.40167	7.24471	-	-	-	
Node		-		259807	259808	-	-	259797		-	-	
Asset ID												

APPENDIX 12



50 0 100

NOTE: THESE MAPS OF SEWER FACILITIES SHOULD BE CONSIDERED SCHEMATIC IN NATURE. HORIZONTAL LOCATION AND ELEVATIONS ARE APPROXIMATE, AND MUST BE FIELD VERIFIED FOR ALL DESIGN PURPOSES EHY, BOE, DPW, SAN FRANCISCO 2013

PROPOSED SYSTEM SHOWN FOR VISITACION VALLEY REDEVELOPMENT PROJECT

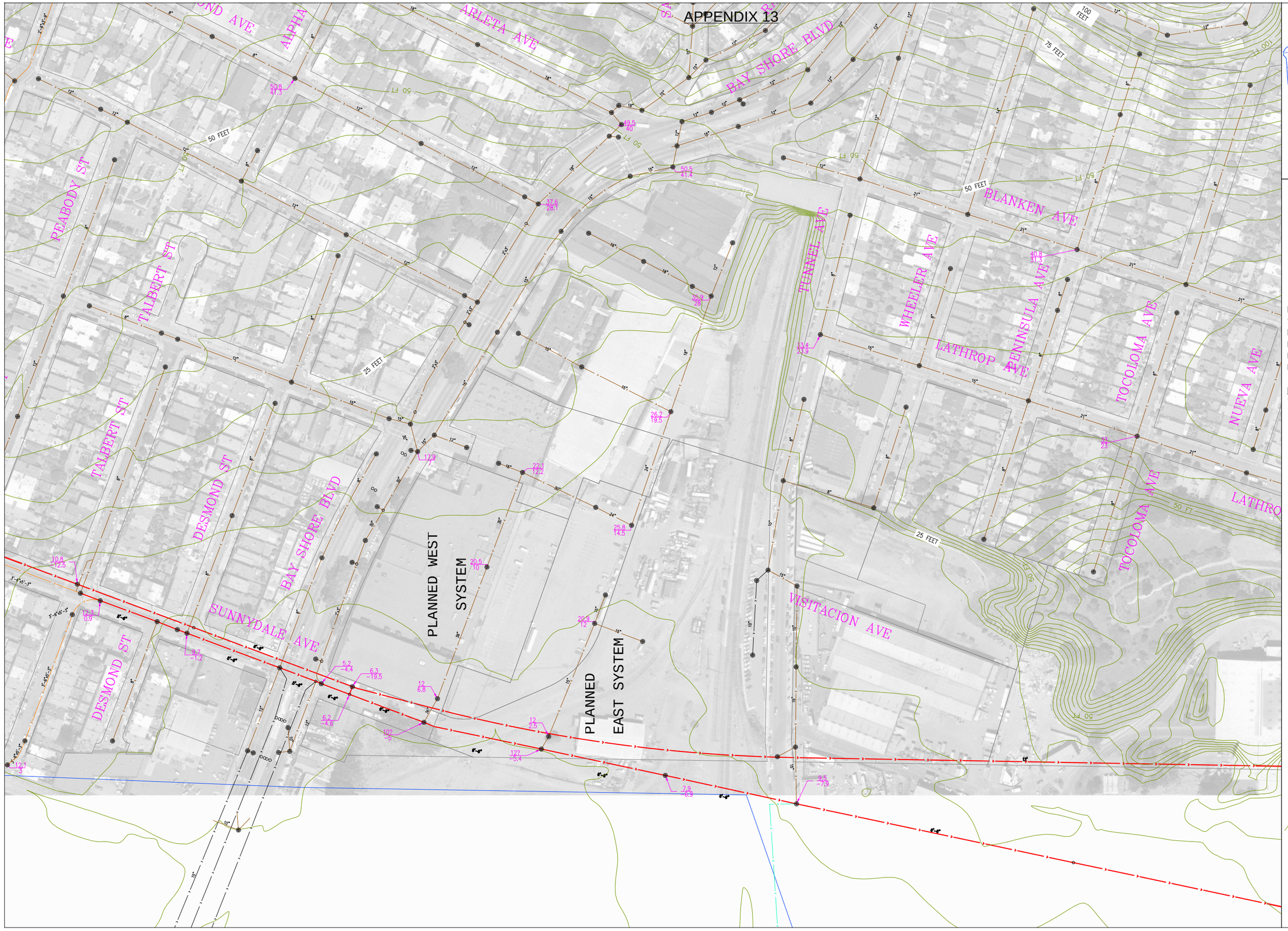
VISITACION VALLEY/SUNNYDALE AND VICINITY
SEWER SYSTEM MAP
SUB BASIN ID 90-D
USE GRAPHICAL SCALE
FOR REFERENCE PURPOSE ONLY

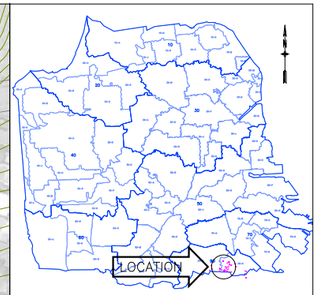
LEGEND

FIG." EXISTING SIZE
EXISTING SEWER
CONTOUR
RIM & INVERT

ATTACHMENT X

APPENDIX 13





50 0 100

NOTE: THESE MAPS OF SEWER FACILITIES SHOULD BE CONSIDERED SCHEMATIC IN NATURE. HORIZONTAL LOCATION AND ELEVATIONS ARE APPROXIMATE, AND MUST BE FIELD VERIFIED FOR ALL DESIGN PURPOSES EHY, BOE, DPW, SAN FRANCISCO 2013

PROPOSED SYSTEM SHOWN FOR VISITACION VALLEY REDEVELOPMENT PROJECT

VISITACION VALLEY/SUNNYDALE AND VICINITY
SEWER SYSTEM MAP
SUB BASIN ID 90-D
USE GRAPHICAL SCALE
FOR REFERENCE PURPOSE ONLY

LEGEND

FIG." EXISTING SIZE
EXISTING SEWER
X FT CONTOUR
RIM & INVERT
RIM
INV

ATTACHMENT X

APPENDIX 14

Explanation of Negative Velocities and high velocities

EHY SFDPW

B Shrestha 2013-8-7

(1) Why some velocities are reported negative in model results?

The negative velocity, and negative flow, is due to flow back filling from the downstream end of the conduit.

The conduit in figure 1 shows and reports flow in the negative (upstream) direction for a duration (figure 4 graph). The flow from the sub-catchment is being loaded at the downstream node. When downstream node of the conduit has the hydraulic head higher than the upstream node, the flow is in upstream direction. It continues to occur until the hydraulic head comes to an equilibrium state.

Although such phenomenon is possible, I am dissuading one from believing that each of the model result has to be correct in reality. I am only explaining the theoretical basis of the calculation.

There are also other possible known reasons for negative velocities: (1) digitization of the pipe from downstream to upstream end; (2) instantaneous numerical instability of the calculation.

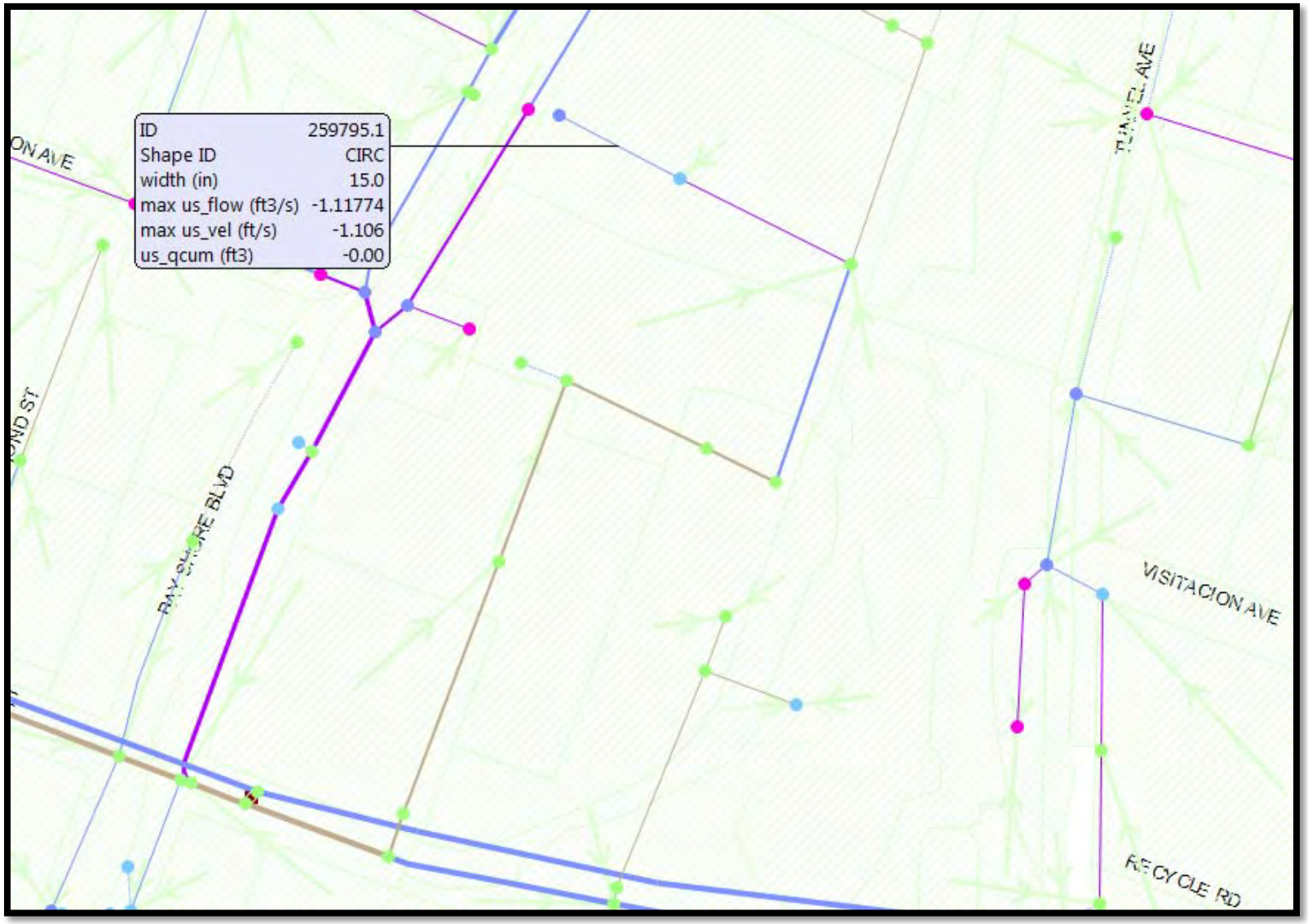

ID 259795.1
Shape ID CIRC
width (in) 15.0
max us_flow (ft3/s) -1.11774
max us_vel (ft/s) -1.106
us_qcum (ft3) -0.00
VISITACION AVE
RECYCLE RD

Figure 1

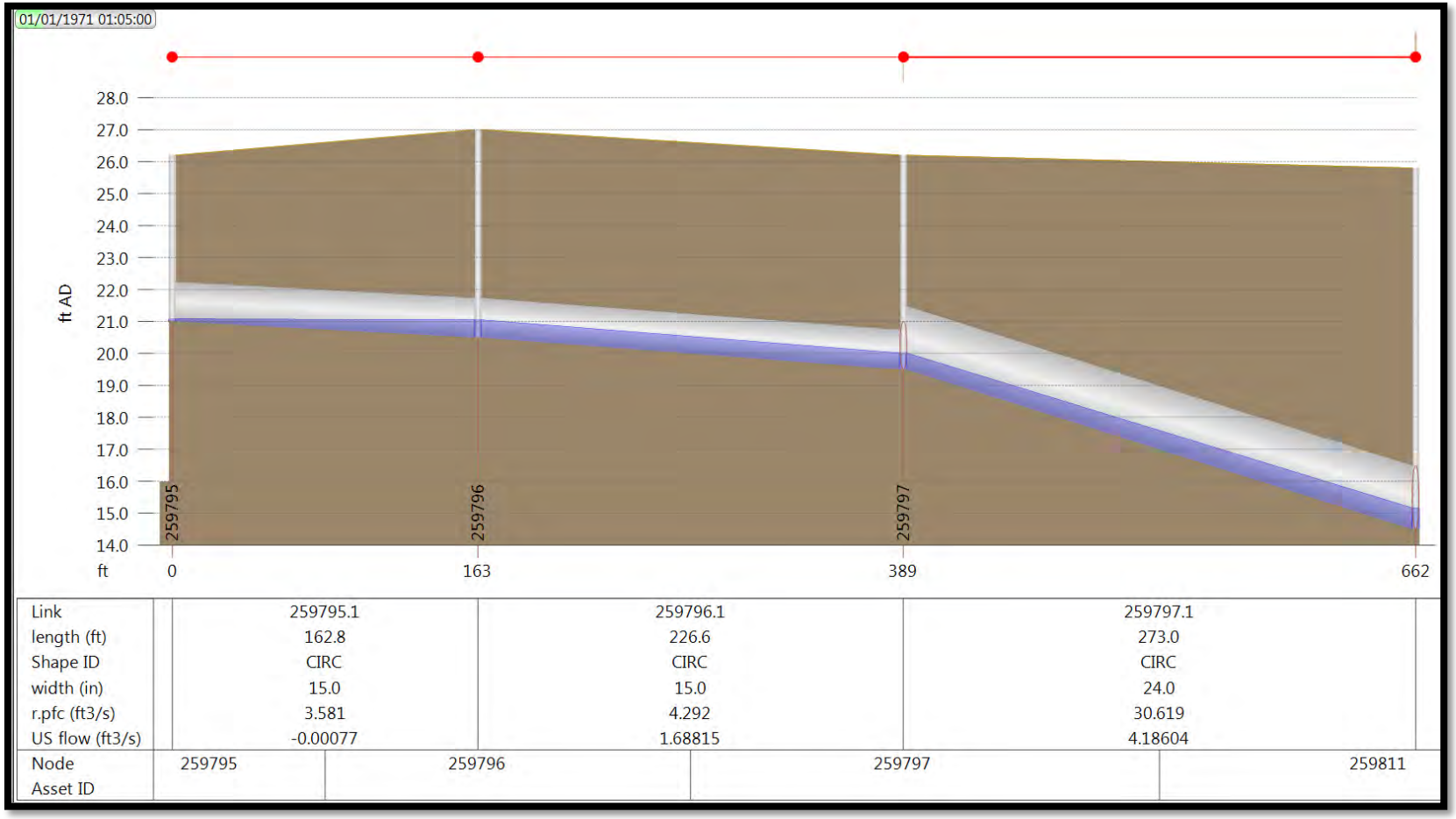
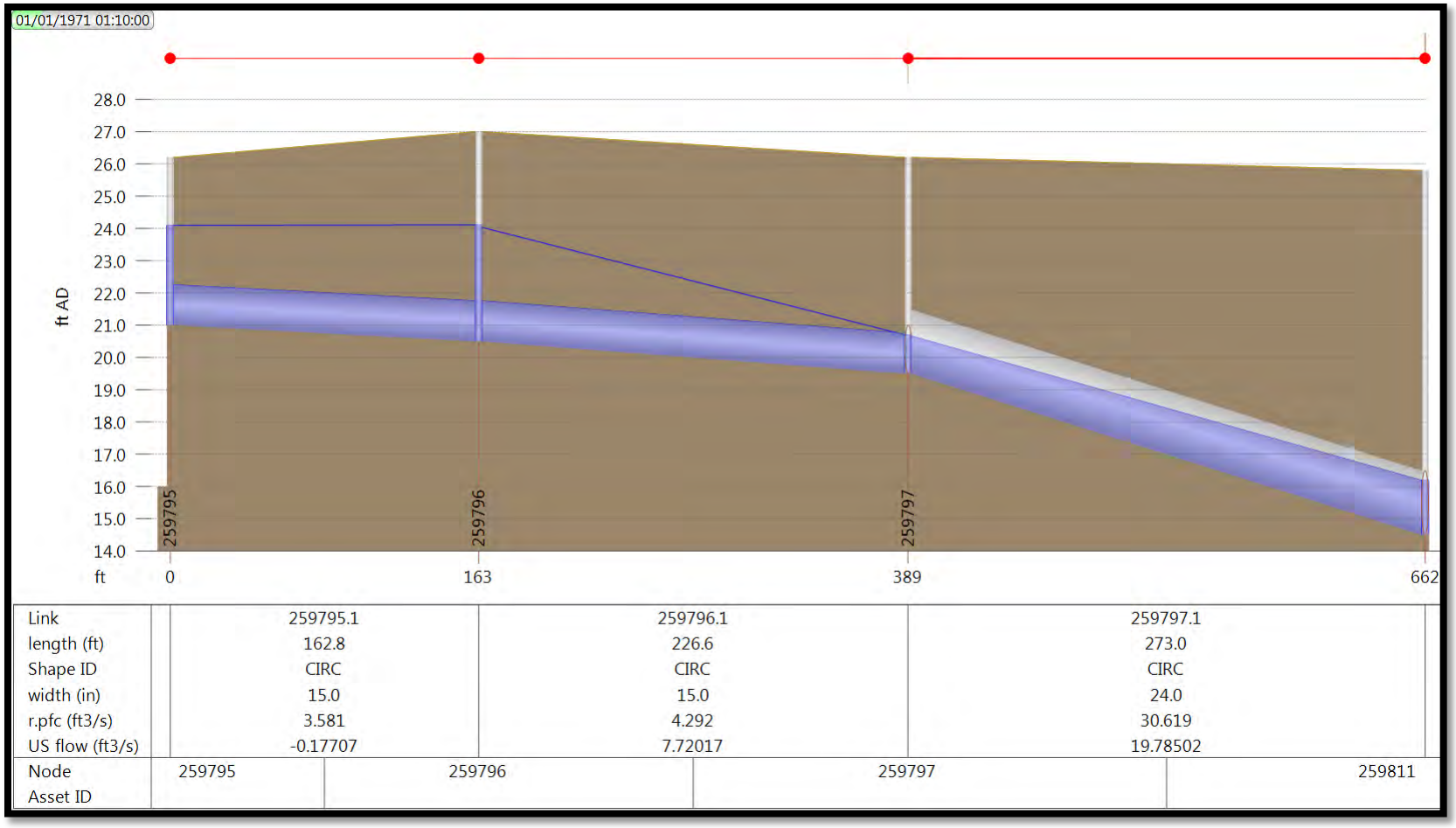

01/01/1971 01:05:00
28.0
27.0
26.0
25.0
24.0
23.0
22.0
21.0
20.0
19.0
18.0
17.0
16.0
15.0
14.0
ft AD
259795
259796
259797
ft
0
163
389
662
Link 259795.1 259796.1 259797.1
length (ft) 162.8 226.6 273.0
Shape ID CIRC CIRC CIRC
width (in) 15.0 15.0 24.0
r.pfc (ft3/s) 3.581 4.292 30.619
US flow (ft3/s) -0.00077 1.68815 4.18604
Node 259795 259796 259797 259811
Asset ID

Figure 2



Link	259795.1	259796.1	259797.1
length (ft)	162.8	226.6	273.0
Shape ID	CIRC	CIRC	CIRC
width (in)	15.0	15.0	24.0
r.pfc (ft3/s)	3.581	4.292	30.619
US flow (ft3/s)	-0.17707	7.72017	19.78502

Node	259795	259796	259797	259811
Asset ID				

Figure 3

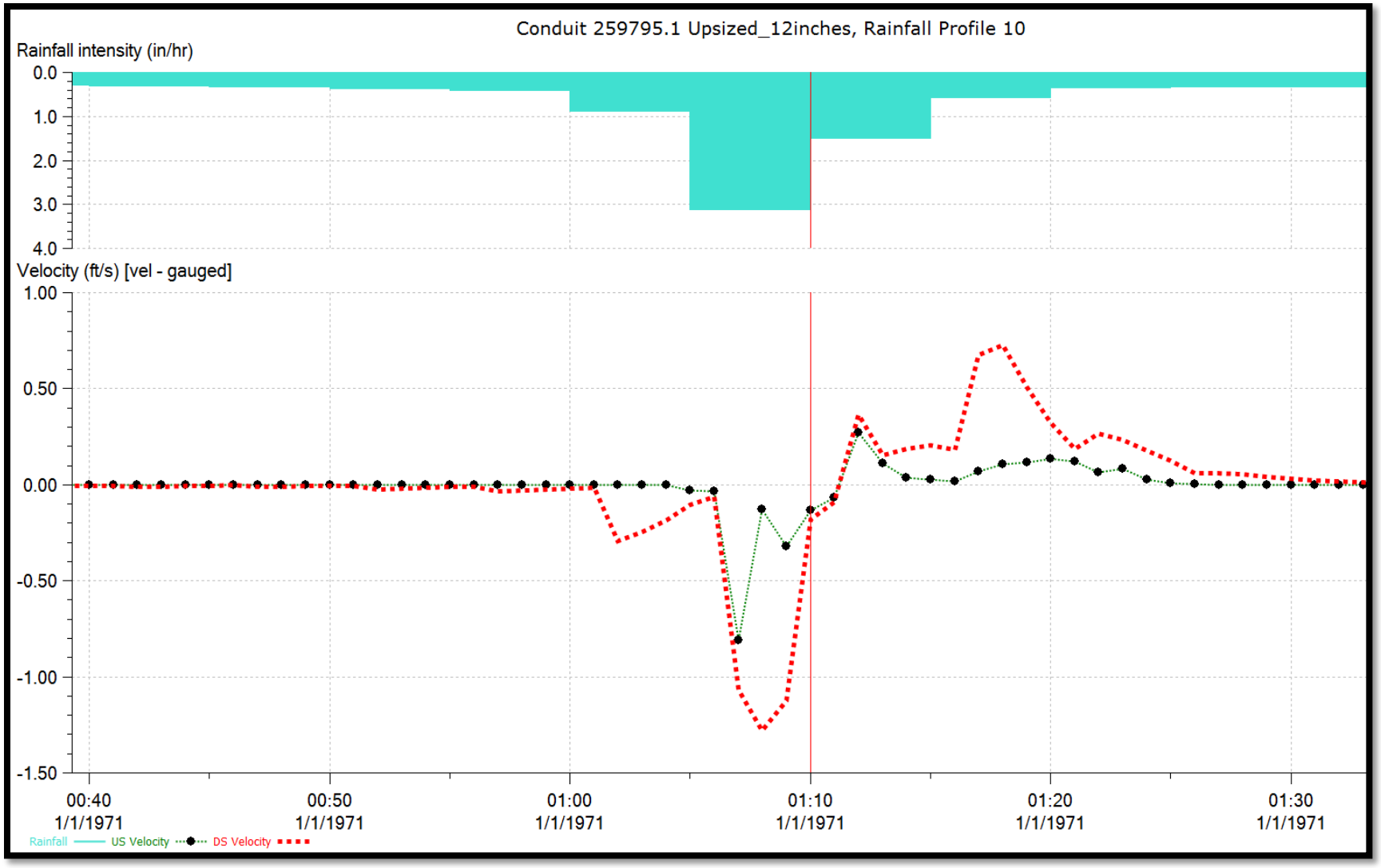

Conduit 259795.1 Upsized_12inches, Rainfall Profile 10
Rainfall intensity (in/hr)
0.0
1.0
2.0
3.0
4.0
Velocity (ft/s) [vel - gauged]
1.00
0.50
0.00
-0.50
-1.00
-1.50
00:40
1/1/1971
00:50
1/1/1971
01:00
1/1/1971
01:10
1/1/1971
01:20
1/1/1971
01:30
1/1/1971
Rainfall
US Velocity
DS Velocity

Figure 4

(2) Why are some velocities very high?

The conduit in figure 5 and figure 7 shows 109 feet per second as maximum velocity.

Using the Mannings' equation, velocities up to 30 feet per second is obtained and is expected in many steep pipes.

However, artificially high instantaneous velocities like 50 feet per second or 100 feet per second are numerical instabilities encountered while solving Saint Venant Equation. For each conduit, a number of calculations need to be performed for many time steps. The highest velocity found in these series of calculations is reported as maximum velocity. These spikes do not usually cascade into causing the overall degradation and reliability of calculation. The software does not suppress these values because it is an important indicator to the hydraulic engineer that occasionally internal calculations have limitations; and that an engineer makes a conscious decision whether such results affect the overall hydraulic result.

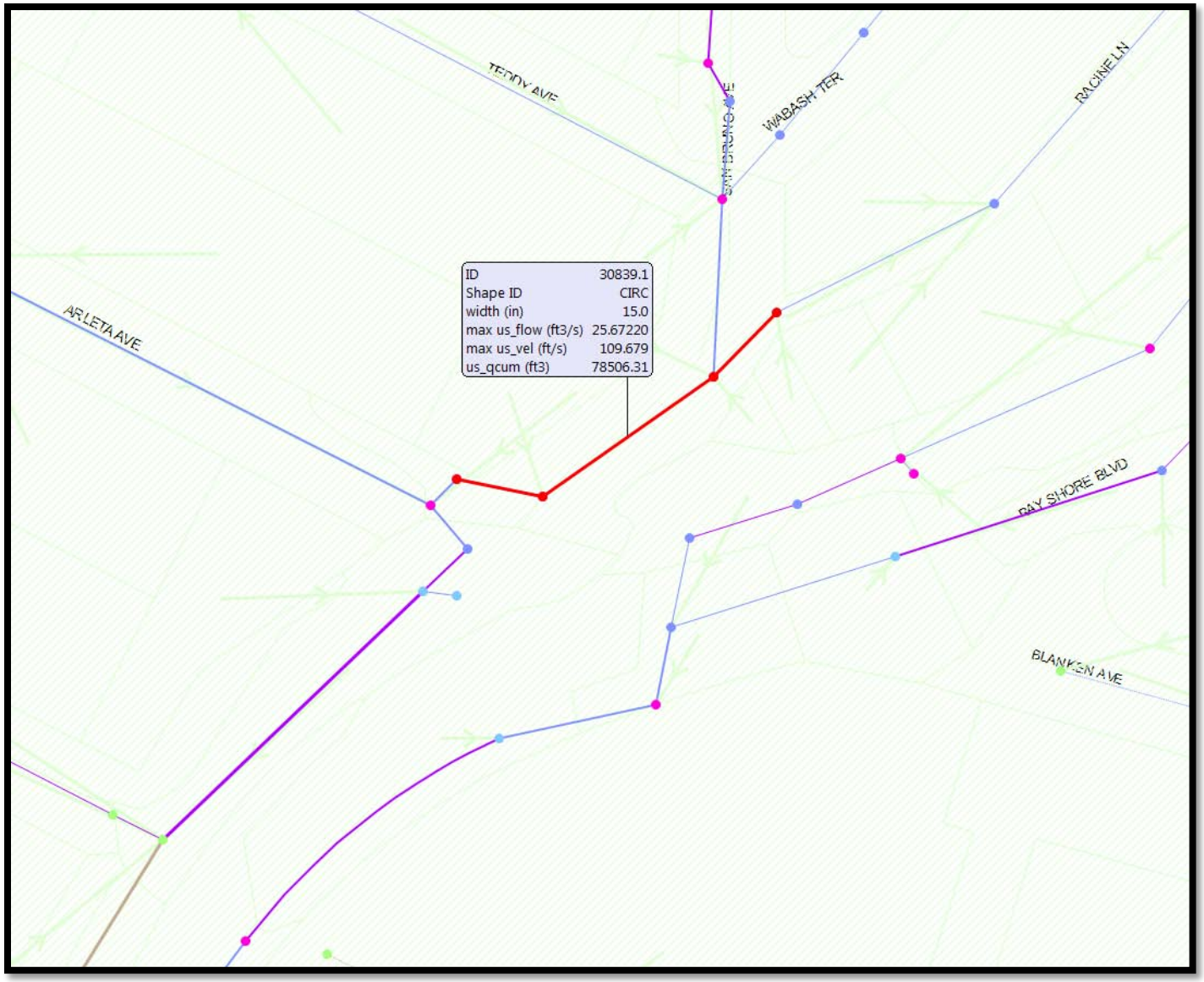

TEDDY AVE
WABASH TER
RACINE LN
ARLETA AVE
BAY SHORE BLVD
BLANKEN AVE
ID 30839.1
Shape ID CIRC
width (in) 15.0
max us_flow (ft3/s) 25.67220
max us_vel (ft/s) 109.679
us_qcum (ft3) 78506.31

Figure 5

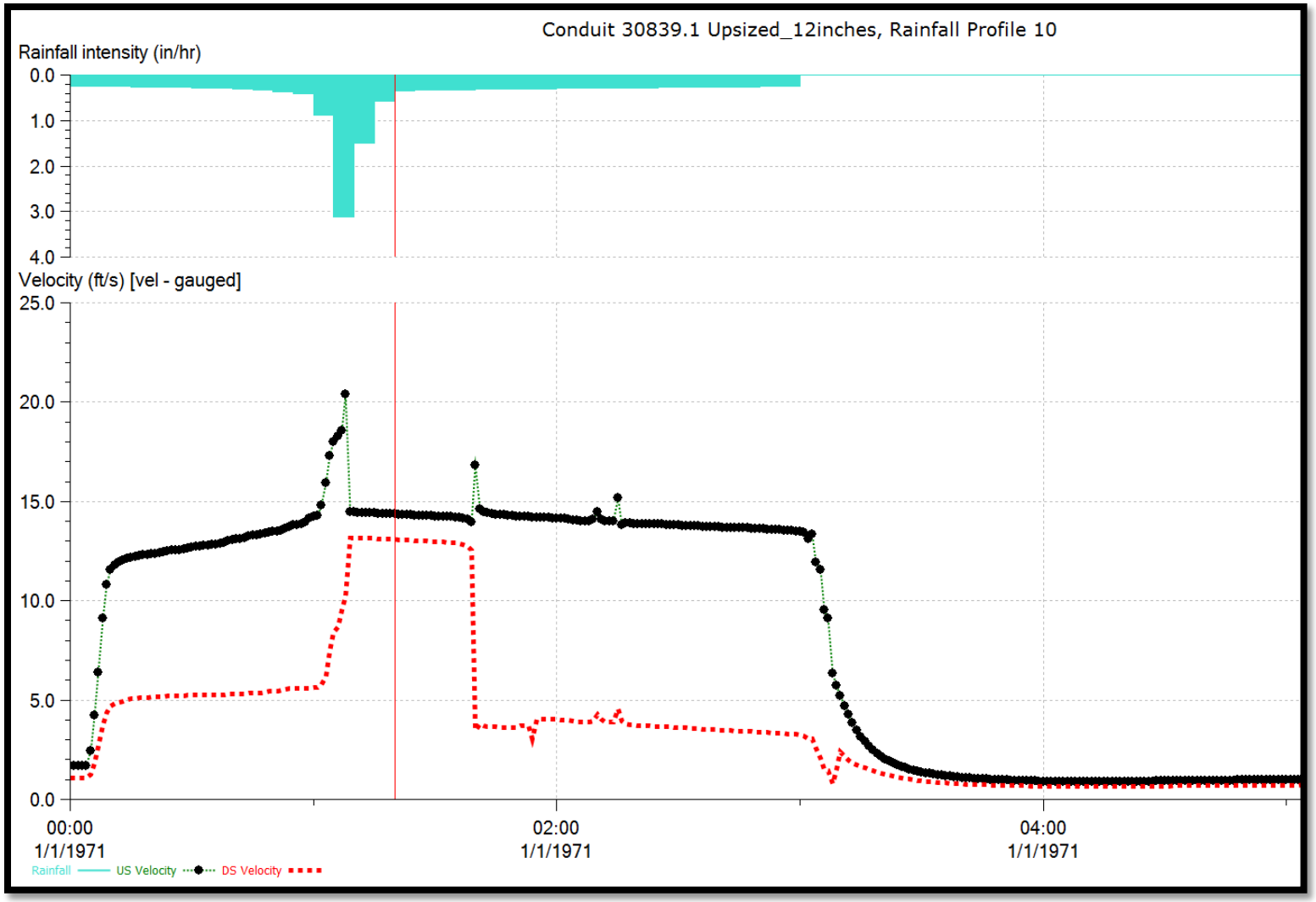
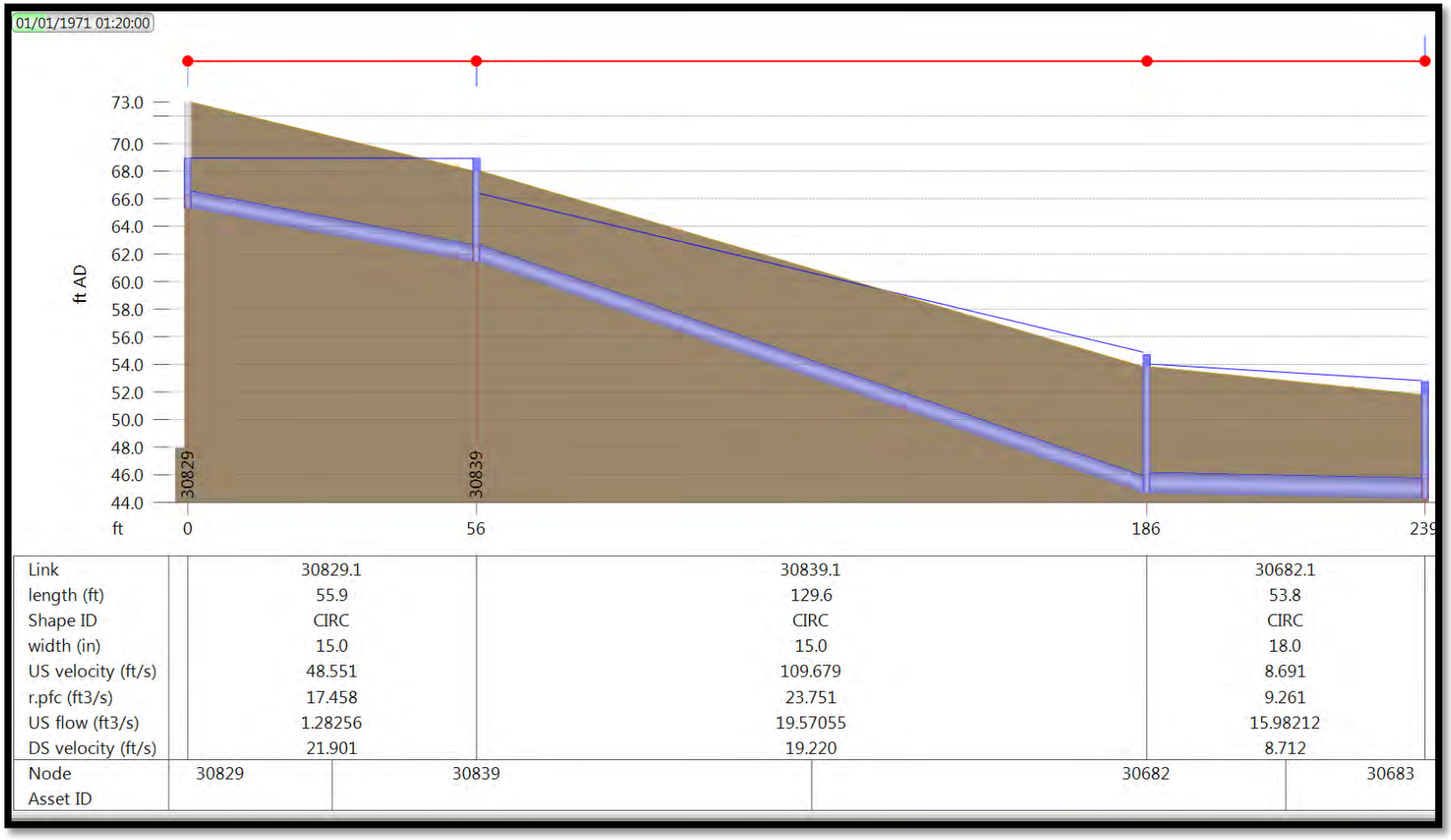

Conduit 30839.1 Upsized_12inches, Rainfall Profile 10
Rainfall intensity (in/hr)
0.0
1.0
2.0
3.0
4.0
Velocity (ft/s) [vel - gauged]
25.0
20.0
15.0
10.0
5.0
0.0
00:00
1/1/1971
02:00
1/1/1971
04:00
1/1/1971
Rainfall
US Velocity
DS Velocity

Figure 6



Link	30829.1	30839.1	30682.1	
length (ft)	55.9	129.6	53.8	
Shape ID	CIRC	CIRC	CIRC	
width (in)	15.0	15.0	18.0	
US velocity (ft/s)	48.551	109.679	8.691	
r.pfc (ft3/s)	17.458	23.751	9.261	
US flow (ft3/s)	1.28256	19.57055	15.98212	
DS velocity (ft/s)	21.901	19.220	8.712	
Node	30829	30839	30682	30683
Asset ID				

Figure 7

Result Table

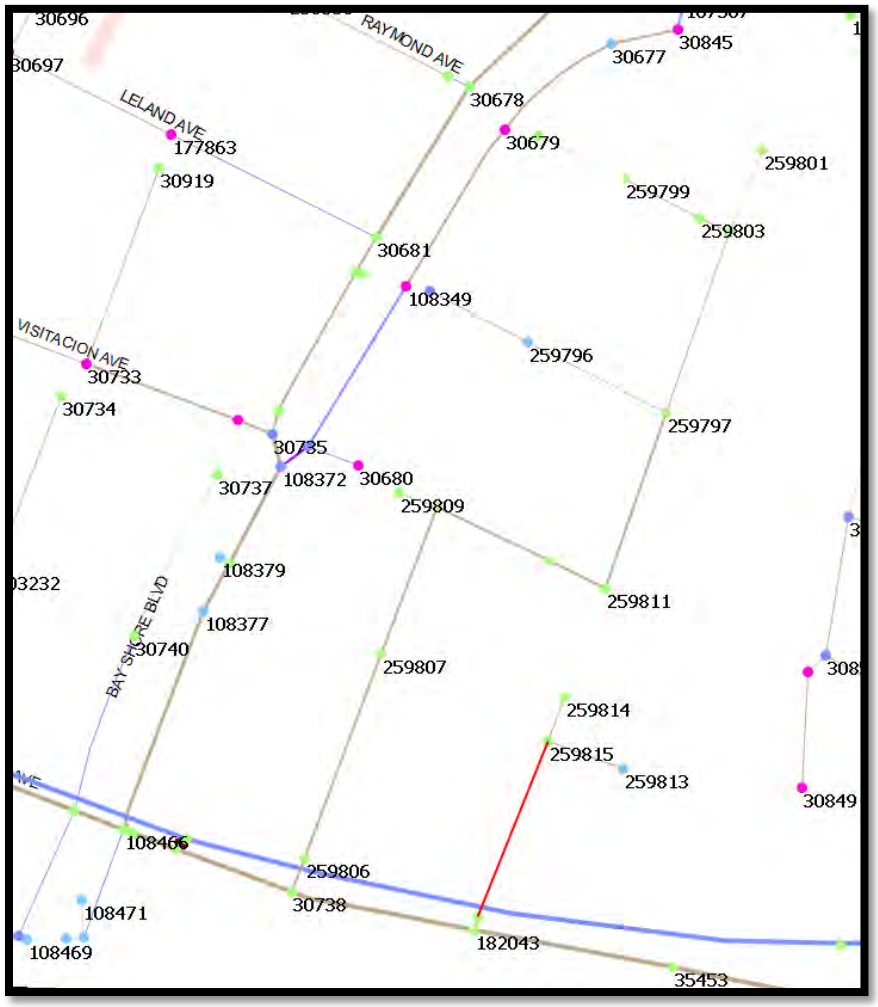


Figure 8

From: Eickman, Kent
Sent: Monday, August 05, 2013 12:29 PM
To: Webster, Leslie; Tran, Michael
Subject: RE: Schlage Locke Sewer Issues

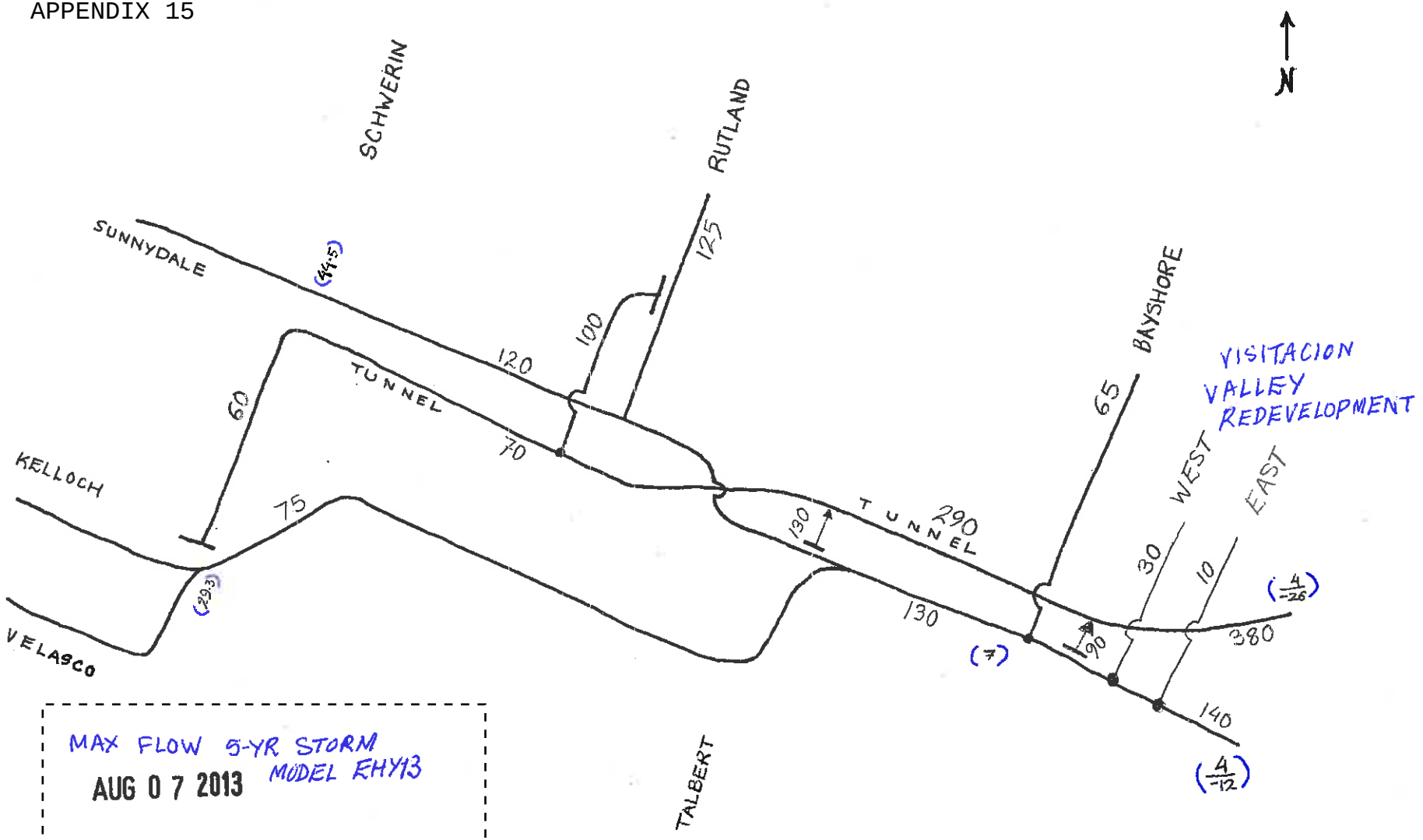
Appendix 1 shows some minus velocities and flows. It also has one pipe with 22.254 fps, is this excessive?

thanks

EXAMPLE ONLY - DO NOT USE FOR RESULTS

ROW	LINE#	U/S NODE	D/S NODE	X-SECT	SHAPE	LENGTH	SLOPE	SITE	CFS	FT/S	MGAL	STATE	U/S RIM	D/S RIM	U/S INV	D/S INV	U/S FB	D/S FB	Q'
1	Old tunnel	182043	35453	78	CIRC	295	0.35		146.5	6.1	8.420	0.61	12.0	7.9	-5.8	**-6.9**	11.1	7.3	268.6
2	Old tunnel	30738	182043	78	CIRC	273	0.35		158.0	7.6	8.220	0.48	10.0	12.0	-4.9	**-5.8**	8.9	11.1	268.4
3	Main Tunnel - con	252050	A01-1020	144	CIRC	**3099**	0.19	onnections	377.8	3.2	7.030	1	6.4	7.0	-19.5	**-25.5**	1000.3	8.3	1026.3
4	Sunnyd.	252052	30738	78	CIRC	180	0.35		140.3	7.9	7.870	0.41	8.3	10.0	-4.3	**-4.9**	7.2	8.9	300.5
5	Leland extend	259796	259797	15	CIRC	227	0.44	West	8.3	6.2	0.090	0.4	27.0	26.2	20.5	19.5	2.3	5.4	4.3
6	Visitacion extend	259809	259808	15	CIRC	58	1.38		-0.1	-1.0	0.000	0.5	20.2	22.1	13.0	12.2	6.5	8.4	7.6
7		259802	259797	18	CIRC	278	3.06		7.2	9.8	0.070	0.3	35.9	26.2	28.0	19.5	7.2	5.4	18.4
8	Headend	259801	259802	12	CIRC	131	0.38	West	0.0	-0.4	0.000	0.3	36.0	35.9	28.5	28.0	7.3	7.2	2.2
9		259803	259802	18	CIRC	48	1.04		7.2	6.5	0.070	0.3	36.7	35.9	28.5	28.0	7.3	7.2	10.7
10	Raymond Extend	259799	259803	18	CIRC	124	0.4	West	7.3	4.6	0.070	0.3	38.9	36.7	29.0	28.5	8.6	7.3	6.7
11	Raymond Extend	259798	259799	15	CIRC	140	0.79	West	0.0	-0.5	0.000	0.4	36.5	38.9	30.1	29.0	6.2	8.6	5.8
12	Outlet	259806	30738	36	CIRC	53	**15.72**	West	**31.1**	25.2	0.350	0.1	12.0	10.0	6.8	**-4.9**	4.5	8.9	264.4
13		259807	259806	36	CIRC	319	1	West	**31.3**	9.3	0.350	0.2	20.5	12.0	10.0	6.8	9.0	4.5	66.8
14		259808	259807	30	CIRC	230	0.96		27.1	8.9	0.300	0.2	22.1	20.5	12.2	10.0	8.4	9.0	40.2
15		259810	259808	30	CIRC	184	0.98		21.0	8.3	0.220	0.2	24.6	22.1	14.0	12.2	9.3	8.4	40.6
16	Visitacion extend	259811	259810	24	CIRC	91	0.55	West	21.0	6.7	0.220	0.3	25.8	24.6	14.5	14.0	9.3	9.3	16.8
17	Visitacion extend	259797	259811	24	CIRC	273	1.83	West	21.4	10.5	0.220	0.3	26.2	25.8	19.5	14.5	5.4	9.3	30.6
18	Leland extend	259795	259796	15	CIRC	163	0.31	West	-1.1	-1.1	0.000	0.4	26.2	27.0	21.0	20.5	**1.4**	2.3	3.6
19	Headend	259813	259815	15	CIRC	116	0.86	East	5.1	5.5	0.100	0.3	16.8	20.9	13.0	12.0	2.9	8.0	6.0
20	Headend	259814	259815	15	CIRC	69	1.44	East	3.7	6.1	0.070	0.3	22.0	20.9	13.0	12.0	8.4	8.0	7.8
21		259815	259817	15	CIRC	277	3.43	East	8.7	10.5	0.170	0.3	20.9	12.0	12.0	2.5	8.0	8.8	12.0
22	Outlet	259817	182043	15	CIRC	20	5.11	East	8.7	12.2	0.170	0.3	12.0	12.0	2.5	**-5.8**	8.8	11.1	14.6

APPENDIX 15



MAX FLOW 5-YR STORM
MODEL EHY13

AUG 0 7 2013

NOTES:
SEWER SCHEMATIC
FOR DISCUSSION PURPOSE ONLY
EHY 1/2013
ELEV. IN (X)
INPUT 485 CFS

OUTPUT 520 CFS

Shrestha, Bimayendra

From: Webster, Leslie [LWebster@sfwater.org]
Sent: Wednesday, June 05, 2013 08:21
To: Petrick, Molly; Jurosek, Marla; Eickman, Kent; Lee, Wallis; Todd Adair; Howard Pearce; Steven Huang; jdallosta@bkf.com; Shrestha, Bimayendra
Cc: Lesk, Emily
Subject: RE: Schlage Locke Sewer Issues

Hello All,

Here is a summary of the next steps from our meeting yesterday (June 4, 2013 at SFPUC):

- The development team will provide DPW Hydraulics with their proposed sewer mains, nodes, and catchment boundaries. DPW Hydraulics will include it in modeling analysis, and share the hydraulic analysis with the development team to help facilitate the selection and design of discharge locations. It is expected that during the analysis, there may be some back-and-forth to come up with the best solution. The modeling analysis and back and forth is expected to take 3 weeks following Hydraulics receipt of the system information. (Please follow up with Wallis and/or Bimu as needed re this analysis)

- The development team will follow up with an infrastructure plan for SFPUC review and comment. This IP will include the discharge location as well as the an overland flow analysis and updated stormwater management proposal.

- The development team will also follow up with more information how the IP will relate to the Development Agreement, which is planned to go before the BoS in July or August.

Best regards,

Leslie

Leslie Webster

(415) 554-3459

lwebster@sfwater.org

-----Original Appointment-----
From: Petrick, Molly
Sent: Thursday, May 30, 2013 3:33 PM
To: Petrick, Molly; Jurosek, Marla; Webster, Leslie; Eickman, Kent; Lee, Wallis; Conf, 525GG, 10th Fl - Spring Valley; Security Desk, 525GG; Todd Adair; 'Howard Pearce'; 'Steven Huang'; Lesk, Emily
Cc: Shrestha, Bimayendra
Subject: Schlage Locke Sewer Issues
When: Tuesday, June 04, 2013 12:30 PM-1:30 PM (GMT-08:00) Pacific Time (US & Canada).
Where: SFPUC - 525 Golden Gate Ave, Spring Valley Conference Rm (10th Floor)

ENGINEERS / SURVEYORS / PLANNERS

255 Shoreline Drive, Suite 200
Redwood City, California 94065
(650) 482-6300 (Tel)
(650) 482-6399 (Fax)

MEMORANDUM

Date: **06/07/13** BKF No.: 20070090

To: Wallis Lee, SFDPW – Hydraulics
Bimayendra Shrestha, SFDPW - Hydraulics

Copies To: Marla Jurosek, SFPUC
Molly Petrick, SFPUC
Kent Eickman, SFPUC
Steven Huang, UPC
Chun Pong Ng, UPC
Howard Pearce, UPC
James Dallosta, BKF

From: Todd Adair, BKF

Subject: **Schlage Lock Site – Preliminary Hydrology Model**

Wallis / Bimo
Thank you again for meeting with us earlier this week to review the revised Schlage Lock development and discuss the combined sewer system proposed for the project.

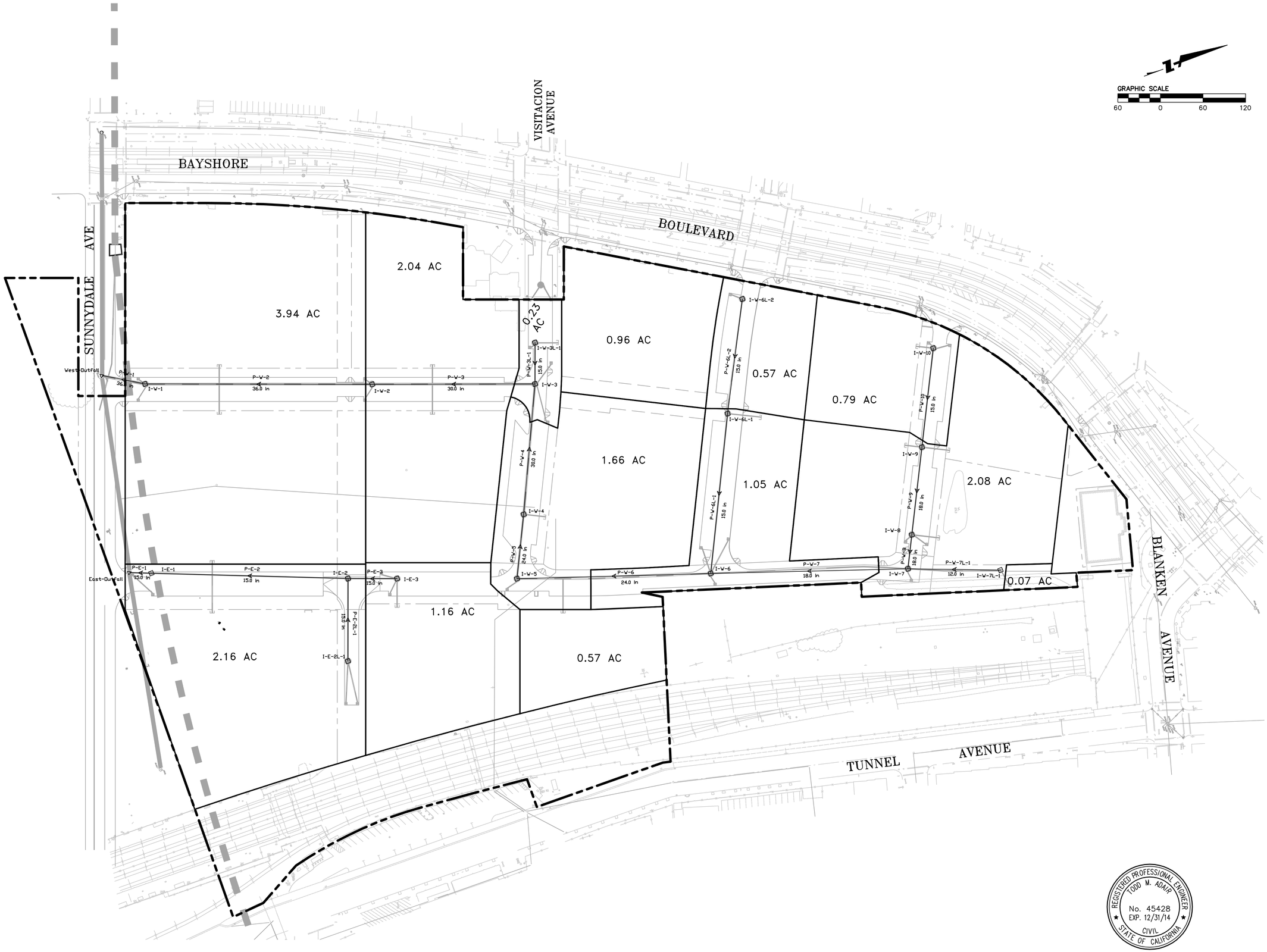
Based on our meeting we have attached our Preliminary Hydrology Model for the stormwater runoff in the proposed combined sewer system. As discussed, our model is based on the Rational Method. This provides a conservative stormwater flow rate leaving the site. We will develop a Dynamic Model for the project once we begin the final designs for the site and anticipate the flow volumes will be reduced using this method.

We anticipate your model will take into account the pre-existing conditions for the site. We have included our preliminary model for the pre-existing condition as well. This is based on the existing site being almost 100% impervious prior to the remediation activities on the site. Although we do not have record drawings for the utility systems that were once serving the site, the existing grades indicate the site drained to the southeast corner and connected to the 78-inch combined sewer main. We have included a conceptual layout for the existing stormwater system. Based on our model results, the existing flow from the site is approximately 41.3 cfs.

Based on our preliminary model results, the proposed project will discharge 23.2 cfs at the main proposed connections point (Outfall West), and 7.5 cfs at the secondary discharge point (Outfall East). Combined this is a decrease of 10.3 cfs from the existing condition.

We have attached our model results as Table 1 – Hydrology and Table 2 – Hydraulics as well as the exhibits for the existing and proposed conditions. It is our understanding you will add this information into your model for the 78-inch combined sewer main and determine if the flow from the site can be accommodated in the combined sewer system.

Please let us know if you have any questions or need any additional information.



BKF ENGINEERS / SURVEYORS / PLANNERS
255 SHORELINE DR. STE. 200
REDWOOD CITY, CA 94065
650/482-6300
650/482-6399 (FAX)

VISITACION VALLEY REDEVELOPMENT, ZONE 1
TENTATIVE MAP
MODEL-PROPOSED UTILITY PLAN

CITY OF SAN FRANCISCO SAN FRANCISCO COUNTY CALIFORNIA

Revisions

No.	

Date 05/09/2012
Scale NOTED
Design JD
Drawn JD
Approved TMA
Job No 20070090-33

REGISTERED PROFESSIONAL ENGINEER
TODD M. ADAIR
No. 45428
EXP. 12/31/14
CIVIL
STATE OF CALIFORNIA

Sheet Number:
C5

DRAWING NAME: J:\Eng07\070090\DWG\STORM CAD\SLPRSDUT.dwg
PLOT DATE: 06-06-13 PLOTTED BY: som

APPENDIX C:
CONCEPTUAL POTABLE WATER AND SANITARY SEWER DEMANDS

BkF
ENGINEERS / SURVEYORS / PLANNERS

Conceptual Potable Water and Sanitary Sewer Demand Calculations

Schlage Lock Redevelopment - San Francisco, CA

Domestic Water Demand								Sanitary Sewer Demand			
Use	Living Units[1]	Size[1]	Load [2]		Avg. Daily Demand	Avg. Daily Demand	Avg. Daily Demand	Load [13]		ADWF	PDWF [14]
		(SF/Use)			(gpd)	(gpm)	(cfs)			(cfs)	(cfs)
1-bedroom Condo	697		102	gpd/unit	71,094	49	0.110	96.9	gpd/unit	0.104	0.313
2-bedroom Condo	849		125	gpd/unit	106,125	74	0.164	118.75	gpd/unit	0.156	0.468
3-bedroom Condo	133		140	gpd/unit	18,620	13	0.029	133	gpd/unit	0.027	0.082
Retail		43,700	150	gpd/1000 SF	6,555	5	0.010	142.5	gpd/1000 SF	0.010	0.029
Cultural		0	150	gpd/1000 SF	0	0	0.000	142.5	gpd/1000 SF	0.000	0.000
TOTALS	1679				**202,394**	**141**	**0.313**			**0.297**	**0.892**

PWWF (CFS) [15]	0.892

Fire Water Demand[12]

Construction Type	Size[3]	Largest Floor[4]	Fire Flow Square Footage[5]	Demand[6]	Avg Daily Demand[7] w/50% CFC Reduction
	(SF)	(SF/Use)	(SF)	(gpm)	(gpm)
Type I		33,471	100,413	3500	**1,750**
Type III**B** or V-B	181,560	37,064	181,560	8000	**4,000**
TOTAL FIRE DEMAND[9]					**4,000**

192300
576900
615407

Irrigation Demand[8]

Acreage[10]	Unit Demand	Irrigation Period	Irrigation Frequency	Cycle Length	Avg. Daily Demand
	(acre-ft/acre/yr)	(months)	(cycles/day)	(minutes)	(gpm)
2.1	3	5	8	20	**84**
TOTAL IRRIGATION DEMAND					**84**

TOTAL AVERAGE DAILY WATER DEMAND (GPM)	4,226

Notes

1 Living Unit numbers and square footages are based on values provided by UPC.
2 1- bedroom (2005 unit demands) and Retail/Office Loads are based on the values provided in the Visitacion Valley Redevelopment Program Draft EIR, dated 06/03/08. 2-bedroom and 3-bedroom units assume 2.5 persons and 2.8 persons per unit, respectively, at 60 gpd/person, per the August 2006 "Projected Water usage for BAWSCA Agencies" Tech Memo by URS.
3 Building Size for Construction Types are based on values provided by UPC on 03/18/09.
4 Square footage of largest floor is based on values provided by UPC on 03/18/09.
5 Fire flow square footages are based on the 2013 California Fire Code (CFC) Section B104. For Type IA and IB, fire flow areas are based on the area of the three largest consecutive floors (CFC B104.3).
6 Demands are calculated per CFC Table B105.1.
7 Per CFC B105.2, a reduction of up to 75% in the fire flow demand, as approved, is allowed when the building is provided with fire sprinklers. This calculation assumes both that the building will be sprinklered and that a 50% reduction will be approved.
8 Irrigation Demand assumes that the site is watered every day for a 5 month period. In addition, it is assumed that the green areas will be irrigated in 8 cycles for an individual cycle length of 20 minutes during the 5 month irrigation period.
9 Total Fire Demand is the larger of the demands for the two difference construction types. In this case, the 4000 gpm demand for the Type IIIB or V-B construction is the larger and is the assumed fire demand in this document.
10 Acreage is loosely based on the landscaped areas identified in the site plan provided by GLS in April 2014.
11 Domestic Water Demands are average daily demand and are not peaked.
12 Fire Demands provided are based on the California Fire Code requirements. MEP or Fire Sprinkler consultant to confirm if additional fire water demand or pumping systems are required for internal building fire sprinkler systems.
13 Sanitary sewer demand loads are based on a 95% return on water use.
14 Assumed a peaking factor of 3 based on industry standards. Peaking factor is applied to the Average Dry Weather Flow (ADWF) to calculate Peak Dry Weather Flow (PDWF)
15 Peak Wet Weather Flow (PWWF) = PDWF + I&I. I&I is asusmed to be .003 cfs/acre per SF Subdivision Code. Area of this phase is ~3.26 acres.

Date: 5/16/2014

RECORDING REQUESTED BY:)
)
And When Recorded Mail To:)
)
Name:)
)
Address:)
)
City:)
)
State: California) Space Above this Line For Recorder's Use

I (We) _____, the owner(s) of that certain real property situated in the City and County of San Francisco, State of California more particularly described as follows:

(PLEASE ATTACH THE LEGAL DESCRIPTION AS ON DEED)

BEING ASSESSOR'S BLOCK: ; LOT: ,

COMMONLY KNOWN AS: the Old Office Building

hereby give notice that there are special restrictions on the use of said property under Part II, Chapter II of the San Francisco Municipal Code (Planning Code).

Said Restrictions consist of conditions of approval pursuant to Motion No. ___, Case No. 2006.1308EMTZ approved by the Planning Commission of the City and County of San Francisco on June 4, 2014, and are conditions that had to be so attached in order that said application should be approved under the Development Agreement for the Schlage Lock Development Project (the "Development Agreement").

The restrictions and conditions of which notice is hereby given are:

Whenever "Project Sponsor" is used in the following conditions, the conditions shall also bind any successor to the Project or other persons having an interest in the Project or underlying property.

Conditions

NOTICE OF SPECIAL RESTRICTIONS UNDER THE PLANNING CODE

1. The Project Sponsor shall comply with rehabilitating and reserving a minimum of twenty-five (25) percent of net leasable floor area in the Old Office Building for Community Uses, as defined in Section 4.6 of the Development Agreement, for a minimum of 15 years from the issuance of the Certificate of Occupancy for the Old Office Building.

2. The Rehabilitation and Community Use requirements for the Old Office Building are incorporated into this Notice of Special Restrictions, as stated in Section 4.6 of the Development Agreement.

Monitoring and Violation

3. Violation of the conditions noted above may be subject to relevant enforcement provisions of the Development Agreement or any other relevant provisions of the Planning Code including abatement procedures and fines up to $500 per day.

4. Should the monitoring of the conditions of approval contained in this Notice of Special Restriction (NSR) be required, the Project Sponsor or successor's shall pay fees as established in Planning Code Section 351(e)(1).

5. If project applicant fails to comply with the terms of this NSR, the Director of Building Inspection shall deny any and all site or building permits or certificates of occupancy for the development project until the Planning Department notifies the Director of compliance.

6. A project applicant's failure to comply with these requirements shall also constitute cause for the City to record a lien against the development project.

7. Upon approval of the Final Map consistent with the Development Agreement, the Project Sponsor shall record this NSR on the Historic Office Building parcel described in the Development Agreement. The Project Sponsor shall promptly provide a copy of the recorded NSR to the Department and to any other monitoring agency.

8. This NSR and the restrictions contained herein may not be subordinated to any other liens or restrictions except as allowed by the Planning Code.

9. Should implementation of this Project result in complaints from neighborhood residents or business owners and tenants, which are not resolved by the Project Sponsor and are subsequently reported to the Zoning Administrator and found to be in violation of the City Planning Code and/or the specific Development Agreement or Conditions of Approval for the Project, the Zoning Administrator shall report such complaints to the City Planning Commission which may thereafter hold a public hearing on the matter in accordance with the hearing notification and conduct procedures as set forth in Sections 174, 306.3 and 306.4 of the Code to consider revocation of any associated building permits.

10. The property owner(s) shall record a copy of these conditions with the Office of the Recorder of the City and County of San Francisco as part of the property records for the block and lot identified above.

NOTICE OF SPECIAL RESTRICTIONS UNDER THE PLANNING CODE

The use of said property contrary to these special restrictions shall constitute a violation of the Development Agreement and the Planning Code, and no release, modification or elimination of these restrictions shall be valid unless the terms of the Development Agreement are modified by the Project Sponsor and the City and notice thereof is recorded on the Land Records by the Zoning Administrator of the City and County of San Francisco.

_____ _____
(Signature) (Printed Name)

Dated: _____, 20____ at _____, California.
(Month, Day) (City)

_____ _____
(Signature) (Printed Name)

Dated: _____, 20____ at _____, California.
(Month, Day) (City)

_____ _____
(Signature) (Printed Name)

Dated: _____, 20____ at _____, California.
(Month, Day) (City)

Each signature must be acknowledged by a notary public before recordation; add Notary Public Certification(s) and Official Notarial Seal(s).

EXHIBIT A

The property referred to in this Notice of Special Restrictions is situated in the State of California, City and County of San Francisco, and is described more particularly as follows:

RECORDING REQUESTED BY:)
)
And When Recorded Mail To:)
)
Name:)
)
Address:)
)
City:)
)
State: California) **Space Above this Line For Recorder's Use**

I (We) _____, the owner(s) of that certain real property situated in the City and County of San Francisco, State of California more particularly described as follows:

(PLEASE ATTACH THE LEGAL DESCRIPTION AS ON DEED)

BEING ASSESSOR'S BLOCK: ; LOT:

COMMONLY KNOWN AS: VISITACION PARK

hereby give notice that there are special restrictions on the use of said property under Part II, Chapter II of the San Francisco Municipal Code (Planning Code).

Said Restrictions consist of conditions of approval pursuant to Motion No. ___, Case No. 2006.1308EMTZ approved by the Planning Commission of the City and County of San Francisco on June __, 2014, and are conditions that had to be so attached in order that said application should be approved under the Development Agreement for the Schlage Lock Development Project (the "Development Agreement").

The restrictions and conditions of which notice is hereby given are:

Whenever "Project Sponsor" is used in the following conditions, the conditions shall also bind any successor to the Project or other persons having an interest in the Project or underlying property.

Visitacion Park Open to the Public in Perpetuity

Conditions

1. The Project Sponsor shall designate and maintain said park as open and accessible to the public, and shall install clear signage about public access and operating hours, subject to

Department review, as specified in the Development Agreement as Exhibit D during the term of the Development Agreement and thereafter maintain said park open and accessible to the public in perpetuity.

2. The Project Sponsor or any successor shall offer the park for the use, enjoyment and benefit of the public for open space and recreation purposes only including, without limitation, leisure, social activities, picnics and barbecues, playgrounds, sports, and authorized special events.

3. The park shall be open and accessible to the public seven (7) days per week during daylight hours, unless reduced hours are approved in writing by the City, or reasonably imposed by Developer, with the City's reasonable consent, to address security concerns. No person shall enter, remain, stay or loiter in the park when the park is closed to the public, except persons authorized in conjunction with a Special Event or other temporary closure, or authorized service and maintenance personnel.

4. Upon transfer of fee title to said park to the City, the Project Sponsor's obligations detailed herein shall terminate.

Monitoring and Violation

5. Violation of the conditions noted above or any other relevant provisions of the Development Agreement or the Planning Code may be subject to the enforcement provisions of the Development Agreement as well as abatement procedures and fines up to $500 a day in accordance with Code Section 176.

6. Should the monitoring of the conditions of approval contained in this Notice of Special Restriction (NSR) be required, the Project Sponsor or successor's shall pay fees as established in Planning Code Section 351(e)(1).

7. If project applicant fails to comply with the terms of this NSR, the Director of Building Inspection shall deny any and all site or building permits or certificates of occupancy for the development project until the Planning Department notifies the Director of compliance.

8. A project applicant's failure to comply with these requirements shall also constitute cause for the City to record a lien against the development project.

9. Upon approval of the Final Map consistent with the Development Agreement, the Project Sponsor shall record this NSR on the parcel designated as a park. The Project Sponsor shall promptly provide a copy of the recorded NSR to the Department and to any other monitoring agency.

10. This NSR and the restrictions contained herein may not be subordinated to any other liens or restrictions except as allowed by the Planning Code.

11. Should implementation of this Project result in complaints from neighborhood residents or business owners and tenants, which are not resolved by the Project Sponsor and are

subsequently reported to the Zoning Administrator and found to be in violation of the City Planning Code and/or the specific Development Agreement or Conditions of Approval for the Project, the Zoning Administrator shall report such complaints to the City Planning Commission which may thereafter hold a public hearing on the matter in accordance with the hearing notification and conduct procedures as set forth in Sections 174, 306.3 and 306.4 of the Code to consider revocation of any associated building permit .

12. The property owner(s) shall record a copy of these conditions with the Office of the Recorder of the City and County of San Francisco as part of the property records for the block and lot identified above.

The use of said property contrary to these special restrictions shall constitute a violation of the Development Agreement and the Planning Code, and no release, modification or elimination of these restrictions shall be valid unless the terms of the Development Agreement are modified by the Project Sponsor and the City and notice thereof is recorded on the Land Records by the Zoning Administrator of the City and County of San Francisco.

_____ _____
(Signature) (Printed Name)

Dated: _____, 20____ at _____, California.
(Month, Day) (City)

_____ _____
(Signature) (Printed Name)

Dated: _____, 20____ at _____, California.
(Month, Day) (City)

_____ _____
(Signature) (Printed Name)

Dated: _____, 20____ at _____, California.
(Month, Day) (City)

Each signature must be acknowledged by a notary public before recordation; add Notary Public Certification(s) and Official Notarial Seal(s).

EXHIBIT A

The property referred to in this Notice of Special Restrictions is situated in the State of California, City and County of San Francisco, and is described more particularly as follows:

NOTICE OF SPECIAL RESTRICTIONS

EXHIBIT B
PLANS OF PROJECT INDICATING LOCATION OF PARKS

EXHIBIT C

Development Agreement

RECORDING REQUESTED BY:)
)
And When Recorded Mail To:)
)
Name:)
)
Address:)
)
City:)
)
State: California) Space Above this Line For Recorder's Use

I (We) _____, the owner(s) of that certain real property situated in the City and County of San Francisco, State of California more particularly described as follows:

(PLEASE ATTACH THE LEGAL DESCRIPTION AS ON DEED)
BEING ASSESSOR'S BLOCK: ; LOT:
COMMONLY KNOWN AS: LELAND GREENWAY PARK

hereby give notice that there are special restrictions on the use of said property under Part II, Chapter II of the San Francisco Municipal Code (Planning Code).

Said Restrictions consist of conditions of approval pursuant to Motion No. ___, Case No. 2006.1308EMTZ approved by the Planning Commission of the City and County of San Francisco on June __, 2014, and are conditions that had to be so attached in order that said application should be approved under the Development Agreement for the Schlage Lock Development Project (the "Development Agreement").

The restrictions and conditions of which notice is hereby given are:

Whenever "Project Sponsor" is used in the following conditions, the conditions shall also bind any successor to the Project or other persons having an interest in the Project or underlying property.

Leland Greenway Park to the Public in Perpetuity

Conditions

1. The Project Sponsor shall designate and maintain said park as open and accessible to the public, and shall install clear signage about public access and operating hours, subject to

Department review, as specified in the Development Agreement as Exhibit D during the term of the Development Agreement and thereafter maintain said park open and accessible to the public in perpetuity.

2. The Project Sponsor or any successor shall offer the park for the use, enjoyment and benefit of the public for open space and recreation purposes only including, without limitation, leisure, social activities, picnics and barbecues, playgrounds, sports, and authorized special events.

3. The park shall be open and accessible to the public seven (7) days per week during daylight hours, unless reduced hours are approved in writing by the City, or reasonably imposed by Developer, with the City's reasonable consent, to address security concerns. No person shall enter, remain, stay or loiter in the park when the park is closed to the public, except persons authorized in conjunction with a Special Event or other temporary closure, or authorized service and maintenance personnel.

4. Upon transfer of fee title to said park to the City, the Project Sponsor's obligations detailed herein shall terminate.

Monitoring and Violation

5. Violation of the conditions noted above or any other relevant provisions of the Development Agreement or the Planning Code may be subject to the enforcement provisions of the Development Agreement as well as abatement procedures and fines up to $500 a day in accordance with Code Section 176.

6. Should the monitoring of the conditions of approval contained in this Notice of Special Restriction (NSR) be required, the Project Sponsor or successor's shall pay fees as established in Planning Code Section 351(e)(1).

7. If project applicant fails to comply with the terms of this NSR, the Director of Building Inspection shall deny any and all site or building permits or certificates of occupancy for the development project until the Planning Department notifies the Director of compliance.

8. A project applicant's failure to comply with these requirements shall also constitute cause for the City to record a lien against the development project.

9. Upon approval of the Final Map consistent with the Development Agreement, the Project Sponsor shall record this NSR on the parcel designated as a park. The Project Sponsor shall promptly provide a copy of the recorded NSR to the Department and to any other monitoring agency.

10. This NSR and the restrictions contained herein may not be subordinated to any other liens or restrictions except as allowed by the Planning Code.

11. Should implementation of this Project result in complaints from neighborhood residents or business owners and tenants, which are not resolved by the Project Sponsor and are subsequently reported to the Zoning Administrator and found to be in violation of the City Planning Code and/or the specific Development Agreement or Conditions of Approval for the Project, the Zoning Administrator shall report such complaints to the City Planning Commission which may thereafter hold a public hearing on the matter in accordance with the hearing notification and conduct procedures as set forth in Sections 174, 306.3 and 306.4 of the Code to consider revocation of any associated building permit .

12. The property owner(s) shall record a copy of these conditions with the Office of the Recorder of the City and County of San Francisco as part of the property records for the block and lot identified above.

The use of said property contrary to these special restrictions shall constitute a violation of the Development Agreement and the Planning Code, and no release, modification or elimination of these restrictions shall be valid unless the terms of the Development Agreement are modified by the Project Sponsor and the City and notice thereof is recorded on the Land Records by the Zoning Administrator of the City and County of San Francisco.

_____ _____
(Signature) (Printed Name)

Dated: _____, 20____ at _____, California.
(Month, Day) (City)

_____ _____
(Signature) (Printed Name)

Dated: _____, 20____ at _____, California.
(Month, Day) (City)

_____ _____
(Signature) (Printed Name)

Dated: _____, 20____ at _____, California.
(Month, Day) (City)

Each signature must be acknowledged by a notary public before recordation; add Notary Public Certification(s) and Official Notarial Seal(s).

EXHIBIT A

The property referred to in this Notice of Special Restrictions is situated in the State of California, City and County of San Francisco, and is described more particularly as follows:

EXHIBIT B
PLANS OF PROJECT INDICATING LOCATION OF PARKS

EXHIBIT C

Development Agreement

ECONOMIC AND WORKFORCE DEVELOPMENT
TODD RUFO, DIRECTOR

CITY AND COUNTY OF SAN FRANCISCO
EDWIN M. LEE, MAYOR

TO: Members of the Planning Commission

FROM: Ken Rich, Director of Development, OEWD

DATE: May 28, 2014

RE: Park Acquisition Process Exhibit of the Schlage Lock Development Agreement

---

We are pleased that the Planning Commission will take action on the Schlage Lock Development Agreement ("DA") on June 5, 2014. The Planning Commissioners will note that one of the DA's exhibits, the Park Acquisition Process exhibit, has not yet been transmitted to them. The negotiations underlying this exhibit are still ongoing and are expected to be resolved prior to action on the DA by the Board of Supervisors. This memorandum describes the scope and structure of the forthcoming Park Acquisition Process exhibit and includes all terms that have been agreed upon. We invite questions and comments from the Commissioners during the June 5 hearing.

Park Acquisition Concept

The Recreation and Parks Department ("RPD") and Schlage Lock's master developer, Universal Paragon Corporation, (the "Developer") are in the process of negotiating terms for RPD's future acquisition of one or both of the new parks planned for Schlage Lock. This acquisition would allow RPD to better serve the southeastern sector of the City and would provide the Developer with an additional source of revenue to help fill the feasibility gap created when Schlage Lock lost its ability to utilize approximately $50 million in Redevelopment funds.

The general premise of the acquisition, which both parties have agreed to in concept, is that the DA will obligate RPD to acquire either one or two of the parks. In exchange for making this up-front commitment, RPD will get the benefit of a guaranteed below-market purchase price, also locked in through the DA. This price will be based on the park or parks' land value only; although the developer will be obligated to build the park(s) and funding for ongoing maintenance will come from the development project, the purchase price(s) will not take into account this added value. The Park Acquisition Process exhibit will include the agreed-upon purchase price, as well as a series of other conditions that must be met before the acquisition can move forward.

In the event that RPD does not acquire a park, that park will still be open to the public, per a Notice of Special Restriction recorded against the property (see Exhibits Q and R of the Development Agreement).

Outstanding Terms

The parties have reached agreement on most of the acquisition terms, as described in the Resolved Terms section below. The following terms are still under negotiation:

- **Acquisition Price:** The acquisition price(s) may not exceed, and is/are expected to be substantially below, the market value of the underlying land, in undeveloped form. The City recently commissioned an appraisal of the two park parcels, which yielded market values of approximately $5 million for Visitacion Park and $4 million for Leland Greenway Park. The parties are currently negotiating what fraction of this appraised value will be RPD's locked-in purchase price. The decision about whether this agreement will include one or two park sites will be made in conjunction with the acquisition price negotiation.
- **Planning and Approval Process:** Any park that RPD will acquire must undergo additional community input and design processes to ensure that the park or parks' design is consistent with RPD's goals as well as those established in the Schlage Lock project documents. The final park design(s) resulting from this process will be required to go before the RPD Commission for final approval before the acquisition may occur. The parties generally agree to this concept but are still discussing (1) the maximum timeframe for the additional outreach, design, and hearing process and (2) how to ensure that any changes to the park design(s) remain consistent with the spirit of the Open Space and Streetscape Master Plan and other Schlage Lock design controls.
- **Cost Caps:** Both parties agree that any alterations to the park design(s) should not increase development or maintenance costs above specified amounts. The Park Acquisition Process exhibit will therefore include cost caps for both park development and park maintenance. The amount of these caps is currently being determined by comparing the Developer's current estimated costs with RPD's data on what similar City parks have cost them to build and maintain.

Resolved Terms

RPD and the Developer have reached agreement in the following areas:

- **Modifications to Park Design***:* RPD, in close collaboration with the Planning Department and the Developer, shall lead a process to finalize park design(s). In evaluating potential design modifications, RPD shall consider the current park design(s) and the community input related to parks and opens space that was received during the planning process as

incorporated into the Open Space and Streetscape Master Plan ("OSSMP"), which is part of the Schlage Lock approvals package.

RPD shall establish specific design principles and performance standards consistent with the OSSMP that will guide modifications to the park design(s). The design principles and performance standards shall include, but not be limited to, the following:

a) Integration and consistency with the design and character of other nearby parks, including Visitacion Valley Greenway
b) Unique identity and sense of place
c) Ecological value
d) Park amenities targeted to serve current and projected demographics of the area

RPD shall establish a Community Advisory Panel, comprised of community residents and landscape design professionals, to provide additional input and oversight for the park design(s) and to ensure that high design standards are met for the park site(s). There shall be representation from the Visitacion Valley Advisory Body on the Community Advisory Panel. RPD, the Community Advisory Panel, and the Developer shall collaborate to finalize the park design(s).

As described above, the final park design(s) shall be approved by the Recreation and Park Commission before the Developer may receive permits to construct the park(s).

- **Park Construction:** The Developer shall be responsible for the cost and management of park construction, subject to agreed-upon cost caps. The cost cap amount(s) will escalate annually by a to-be-determined factor.

- **Operations and Maintenance:** The Developer, or a designated Community Facilities District ("CFD") and/or Master Homeowners Association ("HOA"), shall be responsible for the operations and maintenance ("O&M") costs of the park(s) after the property transfer for each park. RPD shall be responsible for carrying out the operations and maintenance of the park(s). The Developer's O&M costs will be subject to a cap, as described above. Like the development cost cap, the O&M cost cap will also escalate annually.

  Any parks not purchased by the RPD will still be open to the public and will be maintained by the Developer or a designated CFD and/or Master HOA. The Developer, CFD, or HOA will not, however, be obligated to contract with RPD to perform the maintenance of any such park.

- **Acquisition Price:** As described above, the base purchase price(s) are still under negotiation. The parties have agreed that the purchase price will be subject to annual escalation, based on the year in which the property transfer occurs.

- **Source of Funds:** The source of funds for purchase of the park site(s) shall be the RPD Open Space Acquisition Fund.

- **Park Completion**: The Developer shall pay for the cost of a City representative from the Department of Public Works (DPW), Infrastructure Design & Construction Division, to inspect the park site(s) upon completion of construction and ensure that all park facilities conform to the final approved park design and related performance standards ("Final Park Design"), as agreed upon by RPD and the Developer. Such approval by DPW shall be considered the "final acceptance" by the City of the parks.

- **RPD Obligation to Purchase**
  RPD shall be obligated to purchase the park(s) so long as: the Developer successfully completes construction of the park site(s) according to the design(s) as finalized through the RPD approval process described above; DPW determines that the completed park(s) are consistent with this design(s); and the park property or properties satisfies a number of additional specified conditions.

- **Timing of Transfer and Payment:** The park(s) shall be fully constructed and ready for public use at the time of property transfer. However, specific timing of property transfer and payment is dependent upon the Project Sponsor's schedule for delivery of the parks, as described in the DA's Phasing Plan.

  The parties are discussing whether a park purchase transaction must occur within a certain number of days of a park's completion. The property transfer and payment for any park site shall occur no earlier than 2 years after the Effective Date of the Development Agreement, and no later than 8 years after the same date. RPD shall assume all liability for the park property or properties at the time of land transfer.

- **Naming Rights:** RPD shall have the right to select names for the park(s), subject to approval by the Recreation and Park Commission.

- **Rights to Decline:** The Developer may, at its discretion, decline to sell one or both park sites to RPD. RPD may, at its discretion, decline to purchase one or both park sites if the Developer refuses or fails to implement the agreed-upon final park design.