



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

Case No.: 2014.0832E
 Project Address: 988 Harrison Street (377 6th Street)
 Zoning: MUO (Mixed Use-Office) Zoning District
 85-X Height and Bulk District
 Youth and Family Special Use District
 Block/Lot: 3753/148
 Lot Size: 12,668 square feet
 Plan Area: Eastern Neighborhoods Area Plan (East SoMa)
 Project Sponsor: Will Mollard, Workshop 1, (415) 523-0304
 Staff Contact: Don Lewis – (415) 575-9168
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PROJECT DESCRIPTION

The rectangular-shaped project site is located on the northwest corner of Harrison and 6th Streets in the East SoMa neighborhood. The project site is occupied by a former gasoline station with a fuel island canopy, an attendant’s booth, and an accessory storage shed. Four underground fuel storage tanks were removed from the project site in 2008 when the gasoline station closed. The project site has frontages on Harrison, 6th, and Clara Streets, and is currently surrounded on three sides by an 8-foot-tall, chain-link fence with two locked gates. The project sponsor proposes the demolition of the gasoline station and its related structures and construction of a new 83-foot-tall (95 feet including elevator penthouse), eight-story, mixed-use building approximately 96,700 square feet in size. The proposed building would include 112 residential units, 6,915 square feet of ground-floor retail use, and 73 off-street parking spaces (utilizing a car elevator system) located in the one-level underground garage. The proposed mix of units would be 54 studios, 13 one-bedroom units, and 45 two-bedroom units. The proposed project includes a

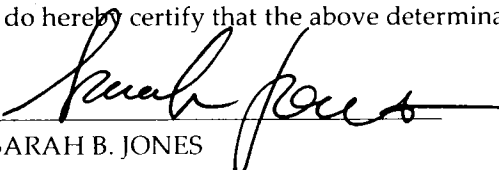
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EXEMPT STATUS

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

August 31, 2015
 Date

PROJECT DESCRIPTION (continued)

5,560 square-foot common roof deck and a 2,660-square-foot common courtyard at the second level. The proposed project would also include 120 Class I bicycle parking spaces at the ground-floor level, and six Class II bicycle parking spaces outside at the front of the building on 6th Street. A total of 15 new street trees would be planted along Harrison, 6th, and Clara Streets. During the approximately 20-month project construction, the proposed project would require approximately 13 feet of excavation and 523 cubic yards of soil would be removed from the project site. Vehicular access would be from a new curb cut located on Clara Street. The proposed project would remove the two existing curb cuts on 6th Street and the one existing curb cut on Harrison Street. The project site is located within the East SoMa area of the Eastern Neighborhoods Plan Area and the proposed Central SoMa Plan area.

PROJECT APPROVAL

The proposed project at 988 Harrison Street would require the following approvals:

Actions by the Planning Commission

- Approval of a Large Project Authorization from the Planning Commission is required per Planning Code Section 329 for the new construction of a building greater than 75 feet in height and 25,000 gross square feet in size. The approval of the Large Project Authorization would be the Approval Action for the project. 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.

Actions by other Departments

- Approval of a Site Mitigation Plan from the San Francisco Department of Public Health prior to the commencement of any excavation work.
- Approval of Building Permits from the San Francisco Department of Building Inspections for demolition and new construction.

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 988 Harrison Street project described above, and incorporates by reference information contained in the Programmatic EIR for the Eastern Neighborhoods Rezoning and Area Plans (PEIR)¹. 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 PEIR.

After several years of analysis, community outreach, and public review, the Eastern Neighborhoods Rezoning and Area Plans were adopted in December 2008. The Eastern Neighborhoods Rezoning and Area Plans were 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 Rezoning and Area Plans also included changes to existing height and bulk districts in some areas, including the project site at 988 Harrison 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.^{2,3}

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).

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.

¹ Planning Department Case No. 2004.0160E and State Clearinghouse No. 2005032048

² 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 June 29, 2015.

³ 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 June 29, 2015.

As a result of the Eastern Neighborhoods rezoning process, the project site has been rezoned from RSD (Residential/Service Mixed Use) to MUO (Mixed Use-Office) District. The MUO District is intended to encourage office uses and housing, as well as small-scale light industrial and arts activities. The proposed project and its relation to PDR land supply and cumulative land use effects is discussed further in the Land Use section of the Community Plan Exemption (CPE) Checklist. The 988 Harrison Street site, which is located in the East SoMa District of the Eastern Neighborhoods, was designated as a site with a building up to 85 feet in height.⁴

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 988 Harrison 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 988 Harrison Street project, and identified the mitigation measures applicable to the 988 Harrison Street project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.^{5,6} Therefore, no further CEQA evaluation for the 988 Harrison 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 on flat terrain on the northwest corner of Harrison and 6th Street and has frontages on Harrison, 6th, and Clara Streets in the East SoMa neighborhood. The project site is occupied by a former gasoline station with an attendant's booth and an accessory storage shed that were constructed in 1972. The surrounding area around the project site is characterized by a variety of uses, including light-industrial (primarily auto repair services), commercial, residential, and hotel uses. Immediately adjacent to the project site to the west along Harrison Street is a two-story industrial building constructed in 1926 (Robert's Tires and Wheels), a three-story, three-unit residential building constructed in 1913, a two-story industrial building constructed in 1926 (Ed's Autohaus), a two-story, four-unit residential building constructed in 1909, a two-story, four-unit residential building constructed in 1911, a two-story, single-family residential building constructed in 1914, a two-story, 23-room, motel (Bay Bridge Inn) constructed in 1955, and a five-story, four-unit residential building constructed in 2011. Across Harrison Street from the project site from 6th Street to Morris Street is a three-story, 31-room hotel with ground-floor commercial building (The EndUp nightclub) constructed in 1912, a one-story industrial building (Venetian Natural Marble Co.) constructed in 1945 with parking lot. Immediately adjacent to the north of the project site along 6th Street is a two-story office building (occupied by City Life Church) constructed in 1920. There is a proposed project (Case No. 2011.0586E, 363 6th Street) that involves the demolition of the two-story office building and construction of a nine-story, mixed-use building. Immediately adjacent to the east of the project site along Clara Street is the parking lot that is used by

⁴ The Eastern Neighborhood rezoning did not increase the height of the project site.

⁵ Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 988 Harrison Street, June 10, 2015. This document, and other cited documents, are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0485E.

⁶ Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 988 Harrison Street, August 8, 2015.

Robert's Tires and Wheels, and a five-story building with eight live/work units constructed in 1996. Across 6th Street to the west of the project site is a Chevron gasoline station, and a three-story building with 19 live/work units constructed in 2001.

Victoria Manalo Draves Park is located approximately 400 feet west of the project site, and Gene Friend Recreation Center is located approximately 480 feet northwest of the project site. Bessie Carmichael Elementary School is located approximately 700 feet west of the project site. The San Francisco Police Department and County Jail, located at 850 Bryant Street, is approximately 1,000 feet south of the project site. There is a proposed project (Case No. 2014.0198E) that involves the demolition of three buildings and construction of a new 110-foot-tall Rehabilitation and Detention Facility to be built as a maximum security facility.

The project site is located one-half block north of Interstate 80, and the nearest freeway ramp is the westbound off-ramp approximately 850 feet east of the project site. Harrison Street is a multi-lane one-way westbound street while 6th Street is a multi-lane two-way street, and both are major arterials streets. The surrounding parcels are either within the Mixed Use-Residential (MUR), Service/Arts/Light Industrial (SALI), or Mixed Use-General (MUG) zoning district. Height and bulk districts within a one block radius include 30-X, 45-X, 65-X, and 85-X.

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 988 Harrison 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 988 Harrison 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.

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 not contribute to the significant land use impact identified in the Eastern Neighborhoods PEIR because it would not result in the removal of PDR space, and while the project would preclude an opportunity for PDR, the relatively small size of the project site would not contribute considerably to any impact related to loss of PDR uses. In addition, the project would not result in an adverse effect to any on-site or off-site historic resources, would not result in significant transportation impacts, and would not result in net new shadow on any public 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 is not required	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.
F-3: Interior Noise Levels	Applicable: noise-sensitive uses (dwelling units) proposed	The project sponsor has conducted and submitted a detailed analysis of noise reduction requirements.
F-4: Siting of Noise-Sensitive Uses	Applicable: noise-sensitive uses (dwelling units) proposed	The project sponsor has conducted and submitted a detailed analysis of noise reduction requirements.
F-5: Siting of Noise-Generating Uses	Not Applicable: no noise-generating uses proposed	N/A
F-6: Open Space in Noisy Environments	Applicable: project includes open space in a noisy environment	The project sponsor provided an environmental noise report that demonstrates that the proposed open space is adequately protected from the existing ambient noise levels.
G. Air Quality		
G-1: Construction Air Quality	Applicable: only the construction exhaust emissions portion of this mitigation measure is applicable because construction would occur within an Air Pollutant Exposure Zone	The project sponsor has agreed to comply with the construction exhaust emissions reduction requirements.
G-2: Air Quality for Sensitive Land Uses	Not Applicable: superseded by applicable Article 38 requirements	N/A

Mitigation Measure	Applicability	Compliance
G-3: Siting of Uses that Emit DPM	Not Applicable: proposed residential and retail uses would not emit substantial levels of DPM, and no backup diesel generator would be required	N/A
G-4: Siting of Uses that Emit other TACs	Not Applicable: proposed residential and retail uses would not emit substantial levels of DPM	N/A
J. Archeological Resources		
J-1: Properties with Previous Studies	Not Applicable: project site is not within this mitigation area	N/A
J-2: Properties with no Previous Studies	Applicable: soil disturbance to approximately 13 feet below ground surface proposed in this mitigation area	The project sponsor has agreed to implement the Planning Department’s Standard Mitigation Measure #1 (Accidental Discovery).
J-3: Mission Dolores Archeological District	Not Applicable: project site is not within this mitigation area	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: project includes demolition of a structure (attendant’s booth) that was constructed in circa 1972.	The project sponsor has agreed to ensure that any equipment containing polychlorinated biphenyls (PCBs) or mercury, such as fluorescent light ballasts,

Mitigation Measure	Applicability	Compliance
		are removed and properly disposed, and that any fluorescent light tube fixtures, which could contain mercury, are similarly removed intact and properly disposed of.
E. Transportation		
E-1: Traffic Signal Installation	Not Applicable: plan level mitigation by SFMTA	N/A
E-2: Intelligent Traffic Management	Not Applicable: plan level mitigation by SFMTA	N/A
E-3: Enhanced Funding	Not Applicable: plan level mitigation by SFMTA & SFTA	N/A
E-4: Intelligent Traffic Management	Not Applicable: plan level mitigation by SFMTA & Planning Department	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 May 13, 2015 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.

- One commenter stated that the environmental review should identify potential safety issues for all road users, and that safety performance considerations include any queue that exceeds its available storage or any queue on a freeway off-ramp that may conflict with approaching high-speed freeway traffic. *The transportation impacts of the proposed project, including the potential for traffic hazards, are discussed in the Transportation and Circulation section of the CPE Checklist. The amount of new p.m. peak hour vehicle trips generated by the proposed project would not substantially increase traffic volumes at nearby intersections, would not substantially increase average delay that would cause intersections that currently operate at acceptable LOS to deteriorate to unacceptable LOS, or would not substantially increase average delay at intersections that currently operate at unacceptable LOS. The project site is located one-half block north of Interstate 80, and the nearest freeway ramp is the westbound off-ramp approximately 850 feet east of the project site. The proposed project would not result in any significant traffic impacts.*
- Another commenter inquired regarding what the projected addition of housing in the East SoMa area would be, how much has already been built or approved since the projections of PEIR, and what were the projected rent levels in East SoMa Area Plan. *As discussed in the Population and Housing section of the CPE Checklist, the proposed project would create 112 new dwelling units which is within the scope of the population and housing growth anticipated under the East SoMa Area Plan and evaluated in the Eastern Neighborhoods Plan Area PEIR. For informational purposes, the East SoMa Area Plan acknowledged that the area is becoming less affordable as rents are rising, and the new housing being added to the area has been almost exclusively market-rate and owner-occupied. One of the objectives of the East SoMa Area Plan is to encourage and maximize the production of housing and to ensure that a significant percentage of new housing created is affordable.*
- The same commenter asked whether the proposed project addresses the goals of the Youth and Family Special Use District, what fees are required, and what the projected rent levels would be. *These comments are related to socioeconomic issues that would not result in a physical impact upon the environment, and would be considered by the Planning Commission when they hear the Large Project Authorization. For informational purposes, the project site falls within the Youth and Family Special Use District (SUD). This SUD requires a conditional use authorization for a variety of uses, and also requires certain projects to provide a larger amount of affordable housing. The project site is not within an area that triggers this requirement to provide a larger amount of affordable housing; however, the project would be subject to the affordability requirements of Section 415. The project sponsor would be required to pay the East SoMa Area Plan Impact Fee, the Transit Impact Development Fee, and the Eastern Neighborhoods Impact Fee. At this time, the project sponsor does not know what the projected rent levels would be for the proposed units. These comments have been noted in the project record.*

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.

CONCLUSION

As summarized above and further discussed in the CPE Checklist⁷:

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 impacts 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.

⁷ The CPE Checklist is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2014.0832E.

**MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval)**

MITIGATION MEASURES	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
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ARCHEOLOGICAL RESOURCES				
<p><i>Project Mitigation Measure 1 – Properties With No Previous Studies (Eastern Neighborhoods Mitigation Measure J-2)</i></p> <p>This mitigation measure is required to avoid any potential adverse effect on accidentally discovered buried or submerged historical resources as defined in <i>CEQA Guidelines</i> Section 15064.5(a)(c).</p> <p>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); and to utilities firms 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, and supervisory personnel. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firms) to the ERO confirming that all field personnel have received copies of the “ALERT” sheet.</p> <p>Should any indication of an archeological resource be encountered during any soils-disturbing activity of the project, the project head foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils-disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.</p> <p>If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the Planning Department archeologist. 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.</p> <p>Measures might include preservation in situ of the archeological resource, an</p>	<p>Project sponsor, contractor, Planning Department’s archeologist or qualified archaeological consultant, and Planning Department’s Environmental Review Officer</p>	<p>Prior to issuance of any permit for soil-disturbing activities and during construction.</p>	<p>Project Sponsor; ERO; archeologist.</p>	<p>Considered complete upon ERO’s approval of FARR..</p>

**MITIGATION MONITORING AND REPORTING PROGRAM
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MITIGATION MEASURES	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>archeological 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 the archeological resource is at risk from vandalism, looting, or other damaging actions.</p> <p>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 describes 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.</p> <p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning Division of the Planning Department shall receive one bound copy, one unbound copy, and one unlocked, searchable PDF copy on a 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 or interpretive value, the ERO may require a different final report content, format, and distribution from that presented above.</p>				
NOISE				
<p><i>Project Mitigation Measure 2 – Construction Noise (Eastern Neighborhoods Mitigation Measure F-2)</i></p> <p>Where environmental review of a development project undertaken subsequent to the adoption of the proposed zoning controls determines that construction noise controls are necessary due to the nature of planned construction practices and the sensitivity of proximate uses, the Planning Director shall require that the sponsors of the subsequent development project develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing</p>	<p>Project Sponsor along with Project Contractor of each subsequent development project undertaken pursuant to the Eastern Neighborhoods Rezoning and Area Plans Project.</p>	<p>During construction</p>	<p>Each Project Sponsor to provide Planning Department with monthly reports during construction period.</p>	<p>Considered complete upon receipt of final monitoring report at completion of construction.</p>

**MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval)**

MITIGATION MEASURES	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>construction, a plan for 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:</p> <ul style="list-style-type: none"> • 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. 				
<p><i>Project Mitigation Measure 3 – Interior Noise Levels (Eastern Neighborhoods Mitigation Measure F-3)</i></p> <p>For new development including noise-sensitive uses located along streets with noise levels above 60 dBA (Ldn), as shown in EIR Figure 18, where such development is not already subject to the California Noise Insulation Standards in Title 24 of the California Code of Regulations, the project sponsor shall conduct a detailed analysis of noise reduction requirements. Such analysis shall be conducted by person(s) qualified in acoustical analysis and/or engineering. Noise insulation features identified and recommended by the analysis shall be included in the design, as specified in the San Francisco General Plan Land Use Compatibility Guidelines for Community Noise to reduce potential interior noise levels to the maximum extent feasible.</p>	<p>Project Sponsor along with Project Contractor of each subsequent development project undertaken pursuant to the Eastern Neighborhoods Rezoning and Area Plans Project.</p>	<p>Design measures to be incorporated into project design and evaluated in environmental/building permit review, prior to issuance of a final building permit and certificate of occupancy</p>	<p>San Francisco Planning Department and the Department of Building Inspection</p>	<p>Considered complete upon approval of final construction drawing set.</p>
<p><i>Project Mitigation Measure 4 – Siting of Noise-Sensitive Uses (Eastern Neighborhoods Mitigation Measure F-4)</i></p> <p>To reduce potential conflicts between existing noise-generating uses and new sensitive receptors, for new development including noise-sensitive uses,</p>	<p>Project Sponsor along with Project Contractor of each subsequent development project undertaken pursuant</p>	<p>Design measures to be incorporated into project design and evaluated in environmental/</p>	<p>San Francisco Planning Department and the Department of Building Inspection</p>	<p>Considered complete upon approval of final construction drawing set.</p>

**MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval)**

MITIGATION MEASURES	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>the Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-generating uses within 900 feet of, and that have a direct line-of-sight to, the project site, and including at least one 24-hour noise measurement (with maximum noise level readings taken at least every 15 minutes), prior to the first project approval action. The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that Title 24 standards, where applicable, can be met, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels in the vicinity. Should such concerns be present, the Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action, in order to demonstrate that acceptable interior noise levels consistent with those in the Title 24 standards can be attained.</p>	<p>to the Eastern Neighborhoods Rezoning and Area Plans Project.</p>	<p>building permit review, prior to issuance of a final building permit and certificate of occupancy</p>		
<p><i>Project Mitigation Measure 5 – Open Space in Noisy Environments (Eastern Neighborhoods Mitigation Measure F-6)</i></p> <p>To minimize effects on development in noisy areas, for new development including noise-sensitive uses, the Planning Department shall, through its building permit review process, in conjunction with noise analysis required pursuant to Mitigation Measure F-4, require that open space required under the Planning Code for such uses be protected, to the maximum feasible extent, from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Implementation of this measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open space, and appropriate use of both common and private open space in multi-family dwellings, and implementation would also be undertaken consistent with other principles of urban design.</p>	<p>Project Architect of each subsequent development project undertaken pursuant to the Eastern Neighborhoods Rezoning and Area Plans Project</p>	<p>Design measures to be incorporated into project design and evaluated in environmental/building permit review</p>	<p>San Francisco Planning Department and the Department of Building Inspection</p>	<p>Considered complete upon approval of final construction drawing set.</p>

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AIR QUALITY				
<p><i>Project Mitigation Measure 6 – Construction Air Quality (Eastern Neighborhoods Mitigation Measure G-1)</i></p> <p>The project sponsor or the project sponsor’s Contractor shall comply with the following:</p> <p><i>A. Engine Requirements</i></p> <ol style="list-style-type: none"> 1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards, and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement. 2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited. 3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two minute idling limit. 4. The Contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications. 	Project sponsor/ contractor(s).	Prior to construction activities requiring the use of off-road equipment.	Project sponsor / contractor(s) and the ERO.	Considered complete on submittal of certification statement.
<p><i>B. Waivers</i></p> <ol style="list-style-type: none"> 1. The Planning Department’s Environmental Review Officer or designee (ERO) may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of 				

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<p>power is limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation that the equipment used for onsite power generation meets the requirements of Subsection (A)(1).</p> <p>2. The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS. If the ERO grants the waiver, the Contractor must use the next cleanest piece of off-road equipment, according to Table below.\</p> <p align="center">Table – Off-Road Equipment Compliance Step-down Schedule</p> <table border="1" data-bbox="111 886 800 1047"> <thead> <tr> <th>Compliance Alternative</th> <th>Engine Emission Standard</th> <th>Emissions Control</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Tier 2</td> <td>ARB Level 2 VDECS</td> </tr> <tr> <td>2</td> <td>Tier 2</td> <td>ARB Level 1 VDECS</td> </tr> <tr> <td>3</td> <td>Tier 2</td> <td>Alternative Fuel*</td> </tr> </tbody> </table> <p>How to use the table: If the ERO determines that the equipment requirements cannot be met, then the project sponsor would need to meet Compliance Alternative 1. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 1, then the Contractor must meet Compliance Alternative 2. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the Contractor must meet Compliance Alternative 3. ** Alternative fuels are not a VDECS.</p>	Compliance Alternative	Engine Emission Standard	Emissions Control	1	Tier 2	ARB Level 2 VDECS	2	Tier 2	ARB Level 1 VDECS	3	Tier 2	Alternative Fuel*				
Compliance Alternative	Engine Emission Standard	Emissions Control														
1	Tier 2	ARB Level 2 VDECS														
2	Tier 2	ARB Level 1 VDECS														
3	Tier 2	Alternative Fuel*														
<p>C. <i>Construction Emissions Minimization Plan.</i> Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the Contractor will meet the requirements of Section A.</p> <p>1. The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment</p>	Project sponsor/ contractor(s).	Prior to issuance of a permit specified in Section 106A.3.2.6 of	Project sponsor/ contractor(s) and the ERO.	Considered complete on findings by ERO that Plan is complete.												

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<p>required for every construction phase. The description 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, the description may include: 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, the description shall also specify the type of alternative fuel being used.</p> <p>2. The ERO shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the Contractor agrees to comply fully with the Plan.</p> <p>3. The Contractor shall make the Plan available to the public for review on-site during working hours. The Contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way.</p>		the Francisco Building Code.		
<p><i>D. Monitoring.</i> After start of Construction Activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.</p>	Project sponsor/contractor(s).	Quarterly	Project sponsor/contractor(s) and the ERO.	Considered complete on findings by ERO that Plan is being/was implemented.
HAZARDOUS MATERIALS				
<p><i>Project Mitigation Measure7 – Hazardous Building Materials (Eastern Neighborhoods Mitigation Measure L-1)</i></p> <p>The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing PCBs or</p>	Project Sponsor/project archeologist of each subsequent development project undertaken pursuant	Prior to approval of each subsequent project, through Mitigation Plan.	Planning Department, in consultation with DPH; where Site Mitigation Plan is required, Project Sponsor or contractor	Considered complete upon approval of each subsequent project.

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<p>DEPH, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.</p>	<p>to the Eastern Neighborhoods Areas Plans and Rezoning</p>		<p>shall submit a monitoring report to DPH, with a copy to Planning Department and DBI, at end of construction.</p>	