



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

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Case No.: 2013.0677E
Project Address: 2000-2070 Bryant Street, 2815 18th Street, and 611 Florida Street
Zoning: Urban Mixed Use (UMU) District
68-X Height and Bulk District
Block/Lot: 4022/001, 002, and 021
Lot Size: Three lots totaling approximately 65,000 square feet (1.50 acres)
Plan Area: Eastern Neighborhoods Area Plan
Project Sponsor: Nick Podell, Nick Podell Company – (415) 296-8800
Staff Contact: Chris Thomas – (415) 575-9036; Christopher.Thomas@sfgov.org

PROJECT DESCRIPTION

The 2000-2070 Bryant Street Project (proposed project) involves the demolition of seven existing buildings, merging of three lots into two parcels, and construction of two new buildings and a 25-foot-wide east-west pedestrian mews between the two buildings that would be publically accessible during daytime hours. The proposed project consists of a six-story, 68-foot-tall, approximately 203,656-gross-square-foot (gsf) mixed-use residential and commercial building with a ground-level garage at 2000 Bryant Street (the north building) and a 100 percent affordable eight-story, 85-foot-tall, approximately 127,983 gsf mixed-use residential and arts activity building with a ground-level car-share garage at 2070 Bryant Street (the south building). In total, the proposed mixed-use buildings would provide 335 dwelling units (136 affordable dwelling units in the south building and 196 market-rate and three affordable dwelling units in the north building), 7,007 gsf of commercial retail space, 3,938 gsf of PDR space, and 6,947 gsf of arts activity space. The approximately 14,223 gsf ground-level garages would provide 84 off-street vehicle parking spaces, four car-share spaces, and 237 bicycle parking spaces.

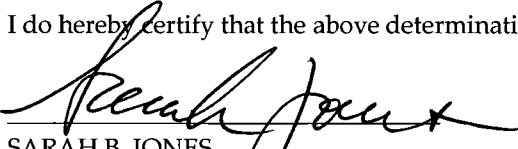
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EXEMPT STATUS

Exempt per Section 15183 of the California Environmental Quality Act (CEQA) Guidelines and California Public Resources Code Section 21083.3

DETERMINATION

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


SARAH B. JONES
Environmental Review Officer

May 11, 2016
Date

cc: Nick Podell, Project Sponsor; Supervisor David Campos, District 9; Rich Sucre, Current Planning Division; Virna Byrd, M.D.F.; Exemption/Exclusion File

PROJECT DESCRIPTION (continued)

The proposed project would involve excavation of approximately 7,911 cubic yards of soil to a depth of up to 14 feet below grade for the foundation system and elevator pits, depending on the location on the site. The proposed project would include approximately 26,800 square feet (sf) of common useable open space in the form of courtyards, rooftop terraces, and the pedestrian mews. The proposed project also would add plantings to the adjacent sidewalks, street furniture, sidewalk bicycle parking, and sidewalk bulbouts at various locations around the project site.

The proposed project evaluated in this Community Plan Exemption represents a revision to a previously proposed project for the 2000 – 2070 Bryant Street project site. The previously proposed project consisted of a single, six-story, 68-foot-tall, approximately 289,369-gsf mixed-use residential and commercial building with 274 dwelling units (including 44 on-site inclusionary affordable units), approximately 22,508 sf of common useable open space, 5,415 gsf of ground-level commercial retail space, and an approximately 37,139-gsf ground-level garage, with ingress from Bryant Street and egress to 18th Street, that would have provided 160 off-street vehicle parking spaces and 145 Class 1 bicycle parking spaces. A Certificate of Exemption was published for the previously proposed project on June 2, 2015. The previously proposed project was first considered by the Planning Commission at a publically-noticed hearing on June 18, 2015 and continued to a hearing on September 10, 2015, at which time the previously proposed project was continued indefinitely to allow for revisions that have resulted in the currently proposed project considered by this Community Plan Exemption Certificate.¹

PROJECT APPROVAL

North Building:

- Large Project Authorization pursuant to Planning Code Section 329 for new construction of more than 25,000 gsf, with exceptions pursuant to the following Planning Code sections:
 - Section 134(f) – Rear-yard exception to allow for open space to be configured in an inner courtyard rather than a rear yard.
 - Section 152.1 – Off-street loading exception to permit two off-street loading spaces, rather than three off-street loading spaces.
 - Section 270.1 – Horizontal mass reduction exception to allow the north building to reach 205 feet in length without a horizontal mass reduction, rather than 200 feet.
 - Section 329(d)(10) – Permitted accessory uses for ground-floor flex units.
- Conditional Use Authorization pursuant to Planning Code Sections 303 and 317 to authorize demolition and replacement of three existing dwelling units.

¹ The Community Plan Exemption and documents pertaining to the previously proposed project (and all other documents cited in this report, unless otherwise noted), are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0677E.

South Building:

- Large Project Authorization pursuant to Planning Code Section 329 for new construction of more than 25,000 gsf, with exceptions pursuant to the following Planning Code sections:
 - Section 134(f) – Rear-yard exception to allow for open space to be configured in a courtyard rather than a rear yard.
 - Section 135(g) – Common open space dimension exception for the courtyard that is less in width than height.
 - Section 140 – Unit exposure exception for dimension of courtyard.
- State density bonus law (California Government Code Section 65915) concession to permit two additional floors above the otherwise applicable height limit.

Actions by other City Departments

- Lot Line Adjustment and Condominium Map Approvals (San Francisco Public Works [SFPW]) for merging and re-subdividing the three lots on the project site.
- Demolition and Building Permits (Department of Building Inspection [DBI]) for the demolition of the existing buildings and construction of the new structures.
- Site Mitigation Plan (DPH) for treatment of potentially hazardous soils and groundwater.
- Street and Sidewalk Permits (Bureau of Streets and Mapping, DPW) for modifications to public sidewalks, street trees, and curb cuts.
- Approval of Changes to Sewer Laterals (San Francisco Public Utilities Commission [SFPUC]).
- Stormwater Control Plan (SFPUC), because the proposed project would result in ground disturbance of an area greater than 5,000 sf.
- Dust Control Plan (DPH) meeting the requirements of San Francisco Health Code Article 22B.

The Large Project Authorization from the Planning Commission pursuant to Planning Code Section 329 is considered the project Approval Action. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

COMMUNITY PLAN EXEMPTION OVERVIEW

California Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 provide an exemption from environmental review for projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an Environmental Impact Report (EIR) was certified, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. Section 15183 specifies that examination of environmental effects shall be limited to those effects that: a) are peculiar to the project or parcel on which the project would be located; b) were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent; c) are potentially significant off-site and cumulative impacts that were not discussed in the underlying EIR; or d) are previously identified in the EIR, but which, as a result of substantial new information that was not known at the time that the EIR was certified, are determined to have a more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or

to the proposed project, then an EIR need not be prepared for the project solely on the basis of that impact.

This determination evaluates the potential project-specific environmental effects of the 2000-2070 Bryant Street project described above, and incorporates by reference information contained in the Programmatic EIR for the Eastern Neighborhoods Rezoning and Area Plans (PEIR).² Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Eastern Neighborhoods PEIR.

After several years of analysis, community outreach, and public review, the Eastern Neighborhoods PEIR was adopted in December 2008. The Eastern Neighborhoods PEIR was adopted in part to support housing development in some areas previously zoned to allow industrial uses, while preserving an adequate supply of space for existing and future production, distribution, and repair (PDR) employment and businesses. The Eastern Neighborhoods PEIR also included changes to existing height and bulk districts in some areas, including the project site at 2000-2070 Bryant Street.

The Planning Commission held public hearings to consider the various aspects of the proposed Eastern Neighborhoods Rezoning and Area Plans and related Planning Code and Zoning Map amendments. On August 7, 2008, the Planning Commission certified the Eastern Neighborhoods PEIR by Motion 17659 and adopted the Preferred Project for final recommendation to the Board of Supervisors.^{3,4}

In December 2008, after further public hearings, the Board of Supervisors approved and the Mayor signed the Eastern Neighborhoods Rezoning and Planning Code amendments. New zoning districts include districts that would permit PDR uses in combination with commercial uses; districts mixing residential and commercial uses and residential and PDR uses; and new residential-only districts. The districts replaced existing industrial, commercial, residential single-use, and mixed-use districts.

The Eastern Neighborhoods PEIR is a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the Eastern Neighborhoods Rezoning and Area Plans, as well as the potential impacts under several proposed alternative scenarios. The Eastern Neighborhoods Draft EIR evaluated three rezoning alternatives, two community-proposed alternatives which focused largely on the Mission District, and a “No Project” alternative. The alternative selected, or the Preferred Project, represents a combination of Options B and C. The Planning Commission adopted the Preferred Project after fully considering the environmental effects of the Preferred Project and the various scenarios discussed in the PEIR. The Eastern Neighborhoods PEIR estimated that implementation of the Eastern Neighborhoods Plan could result in approximately 7,400 to 9,900 net dwelling units and 3,200,000 to 6,600,000 square feet of net non-residential space (excluding PDR loss) built in the Plan Area throughout the lifetime of the Plan (year 2025). The Eastern Neighborhoods PEIR projected that this level of development would result in a total population increase of approximately 23,900 to 33,000 people throughout the lifetime of the plan.⁵

² Planning Department Case No. 2004.0160E and State Clearinghouse No. 2005032048

³ San Francisco Planning Department. Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (FEIR), Planning Department Case No. 2004.0160E, certified August 7, 2008. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed August 17, 2012.

⁴ San Francisco Planning Department. San Francisco Planning Commission Motion 17659, August 7, 2008. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=1268>, accessed August 17, 2012.

⁵ Table 2 Forecast Growth by Rezoning Option Chapter IV of the Eastern Neighborhoods Draft EIR shows projected net growth based on proposed rezoning scenarios. A baseline for existing conditions in the year 2000 was included to provide context for the scenario figures for parcels affected by the rezoning.

A major issue of discussion in the Eastern Neighborhoods rezoning process was the degree to which existing industrially-zoned land would be rezoned to primarily residential and mixed-use districts, thus reducing the availability of land traditionally used for PDR employment and businesses. Among other topics, the Eastern Neighborhoods PEIR assesses the significance of the cumulative land use effects of the rezoning by analyzing its effects on the City's ability to meet its future PDR space needs as well as its ability to meet its housing needs as expressed in the City's General Plan.

As a result of the Eastern Neighborhoods rezoning process, the project site has been rezoned to UMU (Urban Mixed Use) District. The UMU District is intended to promote a vibrant mix of uses while maintaining the characteristics of this formerly industrially-zoned area. It is also intended to serve as a buffer between residential districts and PDR districts in the Eastern Neighborhoods. The proposed project and its relation to PDR land supply and cumulative land use effects is discussed further in the Community Plan Exemption (CPE) Checklist, under Land Use. The 2000-2070 Bryant Street site, which is located in the Mission District of the Eastern Neighborhoods, was designated as a site with building up to 68 feet in height.

Individual projects that could occur in the future under the Eastern Neighborhoods Rezoning and Area Plans will undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development and to assess whether additional environmental review would be required. This determination concludes that the proposed project at 2000-2070 Bryant Street is consistent with and was encompassed within the analysis in the Eastern Neighborhoods PEIR, including the Eastern Neighborhoods PEIR development projections. This determination also finds that the Eastern Neighborhoods PEIR adequately anticipated and described the impacts of the proposed 2000-2070 Bryant Street project, and identified the mitigation measures applicable to the 2000-2070 Bryant Street project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.^{6,7} Therefore, no further CEQA evaluation for the 2000-2070 Bryant Street project is required. In sum, the Eastern Neighborhoods PEIR and this Certificate of Exemption for the proposed project comprise the full and complete CEQA evaluation necessary for the proposed project.

PROJECT SETTING

The rectangular project site is approximately 65,000 sf in size (about 1.50 acres) and consists of three lots bounded by 18th Street to the north, Bryant Street to the east, Florida Street to the west, and existing one- to two-story buildings and a future six-story building (currently under construction) to the south.

The project site is fully developed and occupied by the following buildings and uses:

- Lot 001 contains a two-floor 2,640 gsf wood building at 2000 – 2008 Bryant Street with a ground-floor restaurant and a vacant second-floor residence; a two-floor, 4,480 gsf building at 2010 – 2012 Bryant Street with an audio recording studio; a one-floor, 3,810 gsf wood building at 2014 Bryant Street with a carpet and upholstery business; a two-floor, 3,540 gsf architecture office at 2813 – 2815 18th Street;

⁶ Susan Exline, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 2000 – 2070 Bryant Street, May 12, 2016. This document (and all other documents cited in this report, unless otherwise noted), is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0677E.

⁷ Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 2000 – 2070 Bryant Street, May 9, 2016.

and a one-floor, 6,160 gsf automotive repair shop at 611 Florida Street consisting of wood frame/metal sided buildings.

- Lot 002 contains a two-floor, 1,870 gsf wood frame residential building at 2028 – 2030 Bryant Street with two vacant residential units.
- Lot 021 contains a two-story, 50,000 gsf concrete and steel frame industrial building which contains a machinist shop, theater rehearsal space (Innermission), and the American Conservatory Theater scene shop.

The existing buildings were constructed between 1892 and 1950, total about 72,500 gsf, and have Floor Area Ratios (FARs) ranging from about 1.0:1 to 2.0:1.⁸

The buildings on parcels adjacent to the project site are of varying age, size, and design, and have a variety of uses. The north side of 18th Street between Florida and Bryant Streets is occupied by a single approximately 65-foot-tall building that contains office and warehouse uses. The east side of Bryant Street is occupied by a parking lot and three buildings 20 to 30 feet in height containing office, workshops and warehouse uses. The remainder of the block between the south end of the project site and 19th Street is occupied by several two-to-three story multi-unit dwellings, a café, and the under-construction six-story apartment building. Opposite the project site on Florida Street is the eastern side of a 151-unit structure, constructed in 2008-2009 and approximately 50 feet in height.

The local vicinity is a largely flat area of the Mission District characterized by a mix of two- to five-story older and more recently constructed residential buildings interspersed with one- to three-story buildings containing various production, distribution and repair uses. Architectural styles vary considerably with the age and use of vicinity structures. Zoning districts are primarily UMU and PDR, but also include some Residential House (RH). Height limits are largely 68 feet, tapering to 45 feet and lower towards and south of 20th Street. The nearest school is John O'Connell Alternative High School, about 700 feet to the southwest and the nearest park is Franklin Square, about 1,100 feet to the northeast.

The surrounding two-way, two lane streets generally have on-street parking. By street distance, the project site is approximately one-half mile from the San Francisco General Hospital on Potrero Avenue, four-fifths of a mile from the 16th and Mission Streets Bay Area Rapid Transit (BART) station, and about one mile from the State Highway 101 onramps at both South Van Ness Avenue and Cesar Chavez Boulevard.

POTENTIAL ENVIRONMENTAL EFFECTS

The Eastern Neighborhoods PEIR included analyses of environmental issues including: land use; plans and policies; visual quality and urban design; population, housing, business activity, and employment (growth inducement); transportation; noise; air quality; parks, recreation and open space; shadow; archeological resources; historic architectural resources; hazards; and other issues not addressed in the previously issued initial study for the Eastern Neighborhoods Rezoning and Area Plans. The proposed 2000 – 2070 Bryant Street project is in conformance with the height, use and density for the site described in the Eastern Neighborhoods PEIR and would represent a small part of the growth that was forecast for the Eastern Neighborhoods plan areas. Thus, the plan analyzed in the Eastern Neighborhoods PEIR considered the incremental impacts of the proposed 2000 – 2070 Bryant Street project. As a result, the

⁸ Left Coast Architectural History. *2000-2030 & 2070 Bryant Street Historical Resource Evaluation*. January 15, 2014. A copy of this document is available for public review at the San Francisco Planning Department, 1650 Mission Street, San Francisco, Case No. 2013.0677E.

proposed project would not result in any new or substantially more severe impacts than were identified in the Eastern Neighborhoods PEIR.

Significant and unavoidable impacts were identified in the Eastern Neighborhoods PEIR for the following topics: land use, historic architectural resources, transportation and circulation, and shadow. The proposed project would convert PDR uses to mixed-use residential and commercial uses; however, this conversion was already considered in the Eastern Neighborhoods PEIR and, therefore, the proposed project would not contribute to any impact related to PDR uses not already identified in the PEIR. The proposed project would not result in demolition, alteration, or modification of any historic resources. Therefore, the proposed project would not contribute to any historic resource impact. Traffic and transit ridership generated by the proposed project would not considerably contribute to the traffic and transit impacts identified in the Eastern Neighborhoods PEIR. Neither would the proposed project, approximately 68 feet in height for the north building and 85 feet in height for the south building, cast shadows on any parks or open spaces.

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

Table 1 – Eastern Neighborhoods PEIR Mitigation Measures

Mitigation Measure	Applicability	Compliance
F. Noise		
F-1: Construction Noise (Pile Driving)	Not Applicable: pile driving not proposed	N/A
F-2: Construction Noise	Applicable: temporary construction noise from use of heavy equipment	The project sponsor has agreed to develop and implement a set of noise attenuation measures during construction as part of Project Mitigation Measure 2.
F-3: Interior Noise Levels	Not Applicable: CEQA generally no longer requires the consideration of the effects of existing environmental conditions on a proposed project's future users or residents.	N/A
F-4: Siting of Noise-Sensitive Uses	Not Applicable: CEQA generally no longer requires the consideration of the effects of existing environmental conditions on a proposed project's future users or residents.	N/A

Mitigation Measure	Applicability	Compliance
F-5: Siting of Noise-Generating Uses	Not Applicable: proposed project would not include noise-generating uses.	N/A
F-6: Open Space in Noisy Environments	Not Applicable: CEQA generally no longer requires the consideration of the effects of existing environmental conditions on a proposed project's future users or residents.	N/A
G. Air Quality		
G-1: Construction Air Quality	Not Applicable: proposed project construction criteria air pollutant emissions would not exceed thresholds.	The dust control measures would not be applicable, as the regulations and procedures set forth by the San Francisco Dust Control Ordinance supersede the construction dust portion of Mitigation Measure G-1.
G-2: Air Quality for Sensitive Land Uses	Not Applicable: proposed project is not located in an Air Pollutant Exposure Zone.	N/A
G-3: Siting of Uses that Emit DPM	Not Applicable: proposed project does not include uses that emit substantial levels of diesel particulate matter.	N/A
G-4: Siting of Uses that Emit other TACs	Applicable: proposed project would include a backup generator for emergency power.	The project sponsor has agreed to implement Project Mitigation Measure 3, which requires Best Available Control Technology for Diesel Generators.
J. Archeological Resources		
J-1: Properties with Previous Studies	Not Applicable: proposed project is located on a site with no previous archeological studies or documentation.	N/A

Mitigation Measure	Applicability	Compliance
J-2: Properties with no Previous Studies	Applicable: proposed project involves approximately 14 feet of soil excavation/disturbance where resources may be present.	Planning Department's archeologist conducted a Preliminary Archeological Review (September 24, 2014) of the project site in conformance with the study requirements and required implementation of Project Mitigation Measure 1.
J-3: Mission Dolores Archeological District	Not Applicable: proposed project is not within the Mission Dolores Archeological District.	N/A
K. Historical Resources		
K-1: Interim Procedures for Permit Review in the Eastern Neighborhoods Plan area	Not Applicable: plan-level mitigation completed by Planning Department	N/A
K-2: Amendments to Article 10 of the Planning Code Pertaining to Vertical Additions in the South End Historic District (East SoMa)	Not Applicable: plan-level mitigation completed by Planning Commission	N/A
K-3: Amendments to Article 10 of the Planning Code Pertaining to Alterations and Infill Development in the Dogpatch Historic District (Central Waterfront)	Not Applicable: plan-level mitigation completed by Planning Commission	N/A
L. Hazardous Materials		
L-1: Hazardous Building Materials	Applicable: demolition of seven existing buildings on the project site.	Project Mitigation Measure 4 requires removal and disposal of any equipment containing PCBs or DEHP according to applicable federal, state, and local laws prior to the start of demolition.
E. Transportation		
E-1: Traffic Signal Installation	Not Applicable: automobile delay removed from CEQA analysis	N/A
E-2: Intelligent Traffic Management	Not Applicable: automobile delay removed from CEQA analysis	N/A

Mitigation Measure	Applicability	Compliance
E-3: Enhanced Funding	Not Applicable: automobile delay removed from CEQA analysis	N/A
E-4: Intelligent Traffic Management	Not Applicable: automobile delay removed from CEQA analysis	N/A
E-5: Enhanced Transit Funding	Not Applicable: plan level mitigation by SFMTA	N/A
E-6: Transit Corridor Improvements	Not Applicable: plan level mitigation by SFMTA	N/A
E-7: Transit Accessibility	Not Applicable: plan level mitigation by SFMTA	N/A
E-8: Muni Storage and Maintenance	Not Applicable: plan level mitigation by SFMTA	N/A
E-9: Rider Improvements	Not Applicable: plan level mitigation by SFMTA	N/A
E-10: Transit Enhancement	Not Applicable: plan level mitigation by SFMTA	N/A
E-11: Transportation Demand Management	Not Applicable: plan level mitigation by SFMTA	N/A

Please see the attached Mitigation Monitoring and Reporting Program (MMRP) for the complete text of the applicable mitigation measures. With implementation of these mitigation measures the proposed project would not result in significant impacts beyond those analyzed in the Eastern Neighborhoods PEIR.

PUBLIC NOTICE AND COMMENT

A “Notification of Project Receiving Environmental Review” was mailed on April 12, 2016 to adjacent occupants and owners of properties within 300 feet of the project site. Overall, concerns and issues raised by the public in response to the notice were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis. Three comment letters were received in response to the Notification of Project Receiving Environmental Review, consisting of three individual comments regarding physical environmental effects; these include:

- One commenter expressed concern regarding construction noise, particularly in the early morning (e.g., 6:30 a.m.).
- A second commenter stated that the environmental document should include shadow, aesthetic, wind, traffic and parking, and hazardous waste studies, and mitigation for air quality during construction, removal of hazardous waste, noise, traffic, parking effects in regards to quality-of-life effects on current residences and impacts upon current businesses.
- A third commenter expressed concerns regarding cumulative impacts with regard to air quality, parking, traffic and transportation, loss of PDR space, insufficient open space and parks, project

impacts in regards to wind and shadow, significant new information not anticipated by the Eastern Neighborhoods PEIR, and incompatibility with the goals of the Eastern Neighborhoods Plan.

These concerns are addressed in the CPE Checklist under the “Air Quality” section, the “Noise” section, the “Wind and Shadow” section, the “Hazards and Hazardous Materials” section, the “Transportation and Circulation” section, the “Land Use and Land Use Planning” section, the “Recreation” section, and the “Population and Housing” section. The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Eastern Neighborhoods PEIR.

As discussed in the Project Description, a CPE Certificate and Checklist were published on June 2, 2015 for the previously proposed 2000 – 2070 Bryant Street project. Five comment letters were received in response to the Notification of Project Receiving Environmental Review for the previously proposed project, consisting of 13 individual comments regarding physical environmental effects; these included: (1) two commenters expressed concern that the onsite parking included in the proposed project would not be adequate for the increased residential population and that on-street parking availability would be reduced, (2) two commenters asserted that the proposed project is aesthetically incompatible with the area and/or emphasized that the design of the proposed project should maintain the character of the area, (3) three commenters expressed concern that the proposed development would displace or exclude existing minority or disadvantaged communities (environmental justice communities) in the project area, (4) two commenters expressed concern with the loss of PDR uses, (5) two commenters expressed concern about increase noise resulting from the new development, (6) one commenter expressed concern about the removal of trees from the neighborhood, as well as the impacts that tree removal would have to resident or migratory wildlife species, and (7) one commenter expressed disappointment with the lack of outreach made to the neighborhood. These concerns are addressed in the CPE Checklist prepared for the previously proposed project under the “Transportation and Circulation” section, “Land Use and Land Use Planning” section, “Population and Housing” section, “Noise” section, and “Biological Resources” section. Therefore, it was determined that the previously proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Eastern Neighborhoods PEIR.

CONCLUSION

As summarized above and further discussed in the CPE Checklist:⁹

1. The proposed project is consistent with the development density established for the project site in the Eastern Neighborhoods Rezoning and Area Plans;
2. The proposed project would not result in effects on the environment that are peculiar to the project or the project site that were not identified as significant effects in the Eastern Neighborhoods PEIR;
3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Eastern Neighborhoods PEIR;

⁹ The CPE Checklist is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2013.0677E.

4. The proposed project would not result in significant effects, which, as a result of substantial new information that was not known at the time the Eastern Neighborhoods PEIR was certified, would be more severe than were already analyzed and disclosed in the PEIR; and
5. The project sponsor will undertake feasible mitigation measures specified in the Eastern Neighborhoods PEIR to mitigate project-related significant impacts.

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

MITIGATION MONITORING AND REPORTING PROGRAM

MONITORING AND REPORTING PROGRAM				
Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
<p><u>Project Mitigation Measure 1 – Archeological Mitigation Measure III (Testing) (Consistent with Eastern Neighborhoods Archeological Mitigation Measure J-2)</u></p> <p>Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archeological consultant from the rotational Department Qualified Archeological Consultants List (QACL) maintained by the Planning Department archeologist. The project sponsor shall contact the Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant’s work shall be conducted in accordance with this measure at the direction of the 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, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the</p>	Project Sponsor.	Prior to issuance of any permit for soil-disturbing activities and during construction.	Project Sponsor; ERO; archeologist.	Considered complete upon ERO’s approval of FARR.

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures

Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
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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 archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

Consultation with Descendant Communities. On discovery of an archeological site¹ associated with descendant Native Americans, the Overseas Chinese, or other descendant group, an appropriate representative² of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archeological Resources Report shall be provided to the representative of the descendant group.

Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the

¹ The term “archeological site” is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

² An “appropriate representative” of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and, in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures

Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
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archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

- A. The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or
- B. A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures

Archeological Monitoring Program. If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:

- The archeological 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 archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archeological resources and to their depositional context;
- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has,

Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
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MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;</p> <ul style="list-style-type: none"> • The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; • If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.) the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO. <p>Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.</p>				

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures

Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

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 onsite/offsite public interpretive program during the course of the

Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
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MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>archeological data recovery program.</p> <ul style="list-style-type: none"> • <i>Security Measures.</i> Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. • <i>Final Report.</i> Description of proposed report format and distribution of results. • <i>Curation.</i> Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities. <p><i>Human Remains and Associated or Unassociated Funerary Objects.</i> The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner’s determination that the human remains are Native American remains, notification of the 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, ERO, 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,</p>				

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures

recording, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

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. The Environmental Planning division of the Planning Department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
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MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures
**Project Mitigation Measure 2 – Construction Noise (Eastern
 Neighborhoods PEIR Mitigation Measure F-2)**

The sponsor shall develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the DBI to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:

- Erect temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-sensitive uses;
- Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site;
- Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses;
- Monitor the effectiveness of noise attenuation measures by taking noise measurements; and
- Post signs on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem, with telephone numbers listed.

Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
Project Sponsor; contractor(s).	During construction period.	Project Sponsor to provide monthly noise reports during construction.	Considered complete upon final monthly report.

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Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
<p><u>Project Mitigation Measure 3 – Best Available Control Technology for Diesel Generators (Eastern Neighborhoods Mitigation Measure G-4)</u></p> <p>The project sponsor shall ensure that the backup diesel generator meet or exceed one of the following emission standards for particulate matter: (1) Tier 4 certified engine, or (2) Tier 2 or Tier 3 certified engine that is equipped with a California Air Resources Board (ARB) Level 3 Verified Diesel Emissions Control Strategy (VDECS). A non - verified diesel emission control strategy may be used if the filter has the same particulate matter reduction as the identical ARB verified model and if the Bay Area Air Quality Management District (BAAQMD) approves of its use. The project sponsor shall submit documentation of compliance with the BAAQMD New Source Review permitting process (Regulation 2, Rule 2, and Regulation 2, Rule 5) and the Community Plan Exemption Checklist 655 Folsom Street 2013.0253E 49 emission standard requirement of this mitigation measure to the Planning Department for review and approval prior to issuance of a permit for a backup diesel generator from any City agency.</p>	Project Sponsor.	Prior to issuance of a permit for a backup diesel generator from any City agency.	Project Sponsor; Planning Department.	Considered complete upon Planning Department's approval of documentation prior to issuance of permit for generator.
<p><u>Project Mitigation Measure 4 – Hazardous Building Materials (Eastern Neighborhoods Mitigation Measure L-1)</u></p> <p>In order to minimize impacts to public and construction worker health and safety during demolition of the existing structure, the sponsor shall ensure that any equipment containing PCBs or DEHP, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any</p>	Project Sponsor.	Prior to any demolition or construction activities.	Project Sponsor; Planning Department.	Prior to any demolition or construction activities.

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fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.

Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
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MONITORING AND REPORTING PROGRAM

Improvement Measures	Responsibility for Implementation	Improvement Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
<u>Project Improvement Measure 1 – Transportation Demand Management (TDM) Measures</u>	Project Sponsor; SFMTA.	Ongoing.	Project Sponsor; SFMTA; Building Management.	Ongoing.

While the proposed project would not result in any significant traffic impacts, to reduce traffic generated by the proposed project, the project sponsor should encourage the use of rideshare, transit, bicycle, and walk modes for trips to and from the project site.

The San Francisco Planning Department and the San Francisco Municipal Transportation Agency (SFMTA) have partnered with the Mayor’s Office of Economic and Workforce Development and the San Francisco County Transportation Authority to study the effects of implementing TDM measures on the choice of transportation mode. The San Francisco Planning Department has identified a list of TDM measures that should be considered for adoption as part of proposed land use development projects. The project sponsor (or transportation broker) should consider the following actions:

- *TDM Coordinator:* The project sponsor should identify a TDM Coordinator for the project site. The TDM Coordinator should be the single point of contact for all transportation-related questions from residents and City staff. The TDM Coordinator is responsible for the implementation and ongoing operation of all other TDM measures included in the proposed project as noted below.

MONITORING AND REPORTING PROGRAM

Improvement Measures	Responsibility for Implementation	Improvement Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
<ul style="list-style-type: none"> • <i>Transportation and Trip Planning Information:</i> <ul style="list-style-type: none"> ○ <i>Move-in packet.</i> Provide a transportation insert for each new resident’s move-in packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes may be purchased, information on the 511 Regional Rideshare Program, and nearby bike and car share programs, and information on where to find additional web-based alternative transportation materials. This move-in packet should be continuously updated as transportation options change, and the packet should be provided to each new building occupant. Muni maps as well as San Francisco Bicycle and Pedestrian maps should be provided upon request. ○ <i>Posted and Real-Time Information.</i> Install local map and real-time transit information on-site in a prominent and visible location, such as within a building lobby. The local map should clearly identify transit, bicycle, and key pedestrian routes, and also depict nearby destinations and commercial corridors. Real-time transit information via NextMuni and/or regional transit data should be displayed on a digital screen. 				

MONITORING AND REPORTING PROGRAM

Improvement Measures	Responsibility for Implementation	Improvement Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
<ul style="list-style-type: none"> • <i>Data Collection:</i> <ul style="list-style-type: none"> ○ <i>City Access.</i> As part of an ongoing effort to quantify the efficacy of TDM measures, City staff may need to access the project site (including the garage) to perform trip counts, and/or intercept surveys and/or other types of data collection. The project sponsor should assure future access to the site by City staff. All on-site activities should be coordinated through the TDM Coordinator, including access to the project site by City staff for purposes of transportation data collection. Providing access to existing developments for data collection purposes is also encouraged. ○ <i>TDM Program Monitoring.</i> The project sponsor should collect data and make monitoring reports available for review by the San Francisco Planning Department. See TDM Monitoring section below for more detailed information. • <i>Bicycle Measures:</i> <ul style="list-style-type: none"> ○ <i>Design.</i> Design residential units to facilitate the use of a bicycle. 				

MONITORING AND REPORTING PROGRAM

Improvement Measures	Responsibility for Implementation	Improvement Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
<ul style="list-style-type: none"> ○ <i>Bike Route Access.</i> Facilitate direct access to bicycle facilities in the study area (e.g., Routes 25 and 40, Route 33, and Route 25) through signage. ● <i>Building Access.</i> Ensure that the points of access to bicycle parking through elevators on the ground floor and the garage ramp include signage indicating the location of these facilities. ● <i>Safety.</i> Develop bicycle safety strategies along the Florida Street side of the property, where Class II bike racks are located, and where there is bicycle access to the parking garage and Class I bike parking spaces. Examples include lighting and signage. ● <i>Parking.</i> Increase the number of on-site secured bicycle parking beyond Planning Code requirements and/or provide additional bicycle facilities in the public right-of-way adjacent to or within a quarter-mile of the project site (e.g., sidewalks, on-street parking spaces). ● <i>Bay Area Bike Share.</i> Provide free or subsidized bike share membership to residents and tenants. See Bike Share section below for additional information. ● <i>Car Share Measures:</i> <ul style="list-style-type: none"> ○ <i>Parking.</i> Provide optional car share spaces as described in <i>Planning Code Section §166(g)</i>. 				

MONITORING AND REPORTING PROGRAM

Improvement Measures	Responsibility for Implementation	Improvement Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
<ul style="list-style-type: none"> ○ <i>Membership.</i> Provide free or subsidized car share membership to all tenants. For example, offer one annual car share membership for each new resident (one per household) or employee. Recipient would be responsible for the remainder of the costs associated with the membership. • <i>Transit Measures: Transit Pass.</i> Offer free or subsidized Muni passes (loaded onto Clipper cards) to tenants. For example, offer a 50 percent subsidy for one Muni monthly pass for new residents (one per household), and employees for up to one year. Recipient would be responsible for the remainder of the costs associated with the Muni monthly pass. <p><i>TDM Monitoring.</i> The San Francisco Planning Department will provide the TDM Coordinator with a formatted template (electronic or hard copy) of the “Resident Transportation Survey” to facilitate the collection and presentation of travel data from residents. The Resident Transportation Survey will be administered (circulated and collected) by the TDM Coordinator, based on a standardized schedule (e.g., one year after 85 percent occupancy of all dwelling units, and every two years thereafter) that is approved by the Planning Department. The TDM Coordinator should collect responses from a minimum of one-third of residents within the occupied units within 90 days of receiving the Resident Transportation Survey from the San Francisco Planning</p>				

MONITORING AND REPORTING PROGRAM

Improvement Measures	Responsibility for Implementation	Improvement Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>Department. The San Francisco Planning Department will assist the TDM Coordinator in communicating the purpose of the survey, and will ensure that the identity of individual resident responders is protected. The San Francisco Planning Department will provide professionally prepared and easy-to-complete online (or paper) survey forms to assist with compliance.</p> <p>The San Francisco Planning Department will also provide the TDM Coordinator with a separate “Building Transportation Survey” that documents which TDM measures have been implemented during the reporting period, along with basic building information (e.g., percent unit occupancy, off-site parking utilization by occupants of building, loading frequency). The Building Transportation Survey should be completed by the TDM Coordinator and submitted to City staff within 30 days of receipt. The project sponsor should also allow trip counts and intercept surveys to be conducted on the premises by City staff or a City-hired consultant. Access to residential lobbies, garages, etc. should be granted by the project sponsor and facilitated by the TDM Coordinator. Trip counts and intercept surveys are typically conducted for two to five days between 6:00 AM and 8:00 PM on both weekdays and weekends.</p> <ul style="list-style-type: none"> • <i>Bike Sharing.</i> The project sponsor should contact Bay Area Bike Share (or its successor entity) to determine whether it would be interested and able to fund and install a new bikeshare station in the public right-of-way immediately 				

MONITORING AND REPORTING PROGRAM

Improvement Measures	Responsibility for Implementation	Improvement Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>adjacent to the project site (including locations within new or existing sidewalks, new or existing on-street parking, or new or existing roadway areas). The project sponsor should contact Bay Area Bike Share early enough that they may respond by 60 days prior to the project sponsor’s meeting with the Transportation Advisory Staff Committee (TASC) for approval of the streetscape design.³</p> <p>If Bay Area Bike Share is not interested in or unable to fund and install a new bike share station, as indicated in writing, the project sponsor should not be obligated to design and permit such a space. If Bay Area Bike Share determines in writing that it would be interested and able to fund and install a new bike share station immediately adjacent to the project site within the time period specified above, the project sponsor should make best efforts to modify its streetscape design to accommodate a new bike share station. The project sponsor should coordinate with Bay Area Bike Share to obtain all City permits necessary and to design and install a station immediately adjacent to the project site in the public right-of-way. If the City agencies responsible for issuing the permits necessary to provide the new bike share station space reject the project sponsor’s application despite project sponsor’s best efforts, the project sponsor should not be obligated to provide such space.</p> <p>Other potential measures for consideration would include</p>				

³ TASC approval typically occurs at the 90 percent design phase.

MONITORING AND REPORTING PROGRAM

Improvement Measures	Responsibility for Implementation	Improvement Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>unbundling parking (per Planning Code §167) or enlisting the services of a Transportation Management Association (TMA) to implement a package to TDM measures on behalf of the building.</p> <p>TDM strategies included in this improvement measure would be incorporated into the project’s conditions of approval (COA) during the entitlement process. Other strategies may be proposed by the project sponsor and should be approved by City staff. Prior to issuance of a temporary permit of building occupancy, the project sponsor should execute an agreement with the San Francisco Planning Department for the provision of TDM services.</p>				
<p><u>Project Improvement Measure 2 – Pedestrian Audible and Visible Warning Devices</u></p> <p>While the proposed project would not result in any significant pedestrian impacts, it should be noted that Bryant Street is a major pedestrian route to and from the project site, as well as to and from neighborhood-serving commercial uses and transit service in the 16th Street corridor. To minimize the potential for conflict between vehicles exiting the project site and pedestrians along Bryant Street, the project sponsor should install audible and visible warning devices to alert pedestrians of the outbound vehicles departing the North Building garage.</p>	Project Sponsor.	Prior to building occupancy.	Project Sponsor; SFMTA.	Considered complete upon installation.
<p><u>Project Improvement Measure 3 – Freight Loading Management Measures</u></p> <p>While the proposed project would not result in any significant freight / service impacts, to minimize the potential for conflicts</p>	Project Sponsor.	Ongoing.	Project Sponsor; Building Management.	Ongoing.

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Improvement Measures	Responsibility for Implementation	Improvement Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
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between loading freight / service vehicles serving the project site, the project sponsor should implement the following improvement measures:

- *Schedule and Coordinate Loading Activities.* Schedule and coordinate loading activities through building management to ensure that trucks can be accommodated in the proposed off-street freight loading spaces. All regular events requiring use of the off-street freight loading spaces (e.g., retail deliveries, building service needs) should be coordinated directly with building management. Building management should also be proactively involved in coordinating move-in and move-out activities for building residents and tenants to ensure that these activities can be accommodated in the off-street freight loading spaces or in nearby on-street commercial loading zones or parking spaces.

- *Discourage Illegal Parking.* Trucks and other vehicles conducting freight loading / service vehicle activities should be discouraged from parking illegally or otherwise obstructing traffic, transit, bicycle, or pedestrian flow along any of the streets immediately adjacent to the building (18th Street, Bryant Street, or Florida Street). Building management should also be proactively involved in coordinating move-in and move-out activities for building residents and tenants to ensure that these activities do not disrupt bicycle and pedestrian circulation.

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Improvement Measures	Responsibility for Implementation	Improvement Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
<p><u>Project Improvement Measure 4 – Construction Traffic Management Measures</u></p> <p>While the proposed project would not result in any significant construction impacts, to minimize disruptions to traffic, transit, bicycle, and pedestrian circulation during construction of the Project, the proposed project should implement the following improvement measures:</p> <ul style="list-style-type: none"> • <i>Limit Hours of Construction-Related Traffic.</i> Limit hours of construction-related traffic, including, but not limited to, truck movements, to avoid the weekday a.m. and p.m. peak hours (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM) (or other times, if approved by the San Francisco Municipal Transportation Agency [SFMTA]). • <i>Coordinate Construction Projects.</i> Construction contractor(s) should coordinate construction activities with other potential projects that may be constructed in the vicinity of the project site. • <i>Alternative Transportation for Construction Workers.</i> Construction contractor(s) for the project should encourage construction workers to make use of alternative modes of transportation (transit, rideshare, biking, or walking) when traveling to and from the construction site. <p>Any construction traffic occurring between 7:00 AM and 9:00 AM or between 4:00 PM and 6:00 PM would coincide with commute-period travel patterns and could result in minor disruptions to traffic, transit, bicycle, or pedestrian circulation</p>	Project Sponsor; contractor(s)	Prior to and during construction	Project Sponsor; SFMTA.	Considered complete prior to construction.

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Improvement Measures	Responsibility for Implementation	Improvement Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>on streets adjacent to the Project site, although these effects would be considered a less than significant impact. Limiting truck movements to avoid these hours (or other times, if approved by SFMTA) would minimize these effects.</p> <p>Construction contractor(s) for the Project would need to meet with SFMTA, the Fire Department, the Planning Department, and other City agencies to determine feasible measures to minimize disruptions to traffic, transit, bicycle, and pedestrian circulation during construction of the Project. In addition, the temporary increase in vehicle parking demand generated by construction workers would need to be met on-site or within other off-site parking facilities to be determined by the construction contractor(s).</p>				
<p><u>Project Improvement Measure 5 – Driveway Queue Monitoring and Abatement</u></p> <p>While parking is discussed for informational purposes only and is not considered in determining if the proposed project has the potential to result in significant environmental effects, to minimize the impacts of the parking shortfall and potential for vehicles to queue on Bryant Street, the project sponsor should implement following improvement measure:</p> <ul style="list-style-type: none"> <i>Driveway Queue Monitoring and Abatement.</i> It should be the responsibility of the owner / operator of the off-street parking facility to ensure that recurring vehicle queues do not occur on the public right-of-way. A vehicle queue is defined as one or more vehicles blocking any portion of any public street, alley, or sidewalk for a consecutive period of 	Project Sponsor.	Ongoing.	Project Sponsor; Building Management; Planning Department.	Ongoing.

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Improvement Measures	Responsibility for Implementation	Improvement Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>three minutes or longer on a daily or weekly basis. If a recurring queue occurs, the owner / operator of the parking facility shall employ abatement methods as needed to abate the queue.</p> <p>Suggested abatement methods include, but are not limited to, the following: redesign of facility layout to improve vehicle circulation and / or on-site queue capacity; use of off-site parking facilities or shared parking with nearby uses; travel demand management strategies such as additional bicycle parking; and / or parking demand management strategies such as parking pricing schemes</p> <p>If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Department shall notify the property owner in writing. Upon request, the owner / operator shall hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant shall prepare a monitoring report to be submitted to the San Francisco Planning Department for review. If the San Francisco Planning Department determines that a recurring queue does exist, the facility owner / operator shall have 90 days from the date of the written determination to abate the queue.</p>				