



# SAN FRANCISCO PLANNING DEPARTMENT

## Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

Case No.: 2012.0203E  
 Project Address: 100 Hooper Street  
 Zoning: PDR-1-D  
 58-X  
 Block/Lot: Block 3808, Lot 003  
 Lot Size: 143,000 square feet (3.3 acres)  
 Plan Area: Eastern Neighborhoods Area Plan  
 Project Sponsor: Dan Murphy, Urban Green DevCo, LLC – (650) 359-5358  
 Staff Contact: Jeanie Poling – (415) 575-9072  
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### PROJECT DESCRIPTION

The project site (Assessor’s Block 3808, Lot 003) is located in the northeastern portion of San Francisco on the block bounded by Channel, Carolina, Eighth, Hooper and Seventh Streets. The project site is located within the Showplace Square/Potrero Hill Plan Area, which was analyzed in the Eastern Neighborhoods Rezoning and Area Plans Environmental Impact Report. The proposed project would include the construction of three four- to five-story buildings to a maximum building height of 58 feet (up to 73 feet including mechanical penthouses) on an approximately 3.3-acre site containing no permanent structures, as follows:

- A five-story Production, Distribution and Repair (PDR) “Workshop Building” totaling approximately 59,500 gross square feet (gsf) on Channel Street at the west property line adjoining California College of the Arts (CCA);

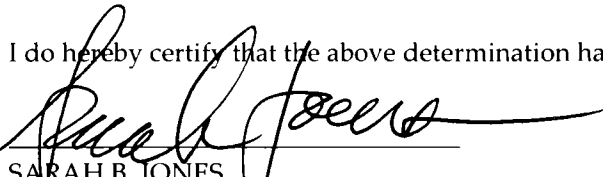
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### EXEMPT STATUS

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

January 6, 2015  
 Date

cc: Dan Murphy, Urban Green DevCo, LLC, Project Sponsor; Supervisor Malia Cohen, District 10; Chris Townes, Current Planning Division; Virna Byrd, M.D.F.; Exemption/Exclusion File

**PROJECT DESCRIPTION (CONTINUED)**

- A four-story office and PDR “North Building” of approximately 177,200 gsf on the balance of Channel Street; and
- A four-story office and PDR “South Building” of approximately 206,500 gsf on Hooper Street.

The buildings would be arrayed around roughly 40,000 gsf of on-site open spaces: a paseo running between the North and South Building plus a plaza at the southwestern corner of the property adjacent to CCA. When combined, all three buildings would provide a grand total of approximately 464,500 building gsf, including approximately 21,300 gsf of on-site parking and loading space. In total, 35 percent, or approximately 152,700 gsf, of the project’s gross floor area would be devoted to PDR use.

The approximately 59,500 gsf PDR Workshop Building would be designed as a “PDR Incubator,” featuring approximately 250 upper-floor PDR workshops above a 14-foot-high, ground-floor PDR level providing common area PDR support amenities such as space for an on-site PDR manager, shared PDR and/or accessory retail/restaurant space, loading facilities, an on-site café and lobby area, one approximately 1,000 gsf ground-floor residential unit for an on-site caretaker, and space for individual PDR users. Upper-floor studio spaces would be constructed using modular technology and would feature individual workshops ranging in size from approximately 120 to 500 gsf with small sinks, operable windows for natural light and air, and common areas to facilitate collaboration.

The North and South Buildings would be mixed use in nature, with approximately 284,500 gsf of upper-floor office and/or institutional use, up to approximately 94,200 gsf of ground-floor PDR, and up to 5,000 gsf of retail/restaurant use. The North and South Buildings would include adjacent side cores separated by a 40-foot-wide interior linear courtyard that would provide loading access and natural light and fresh air to the block interior (the “paseo”). The paseo would also create a pedestrian link to the existing crosswalk on Seventh Street that currently provides access to Mission Bay, its 43 acres of open space, the San Francisco Bay Trail and Waterfront. Adjacent cores in the North and South Buildings would be linked on upper floors by elevated walkways to optimize user flexibility. These PDR spaces would range from approximately 500 gsf to approximately 10,000 gsf in size and would serve larger, more established PDR businesses than the Workshop Building. Up to 5,000 gsf of retail/restaurant space would be located at the west end of the South Building adjacent to the plaza.

In addition to the paseo space referenced above, the southwestern corner of the property is proposed as an approximately 10,000 gsf publicly accessible open space (“POPOS”) to interconnect the project site with the adjoining campus of the CCA. This space would support various outdoor programs such as periodic art displays, maker fairs, performing arts, and/or movie nights.

The project includes the improvement of the southern half of Channel Street to City street standards, which would include 12- to 15-foot sidewalks as per Better Streets standards, with parallel parking terminated by a bulb-out at Seventh Street. This would be combined with the active ground-floor uses along Channel with the parking set back from the building by 25 feet. Along Hooper Street, there would be special paving provided in the furnishing zone and building setbacks along with bulb-outs in conformance with San Francisco Department of Public Works landscape standards. The project sponsor would be required to maintain all sidewalk improvements. Access to the project’s on- and off-street loading, parking, bike storage, utility connections and refuse management and related facilities would be from Channel Street. The heating and ventilation system proposed for the 100 Hooper Street project is a

series of variable refrigerant volume (VRV) split system heat pumps with condensers mounted on the roof and take up air through vents incorporated into the building façade.

A total of seven loading spaces would be provided: three on site, two on Channel Street, and two on Hooper Street. Primary loading for the project would occur along Channel Street, with a commonly accessed two-bay semi-truck loading dock linking Channel Street to the paseo space. Additional street loading areas are proposed for both Channel (two spaces) and Hooper Street (one loading zone with two loading spaces) to supplement the loading dock, with direct breezeway access to the paseo and building core freight or service elevators. In addition, the POPOS and paseo space would be designed to accommodate light truck loading for the ground-floor PDR uses.

The proposed project would provide 87 vehicle parking spaces (42 stackers and three Americans with Disabilities Act [ADA] accessible spaces) and 14 motorcycle spaces at the ground level of the North Building along Channel Street. Ingress and egress to parking would be off Channel Street.

In addition to vehicular parking, 128 Class 1 and 31 Class 2 bicycle parking spaces<sup>1</sup> are proposed, as well as showers and lockers consistent with the Planning Code. The project sponsor would also seek subdivision map approval to subdivide the project site into up to three parcels.

Project construction is expected to take 24 months. Site preparation and grading is expected to take one month, foundation work an additional month, concrete superstructure work six to nine months, exterior skin installation five months, building rough interior work three months, building finishes an additional three months and site work four months.

Construction would require the use of pulverizing equipment to demolish existing concrete slabs; grading equipment such as bulldozers; dump trucks for soil haul-out; backhoes for cutting foundations and installing utilities; pile drivers for building foundations; concrete pumping and trucks; large trucks for material delivery; dust-control equipment; temporary office trailers; and other standard construction equipment such as cranes and man-lifts for both the North and South Buildings. Approximately 13,500 cubic yards of soil, with generally two feet of soil at building footprints and four feet in open space areas, would be removed for utility trenches, pile caps, and grade beams. Additionally, deeper excavations may be needed for elevator pits, foundation piles, and some utilities. The maximum excavation depth would be approved in the field by the geotechnical engineer prior to placement of surface improvements but would not exceed 8.5 feet below ground surface.

## PROJECT APPROVAL

Approval of the Conditional Use Authorization by the San Francisco Planning Commission is the Approval Action per Chapter 31 of the San Francisco Administrative Code. 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.

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<sup>1</sup> *San Francisco Planning Code* Section 155 defines Class 1 bicycle parking facilities as facilities that protect the entire bicycle, its components and accessories against theft and against inclement weather, including wind-driven rain. Examples of this type of facility include lockers, check-in facilities, monitored parking, restricted access parking, and personal storage. Planning Code Section 155(j) requires one bicycle parking space for every 20 off-street parking spaces. Class 2 bicycle parking facilities are spaces located in a publicly accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building. Bicycle racks are the most common form of Class 2 bicycle parking.

## 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 specific 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.

The project site is located within the Showplace Square/Potrero Hill Plan Area, which was evaluated as part of the Programmatic EIR for the Eastern Neighborhoods Rezoning and Area Plans<sup>2</sup> (Eastern Neighborhoods PEIR). The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.<sup>3,4</sup> This determination evaluates the potential project-specific environmental effects of the 100 Hooper Street project described above, and incorporates by reference information contained in the PEIR. 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 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.<sup>5,6</sup>

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<sup>2</sup> Planning Department Case No. 2004.0160E and State Clearinghouse No. 2005032048.

<sup>3</sup> Adam Varat, San Francisco Planning Department, *Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 100 Hooper Street* (July 8, 2014). This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.0203E.

<sup>4</sup> Jeff Joslin, San Francisco Planning Department, *Community Plan Exemption Eligibility Determination, Current Planning Analysis, 100 Hooper Street* (September 18, 2014). This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.0203E.

<sup>5</sup> 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).

<sup>6</sup> 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).

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 PEIR evaluated three land use alternatives. Option A retained the largest amount of existing land that accommodated PDR uses and converted the least amount of industrially zoned land to residential use. Option C converted the most existing land accommodating PDR uses to residential and mixed-uses. Option B fell between Options A and C. The Draft PEIR also evaluated two community-proposed alternatives that 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.

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.

Prior to rezoning that occurred under the Eastern Neighborhoods Rezoning and Area Plans process, the project site was zoned M-2 (Heavy Industrial). Though intended to be primarily industrial, the M-2 District permitted residential, retail, and office uses, along with both heavy and light industrial uses. The Eastern Neighborhoods Rezoning and Area Plans changed the zoning designation to the current Production, Distribution and Repair – Design (PDR-1-D) designation, which encourages less intensive PDR uses, especially design-related ones. In contrast to the M-2 District, the PDR-1-D designation limits retail uses and, with some exceptions, precludes heavy industrial, residential and office uses. As discussed above, the project site is currently occupied by a mini storage and truck rental facility. 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,<sup>7</sup> under Land Use. The 100 Hooper Street site, which is located in the Showplace Square/ Potrero Hill Plan Area of the Eastern Neighborhoods, was designated as a site allowing buildings up to 58 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 100 Hooper Street is consistent with and was encompassed within the analysis in the Eastern Neighborhoods PEIR. This determination also finds that the Eastern Neighborhoods PEIR

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<sup>7</sup> The CPE Checklist is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2012.0203E and online at <http://www.sf-planning.org/index.aspx?page=2780>.

adequately anticipated and described the impacts of the proposed 100 Hooper Street project, and identified mitigation measures applicable to the 100 Hooper Street project. Therefore, no further CEQA evaluation for the 100 Hooper 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 project site is located within a 58-X height and bulk district and is zoned PDR-1-D, which permits limited retail, arts and entertainment uses, light industrial uses (such as laboratory), Small Enterprise Workspace, Integrated PDR Use, home and business service, commercial storage and distribution, and arts activities. No stand-alone office uses are currently permitted under this zoning. The site is within the Core Showplace Square Design District, which protects important concentrations of design-oriented PDR, encourages limited amount of retail and office space to support design functions, and prohibits new residential development that is not accessory to permitted uses.

Parcels to the south and west of the project site are also zoned PDR-1-D; the parcel across Channel Street to the north is zoned PDR-1-G (Production, Distribution and Repair – General). The only differences between the G designation and the D designation are that child care is not permitted in the G designation and parking lots may be allowed with a conditional use permit.

Consistent with the industrial zoning designations, Budget Truck Rental, Cable Car Tours, Recology – Golden Gate, and Road Brothers Hardwood Flooring are located to the northwest of the site across Channel Street. A former Greyhound Bus maintenance facility (currently a vacant lot) and CCA are located to the southeast across Hooper Street. Another CCA facility (i.e., the CCA Graduate Facility) is located adjacent to the site to the southwest at 184 Hooper Street (former addresses of 184 and 188 Hooper Street). Railroad tracks and the elevated portion of I-280 are located to the northeast across Seventh Street. Those parcels to the east of I-280 are zoned MB-RA (Mission Bay Redevelopment Plans). An existing crosswalk on Seventh Street currently provides access to Mission Bay, its 43 acres of open space, the San Francisco Bay Trail and Waterfront. Buildings in the project area range from one to four stories (north of the project site along Seventh Street).

## **POTENTIAL ENVIRONMENTAL EFFECTS**

The Eastern Neighborhoods PEIR included analyses of the following environmental issues: 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 100 Hooper Street project was determined to be consistent with the development 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 100 Hooper Street project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Eastern Neighborhoods PEIR.

The PEIR identified significant and unavoidable impacts in the Eastern Neighborhoods PEIR for the following topics: land use, historic architectural resources, transportation and circulation, and shadow.

The proposed project would result in a net gain of approximately 64,200 gsf of PDR building space and would not contribute to the significant cumulative land use impact identified in the PEIR. The proposed project would not result in demolition of historic buildings. Traffic and transit ridership generated by the project would not considerably contribute to the traffic and transit impacts identified in the Eastern Neighborhoods PEIR. A shadow study was conducted for the proposed project and determined the project would not shade any Planning Code Section 295 open spaces or other open spaces. The project would shade nearby sidewalks, but at levels commonly expected in urban areas.

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, Eastern Neighborhoods PEIR Mitigation Measures, lists the mitigation measures identified in the Eastern Neighborhoods PEIR and states whether each measure would apply to the proposed project. Attachment A, the Mitigation Monitoring and Reporting Program, and Attachment B, the Project Improvement Measures, lists all mitigation measures and improvement measures applicable to the 100 Hooper Street project.

<b>Table 1 Eastern Neighborhoods PEIR Mitigation Measures</b>	
<i>Mitigation Measure</i>	<i>Applicability</i>
<b>F. Noise</b>	
F-1: Construction Noise (Pile Driving)	Applicable: The project would include installation of piles, which may expose neighboring classroom use to temporary noise and vibration. Therefore, if pile driving occurs while California College of the Arts is in session, the project contractor shall use torque-driven piles and undertake other measures to reduce noise from pile driving.
F-2: Construction Noise	Applicable: Temporary construction noise would occur from the use of heavy equipment.
F-3: Interior Noise Levels	Not applicable: The project is subject to California Noise Insulation Standards in Title 24.
F-4: Siting of Noise-Sensitive Uses	Applicable: The project would add a noise-sensitive use (caretaker unit) in areas where noise levels exceed 60 dBA (L <sub>dn</sub> ). The project sponsor shall ensure that additional noise reduction measures to reduce exterior noise sources to 45 dBA indoors are included in the design of the residential unit.
F-5: Siting of Noise-Generating Uses	Applicable: The project proposes noise-generating equipment and must demonstrate that noise reduction measures are included in the project's design to ensure that interior noise standards for the proposed residential unit do not exceed 45 dBA during nighttime hours or 55 dBA during daytime hours.
F-6: Open Space in Noisy Environments	Not applicable: The requirements of this mitigation measure have been complied with as part of this environmental review process and the majority of open space is shielded by proposed buildings. No further mitigation is required.
<b>G. Air Quality</b>	
G-1: Construction Air Quality	Applicable: Minimization of construction exhaust emissions is applicable to the project
G-2: Air Quality for Sensitive Land Uses	Not applicable: The project site is located within 500 feet of the I-280 freeway and is proposing one residential unit. However, San Francisco Health Code Article 38 has subsequently been amended and requires enhanced ventilation be installed in the proposed residential unit. Thus, this measure has been superseded by local regulation and is not required.

<b>Table 1 Eastern Neighborhoods PEIR Mitigation Measures</b>	
<i>Mitigation Measure</i>	<i>Applicability</i>
G-3: Siting of Uses that Emit DPM	Not applicable: The proposed land uses are not uses that would emit substantial levels of DPM.
G-4: Siting of Uses that Emit other TACs	Not applicable: The proposed land uses are not uses that would emit substantial levels of other TACs.
<b>J. Archeological Resources</b>	
J-1: Properties with Previous Studies	Not applicable: The project site does not contain any previous archeological studies.
J-2: Properties with no Previous Studies	Applicable: The project site is located in an area with no previous archeological studies. As a result, in compliance with Mitigation Measure J-2, the project contractor would be required to be on alert for archeological resources throughout the construction period.
J-3: Mission Dolores Archeological District	Not applicable: The project site is not located within the Mission Dolores Archeological District.
<b>K. Historical Resources</b>	
K-1: Interim Procedures for Permit Review in the Eastern Neighborhoods Plan Area	Not applicable: No historic resources are present on the project site.
K-2: Amendments to Article 10 of the Planning Code Pertaining to Vertical Additions in the South End Historic District (East SoMa)	Not applicable: The project site not within East SoMa.
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: The project site not within Central Waterfront.
<b>L. Hazardous Materials</b>	
L-1: Hazardous Building Materials	Not applicable: The project does not involve demolition of industrial buildings.
<b>E. Transportation</b>	
E-1: Traffic Signal Installation	Not applicable: Plan-level mitigation required by San Francisco Municipal Transit Agency (SFMTA).
E-2: Intelligent Traffic Management	Not applicable: Plan-level mitigation required by SFMTA.
E-3: Enhanced Funding	Not applicable: Plan-level mitigation required by SFMTA & San Francisco County Transit Authority (SFCTA).
E-4: Intelligent Traffic Management	Not applicable: Plan-level mitigation required by SFMTA & Planning Department.
E-5: Enhanced Transit Funding	Not applicable: Plan-level mitigation required by SFMTA.
E-6: Transit Corridor Improvements	Not applicable: Plan-level mitigation required by SFMTA.
E-7: Transit Accessibility	Not applicable: Plan-level mitigation required by SFMTA.
E-8: Muni Storage and Maintenance	Not applicable: Plan-level mitigation required by SFMTA.
E-9: Rider Improvements	Not applicable: Plan-level mitigation required by SFMTA.
E-10: Transit Enhancement	Not applicable: Plan-level mitigation required by SFMTA.
E-11: Transportation Demand Management	Not applicable: Plan-level mitigation required by SFMTA.



Refer to Attachment A, 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 June 6, 2014, 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 individuals submitted comments regarding the proposed project. These concerns are related to non-CEQA issues, including a request to receive hard copies of and electronic links to all environmental documents issued for the project, the Proposition M office allocation cap, and the timing of the environmental review. These comments were noted and forwarded to Current Planning staff, which would review the entitlement application and provide recommendations to the Planning Commission. The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public.

## **CONCLUSION**

As summarized above and further discussed in the CPE Checklist:<sup>8</sup>

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 specific 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;
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.

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<sup>8</sup> The CPE Checklist is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2012.0203E and online at <http://www.sf-planning.org/index.aspx?page=2780>.

**ATTACHMENT A: MITIGATION MONITORING AND REPORTING PROGRAM**

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

**MITIGATION MEASURES AGREED TO BY PROJECT SPONSOR**

*Cultural Resources*

<p><b>Project Mitigation Measure M-CR-1 – Archeological Resources (Eastern Neighborhoods Programmatic Environmental Impact Report (PEIR) Mitigation Measure J-2).</b> The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in <i>CEQA Guidelines</i> Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource “ALERT” sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in 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 Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.</p>	<p>Project sponsor and contractor; Planning Department archeologist or qualified archeological consultant; Environmental Review Officer (ERO)</p>	<p>Prior to issuance of any permit for soil-disturbing activities</p>	<p>Circulation of ALERT sheet; suspension of soils-disturbing activities; retention of qualified archaeologist</p>	<p>Archeologist; ERO</p>	<p>Ongoing during construction; considered complete after soils-disturbing activities have ended</p>
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Should any indication of an archeological resource be encountered during any soils disturbing activity of the

**MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Mitigation Action</b>	<b>Monitoring/Reporting Responsibility</b>	<b>Monitoring Schedule</b>
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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.

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archaeological consultant from the pool of qualified archaeological consultants maintained by the Planning Department archaeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Environmental Planning (EP) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if

**MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Mitigation Action</b>	<b>Monitoring/Reporting Responsibility</b>	<b>Monitoring Schedule</b>
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the archeological resource is at risk from vandalism, looting, or other damaging actions.

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

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (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 copy, one unbound copy and one unlocked, searchable PDF copy on CD 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.

**MONITORING AND REPORTING PROGRAM**

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<i>Noise</i>					
<p><b>Project Mitigation Measure M-NO-1 – Construction Noise (PEIR Mitigation Measure F-1).</b> Because California College of the Arts is a sensitive noise receptor only while school is in session, and because no other sensitive receptors are within 500 feet of the project site, this mitigation measures applies only when school is in session. The project sponsor shall ensure that torque-driven piles be used to reduce construction-related noise and vibration. No impact pile drivers shall be used unless absolutely necessary. Contractors would be required to use pile-driving equipment with state-of-the-art noise shielding and muffling devices. To reduce noise and vibration impacts, sonic or vibratory sheetpile drivers, rather than impact drivers, shall be used wherever sheetpiles are needed. The project sponsor shall also require that contractors schedule pile-driving activity for times of the day that would minimize disturbance to neighbors.</p>	Project sponsor and contractor	During subsurface construction.	Project contractor to predrill holes for pile driving, use noise shielding and muffling devices during pile driving, and schedule pile driving activity consistent with the Noise Ordinance.	Departments of Building Inspection and Public Works to monitor project contractor compliance.	Considered complete after construction activities have ended.
<p><b>Project Mitigation Measure M-NO-2 – Construction Noise (PEIR Mitigation Measure F-2).</b> Because California College of the Arts is a sensitive noise receptor only while school is in session, and because no other sensitive receptors are within 500 feet of the project site, this mitigation measures applies only when school is in session. The project 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</p>	Project sponsor and contractor; qualified acoustical consultant	Prior to issuance of first permit	Preparation and submittal of set of site-specific noise attenuation mitigation measures.	Departments of Building Inspection and Public Works to monitor project contractor compliance.	Considered complete after construction activities have ended.

**MONITORING AND REPORTING PROGRAM**

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
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such measures shall be submitted to the Department of Building Inspection to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:

- 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
- Post signs on site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of problem, with telephone numbers listed

**Project Mitigation Measure M-NO-3 – Siting of Noise-Generating Uses (PEIR Mitigation Measure F-5).** The project sponsor shall ensure that noise-reduction measures are incorporated into the project design’s proposed noise sources to ensure that interior noise standards for the proposed residential unit, as a result of these noise sources, do not exceed 45 dBA during nighttime hours or 55 dBA during daytime hours. Noise-reduction measures shall be incorporated into building plans and approved by the

Project sponsor	Prior to issuance of first permit	Approval of project plans	Environmental Planning	Considered complete upon approval of building plans
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**MONITORING AND REPORTING PROGRAM**

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
Department of Building Inspection prior to the beginning of construction.					
<b>Project Mitigation Measure M-NO-4 – Siting of Noise-Sensitive Uses (PEIR Mitigation Measure F-4).</b> The project sponsor shall ensure that additional noise-reduction measures to reduce interior noise from exterior sources to 45 dBA are included in the design of the residential unit and are provided as part of the building plans and approved by the Department of Building Inspection prior to the beginning of construction.	Project sponsor	Prior to issuance of first permit	Approval of project plans	Environmental Planning	Considered complete upon approval of building plans
<b>Project Mitigation Measure M-AQ-1 – Construction NO<sub>x</sub> Emissions Minimization (PEIR Mitigation Measure G-1).</b> To control NO <sub>x</sub> emissions during construction, the project sponsor and contractors shall adhere to the following:	Project sponsor and contractor	Prior to issuance of first permit	Completion and approval of Construction Emissions Minimization Plan	ERO; Environmental Planning Air Quality Specialist	Considered complete upon approval of Construction Emissions Minimization Plan
<p>A. <i>Construction NO<sub>x</sub> Emissions Minimization Plan.</i> Prior to issuance of a construction permit, the project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan shall detail project compliance with the following requirements:</p>					
<p>1. All off-road equipment greater than 50 horsepower used during the demolition and grading phases shall be equipped with an EPA Tier 4 interim rated engine or fitted with after-market emission control devices such that</p>					

**MONITORING AND REPORTING PROGRAM**

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>emissions of NO<sub>x</sub> are equal or less than anticipated from an EPA Tier 4 interim rated engine.</p>					
<p>2. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than <i>two</i> minutes, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the two-minute idling limit.</p>					
<p>3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.</p>					
<p>4. The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed:</p>					



**MONITORING AND REPORTING PROGRAM**

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
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technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting shall indicate the type of alternative fuel being used.

- 5. The Plan shall be kept on site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of Plan to members of the public as requested.

B. *Reporting.* Quarterly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include the actual amount of alternative fuel used.

Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in A(4). In addition,

**MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Mitigation Action</b>	<b>Monitoring/ Reporting/ Responsibility</b>	<b>Monitoring Schedule</b>
<p>for off-road equipment using alternative fuels, reporting shall include the actual amount of alternative fuel used.</p>					
<p>C. Certification Statement and On-Site Requirements. Prior to the commencement of construction activities, the project sponsor must certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications.</p>					

**ATTACHMENT B: PROJECT IMPROVEMENT MEASURES**

Improvement Measures	Responsibility for Implementation	Improvement Schedule	Improvement Action
<p><b>Project Improvement Measure I-TR-1 – Commercial Transportation Demand Management Program.</b> Per Section 163 of the Planning Code, the project sponsor should implement Transportation Demand Management (TDM) measures to reduce traffic generated by the proposed project and to encourage the use of rideshare, transit, bicycle, and walk modes for trips to and from the proposed project. In addition, prior to issuance of a temporary permit of building occupancy, the project sponsor should execute an agreement with the Planning Department for the provision of TDM services. Recommended components of the TDM program include the following:</p> <ul style="list-style-type: none"> <li>• Provide information in the commercial space lease agreements and common-area bulletin boards for transit service (Muni, Caltrain, and BART lines, schedules, and fares), information on where transit passes could be purchased, and information on the 511 Regional Rideshare Program;</li> <li>• Provide TDM training for the property manager and a designated TDM Coordinator;</li> <li>• Promote and coordinate ridesharing activities (i.e., establish a “ride board”) for all employees;</li> <li>• Facilitate access to car-share space provided on Channel Street through on-site signage;</li> <li>• Ensure that the points of access to Class 1 bicycle parking in the paseo include signage indicating the location of these facilities;</li> <li>• Ensure that bicycle safety strategies are developed along the sides of the property, avoiding conflicts with private cars, Mission Bay shuttles, and loading vehicles;</li> </ul>	Project sponsor	Prior to issuance of a temporary permit of building occupancy	Implement Transportation Demand Management (TDM); execute an agreement with the Planning Department for the provision of TDM services

Improvement Measures	Responsibility for Implementation	Improvement Schedule	Improvement Action
<ul style="list-style-type: none"> <li>• Provide TDM training to facilitate access to the Seventh Street bicycle route (Route 23) and other nearby routes (Route 36 on Townsend Street and Route 40 on 16<sup>th</sup> Street) via on-site signage;</li> <li>• Participate with other project sponsors in a network of transportation brokerage services;</li> <li>• Provide free or subsidized bikeshare membership to building tenants and employees;</li> <li>• Provide free or subsidized carshare membership to building tenants and employees;</li> <li>• Consider providing Clipper cards (with monthly Muni FastPass values loaded on) to building tenants and employees; and</li> <li>• Consider coordinating with Showplace Square or Mission Bay properties in the sharing of existing local shuttle services.</li> </ul>			

**Project Improvement Measure I-TR-2 – Queue Abatement Condition of Approval.** It should be the responsibility of the owner/operator of any off-street parking facility with more than 20 parking spaces (excluding loading and car-share spaces) 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 (destined to the parking facility) blocking any portion of any public street, alley, or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis.

If a recurring queue occurs, the owner/operator of the parking facility should employ abatement methods as needed to abate the queue. Appropriate abatement methods will vary depending on the characteristics and causes of the recurring queue, as well as the characteristics of the parking facility, the street(s) to which the facility connects, and the associated land uses (if

Project sponsor/ owner/operator	Ongoing during construction and operation	Abatement methods for recurring vehicle queues
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Improvement Measures	Responsibility for Implementation	Improvement Schedule	Improvement Action
<p>applicable).</p> <p>Suggested abatement methods include, but are not limited to, the following: redesign of facility to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; installation of LOT FULL signs with active management by parking attendants; use of valet parking or other space-efficient parking techniques; use of off-site parking facilities or shared parking with nearby uses; use of parking occupancy sensors and signage directing drivers to available spaces; travel demand management strategies such as additional bicycle parking, customer shuttles, delivery services; and/or parking demand management strategies such as parking time limits, paid parking, time-of-day parking surcharge, or validated parking.</p> <p>If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Department should notify the property owner in writing. Upon request, the owner/operator should hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant should prepare a monitoring report to be submitted to the Department for review. If the Department determines that a recurring queue does exist, the facility owner/operator should have 90 days from the date of the written determination to abate the queue.</p>	Project sponsor	Upon completion/ occupancy	Execute a Participation Agreement in the Mission Bay TMA
<p><b>Project Improvement Measure I-TR-3 – Participation Agreement.</b> The project sponsor should execute a Participation Agreement in the Mission Bay Transportation Management Association (TMA) as a condition of approval.</p>			

Improvement Measures	Responsibility for Implementation	Improvement Schedule	Improvement Action
<p><b>Project Improvement Measure I-TR-4 – Provision of Access to First Responders.</b> If the secure access gates at the entrance to the breezeway on Hooper and Channel Streets cannot be opened by first responders, upon installation of the gates, the project sponsor should ensure access to first responders at all times. Additionally, if the bollards on Hooper Street near the POPOS cannot be unlocked and lowered by first responders, upon installation of the bollards, the project sponsor should provide access to first responders at all times.</p>	Project sponsor	Upon installation of the secure access gates and bollards	Ensure access to first responders at all times
<p><b>Project Improvement Measure I-TR-5 – Construction Management.</b> The project sponsor and construction contractor(s) should meet with the Traffic Engineering Division of the Department of Parking and Traffic (DPT), the Fire Department, Muni, and the Planning Department to determine feasible measures to reduce traffic congestion, including potential transit and pedestrian circulation disruption during construction of the proposed project. The temporary parking demand by construction workers would need to be met on site, on street, or within other off-street parking facilities. Construction workers should be encouraged to take transit, carpool, walk, or bike to the project site. Other measures should include sending construction schedule updates to adjacent businesses or residents; development and implementation of construction truck management to minimize the overall number of truck trips to and from the site; avoiding truck trips during peak hours; and coordination with any nearby construction sites to minimize overlapping peaks in construction trucks or other construction-related traffic.</p>	Project sponsor and contractor	Ongoing during construction	Determine feasible measures to reduce traffic congestion
<p><b>Project Improvement Measure I-TR-6 – Coordinate Car-Share Spaces.</b> The project sponsor should meet with SFMTA and car-share organizations to identify and approve two car-share spaces either on site or within 800 feet of the building site per Planning Code Section 166.</p>	Project sponsor	Upon completion/occupancy	Execute a carshare agreement for two carshare spaces