



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination COMMUNITY PLAN EVALUATION

Case No.: 2015-004109ENV
 Project Title: 333 12th Street
 Zoning/Plan Area: WSoMa Mixed Use-General (WMUG)
 55/65-X Height/Bulk District
 Western SoMa Community Plan Area
 Block/Lot: 3521/022
 Lot Size: 29,424 square feet
 Project Sponsor: Zac Shore, Panoramic Interests, (415) 701-7002
 Staff Contact: Jeanie Poling, (415) 575-9072
 jeanie.poling@sfgov.org

1650 Mission St.
 Suite 400
 San Francisco,
 CA 94103-2479

Reception:
 415.558.6378

Fax:
 415.558.6409

Planning
 Information:
 415.558.6377

PROJECT DESCRIPTION

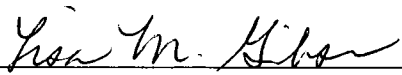
The 333 12th Street project (proposed project) site is on 12th Street, on the block surrounded by 12th, Folsom, Norfolk, and Harrison Streets, in the South of Market neighborhood in the Western SoMa Plan Area. The proposed project would demolish a one-story 21,630-square-foot (sf) commercial building and surface parking lot and construct a 79-foot-tall residential building (96 feet with elevator penthouse) containing 200 "micro" dwelling units (110,938 gross square feet of residential use) in two eight-story wings. The project would take advantage of the state density bonus law (California Government Code Sections 65915-65918), which allows waivers and concessions from local development standards for projects. Under the state density bonus law, the project would seek concessions for rear yard, dwelling unit exposure, and open space for the new dwelling units, and would also seek a waiver to increase the permitted height of the new building by two stories or 21 feet (the height district allows 55 feet, and 65 feet with conditional use authorization). (Continued on next page.)

CEQA DETERMINATION

The project is eligible for streamlined environmental review 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.


 LISA M. GIBSON
 Acting Environmental Review Officer

11/18/14
 Date

cc: Zac Shore, Project Sponsor
 Rich Sucre, Current Planner
 Supervisor Jane Kim, District 6

Virna Byrd, M.D.F.
 Exclusion/Exemption Dist. List

PROJECT DESCRIPTION (continued)

Parcel 22 (22,787 sf) contains a one-story 21,630 sf commercial building, and parcel 55 (6,637 sf) contains a surface parking lot. The project would involve a lot line adjustment such that parcel 22 would increase to 25,853 sf and be developed. Parcel 55 would decrease to 3,571 sf and would not be part of the proposed development and would remain a surface parking lot.

The proposed building would encompass the entire adjusted parcel and consist of two eight-story wings with 3,978 sf of common open space in between, and 5,607 sf of common open space on the roof. The west wing would front 12th Street and the east wing would front Norfolk Street, and a lobby/elevator corridor would connect the two wings along the north side of the property.¹ Individual private decks would front both Norfolk Street and 12th Street. The ground (“garden”) level would be 6 to 7 feet below grade. The total building height with the elevator penthouse would be 96 feet.

The project would contain 200 dwelling units, consisting six one-bedroom units, 94 two-bedroom units, and 100 two-bedroom-plus units,² dispersed over all eight levels of the two wings of the building. The average size of a one-bedroom unit would be 360 sf, the average two-bedroom unit would be 437 sf, and the average two-bedroom-plus unit would be 677 sf. The proposed project would include 125 Class 1 bicycle parking spaces at the garden and ground floor levels. The project would provide no private vehicle parking.

In compliance with inclusionary affordable housing requirements in effect on January 12, 2016, the project would include 21 on-site affordable dwelling units, which is 14.5 percent of 148 dwelling units of the base project.³

Along the project’s 12th Street frontage, two new car-share spaces would be located between two new bulb-outs, and a 40-foot-long commercial loading zone would be located along the north end of the project site. The 18-foot-wide 12th Street sidewalk would include new street tree plantings. Along the project’s Norfolk Street frontage the 5-foot-wide sidewalk would be increased to 6 feet 9 inches to accommodate accessibility needs and still allow emergency vehicles to access Norfolk.

Construction of the currently proposed project would occur over approximately 18 months. Construction equipment to be used would include pile drivers, excavation machines, and a tower crane. The total amount of excavation for the project would be approximately 7,800 cubic yards of soil to a maximum depth of 12 feet, with shoring to protect adjacent properties to reach a depth of 18 feet.

PROJECT APPROVAL

The proposed project is subject to conditional use authorization from the Planning Commission, which is the *approval action* for the project. The approval action date establishes the start of the 30-day appeal

¹ This document uses the convention that 12th Street runs north/south even though it actually runs northwest/southeast.

² Two-bedroom-plus units would have two bedrooms plus two bonus rooms that could be used as a den or living room.

³ The “base project” describes the maximum density permitted under the Planning Code without the State Density Bonus. See page 16 of the initial study for a discussion of the State Density Bonus.

period for this CEQA determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

COMMUNITY PLAN EVALUATION OVERVIEW

California Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 provide that 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, shall not be subject to additional environmental review 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 333 12th Street project described above, and incorporates by reference information contained in the Programmatic EIR for the Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eight Street Project (Western SoMa Community Plan PEIR).⁴ 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 Western SoMa PEIR.

The Western SoMa PEIR included analyses of the following environmental issues: land use; aesthetics; population and housing; cultural and paleontological resources; transportation and circulation; noise and vibration; air quality; greenhouse gas emissions; wind and shadow; recreation; public services, utilities, and service systems; biological resources; geology and soils; hydrology and water quality; hazards and hazardous materials; mineral and energy resources; and agricultural and forest resources.

The 333 12th Street project site is located in the Western SoMa Community Plan Area. As a result of the Western SoMa rezoning process, the project site was rezoned from a 50-X height/bulk district and a Service/Light Industrial/Residential (SLR) district to a 55/65-X height/bulk district and a WSoMa Mixed Use-General (WMUG) district. The WMUG zoning is designed to maintain and facilitate the growth and expansion of small-scale light industrial, wholesale distribution, arts production and performance/exhibition activities, general commercial and neighborhood-serving retail and personal service activities while protecting existing housing and encouraging the development of housing at a scale and density compatible with the existing neighborhood. The proposed residential use is consistent with uses permitted within the WMUG district.

⁴ Planning Department Case Nos. 2008.0877E and 2007.1035E, State Clearinghouse No. 2009082031. Available at <http://sf-planning.org/area-plan-eirs>.

Individual projects that could occur in the future under the Western SoMa Community Plan 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 333 12th Street is consistent with and was encompassed within the analysis in the Western SoMa PEIR. This determination also finds that the Western SoMa PEIR adequately anticipated and described the impacts of the proposed 333 12th Street project, and identified the mitigation measures applicable to the 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 333 12th Street project is required. In sum, the Western SoMa PEIR and this certificate of determination and accompanying initial study for the proposed project comprise the full and complete CEQA evaluation necessary for the proposed project.

PROJECT SETTING

The project site is located in the South of Market neighborhood on the block bounded by 12th Folsom, Norfolk, and Harrison streets. All properties within the subject block are within the 55-X and 55/65-X height/bulk districts and are zoned Western SoMa Mixed Use General (WMUG). Across 12th Street from the property is a Residential Enclave-Mixed (RED-MX) district and 45-X height/bulk district.

The project site is surrounded by commercial, light industrial, and residential uses, with building heights generally ranging from one to four stories. Two-way vehicle traffic runs along the 40-foot-wide 12th Street in front of the project site. At the south end of the subject block, approximately 50 feet from the project site, is 1532 Harrison Street, an approved seven-story project that will contain 136 dwelling units over ground-floor commercial use.⁷ A pedestrian plaza, Eagle Plaza, which will convert 13,500 sf of 12th Street into a pedestrian plaza, is expected to be in place after 1532 Harrison Street is occupied. On the opposite (west) side of 12th Street along the project block are two- to four-story residences and live/work buildings and the Eagle Tavern, across from the 1532 Harrison Street development site.

The project site is bound on the east side by Norfolk Street, a 25-foot-wide one-way northbound street. Buildings across Norfolk Street from the subject block include two- to four-story commercial and live/work buildings.

⁵ San Francisco Planning Department. Community Plan Exemption Eligibility Determination, Citywide Planning Analysis. 333 12th Street, October 13, 2016. This document (and all other documents cited in this report, unless otherwise noted) is on file and available for review as part of Case File No. 2015-004109ENV.

⁶ San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning, November 3, 2016.

⁷ Approved by the San Francisco Planning Commission on October 8, 2015 (Motion No. 19488, Case No. 2013.1390CUA). Occupancy is anticipated in early 2020.

POTENTIAL ENVIRONMENTAL EFFECTS

The proposed 333 12th Street project includes a height increase of two stories (21 feet) above the height limit for the 55/65-X height and bulk district under the state density bonus law. Consistent with the state density bonus law, the planning department determined that the proposed project is in conformance with the height, use and density for the site described in the Western SoMa PEIR. The proposed project would represent a small part of the growth that was forecast for the Western SoMa Community Plan. Thus, the project analyzed in the Western SoMa PEIR considered the incremental impacts of the proposed 333 12th Street project.

Significant and unavoidable impacts were identified in the Western SoMa PEIR for the following topics: historic resources, transportation and circulation, noise, air quality, and shadow. The Western SoMa PEIR identified feasible mitigation measures to address significant impacts related to cultural and paleontological resources, transportation and circulation, noise and vibration, air quality, wind, biological resources, and hazards and hazardous materials.

Table 1 lists the mitigation measures identified in the Western SoMa PEIR and states whether each measure would apply to the proposed project.

Table 1 – Western SoMa PEIR Mitigation Measures

Mitigation Measure	Applicability	Compliance
D. Cultural and Paleontological Resources		
M-CP-1a: Documentation of a Historical Resource	Not applicable: site is not a historic resource and is not located in a historic district.	Not applicable.
M-CP-1b: Oral Histories	Not applicable: site is not a historic resource and is not located in a historic district.	Not applicable.
M-CP-1c: Interpretive Program	Not applicable: site is not a historic resource and is not located in a historic district.	Not applicable.
M-CP-4a: Project-Specific Preliminary Archeological Assessment	Applicable: soil disturbing activities proposed.	The project sponsor shall retain an archeological consultant, submit an archeological testing plan (ATP) to the Environmental Review Officer (ERO) for review, implement the ATP prior to soil disturbance, and, as needed, implement an archeological monitoring program (AMP) with all soil-disturbing activities. The project sponsor and archeologist shall notify and mitigate the finding of any archeological resource in coordination with the ERO.

Mitigation Measure	Applicability	Compliance
M-CP-4b: Procedures for Accidental Discovery of Archeological Resources	Not applicable: negated by implementation of M-CP-4a.	Not applicable.
M-CP-7a: Protect Historical Resources from Adjacent Construction Activities	Applicable: nearby historic resources are present.	The project sponsor shall incorporate into construction specifications a requirement that the construction contractor(s) use all feasible means to avoid damage to nearby historic buildings.
M-CP-7b: Construction Monitoring Program for Historical Resources	Applicable: nearby historic resources present.	The project sponsor shall undertake a monitoring program to minimize damage to nearby historic buildings and to ensure that any such damage is documented and repaired. Prior to the start of any ground-disturbing activity, the project sponsor shall engage a historic architect or qualified historic preservation professional to undertake a pre-construction survey of buildings at 1539-1585 Folsom Street to document and photograph the buildings' existing conditions.
E. Transportation and Circulation		
M-TR-1c: Traffic Signal Optimization (8 th /Harrison/I-80 WB off-ramp)	Not applicable: automobile delay removed from CEQA analysis.	Not applicable.
M-TR-4: Provision of New Loading Spaces on Folsom Street	Not applicable: project would not remove loading spaces along Folsom Street.	Not applicable.
M-C-TR-2: Impose Development Impact Fees to Offset Transit Impacts	Not applicable: superseded by Transportation Sustainability Fee	Not applicable.
F. Noise and Vibration		
M-NO-1a: Interior Noise Levels for Residential Uses	Not applicable: impacts of the environment on the project no longer a CEQA topic.	Not applicable.
M-NO-1b: Siting of Noise-Sensitive Uses	Not applicable: impacts of the environment on the project no longer a CEQA topic.	Not applicable.
M-NO-1c: Siting of Noise-Generating Uses	Not applicable: project is not proposing a noise-generating use.	Not applicable.

Mitigation Measure	Applicability	Compliance
M-NO-1d: Open Space in Noisy Environments	Not applicable: impacts of the environment on the project no longer a CEQA topic.	Not applicable.
M-NO-2a: General Construction Noise Control Measures	Applicable: project includes construction activities.	The project sponsor shall require the general contractor to ensure that equipment and trucks used for project construction use the best available noise control techniques; locate stationary noise sources as far from adjacent or nearby sensitive receptors as possible; use hydraulically or electrically powered impact tools; and include noise control requirements in specifications to construction contractors. The project sponsor shall submit to the San Francisco Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to construction noise.
M-NO-2b: Noise Control Measures During Pile Driving	Applicable: project includes pile-driving activities.	Site-specific noise attenuation measures shall be completed under the supervision of a qualified acoustical consultant. The project sponsor shall require the construction contractor to erect temporary plywood noise barriers along the project boundaries, implement “quiet” pile-driving technology, monitor the effectiveness of noise attenuation measures by taking noise measurements, and limit pile-driving activity to result in the least disturbance to neighboring uses.

Mitigation Measure	Applicability	Compliance
G. Air Quality		
M-AQ-2: Transportation Demand Management Strategies for Future Development Projects	Not applicable: project would not generate more than 3,500 daily vehicle trips.	Not applicable, but project could be subject to the Transportation Demand Management Ordinance if effective at the time of project approval.
M-AQ-3: Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors	Not applicable: superseded by Health Code Article 38.	Not applicable.
M-AQ-4: Siting of Uses that Emit PM _{2.5} or other DPM and Other TACs	Not applicable: project-related construction and operation would not introduce substantial emissions.	Not applicable.
M-AQ-6: Construction Emissions Minimization Plan for Criteria Air Pollutants	Not applicable: project does not exceed the BAAQMD screening criteria.	Not applicable.
M-AQ-7: Construction Emissions Minimization Plan for Health Risks and Hazards	Applicable: project includes construction in an area of poor air quality.	The project sponsor shall undertake a project-specific construction health risk analysis to be performed by a qualified air quality specialist for diesel powered and other applicable construction equipment using the methodology recommended by the Bay Area Air Quality Management District (BAAQMD) and/or the San Francisco Planning Department.
I. Wind and Shadow		
M-WS-1: Screening-Level Wind Analysis and Wind Testing	Applicable: project including elevator penthouse would exceed 80 feet in height.	Completed as part of environmental review. Screening-level analysis determined no significant wind impact.
L. Biological Resources		
M-BI-1a: Pre-Construction Special-Status Bird Surveys	Applicable: project includes removal of trees and demolition of a building.	Pre-construction special-status bird surveys shall be conducted by a qualified biologist between February 1 and August 15 if tree removal or building demolition is scheduled to take place during that period.
M-BI-1b: Pre-Construction Special-Status Bat Surveys	Applicable: project includes removal of a building that will be vacant and may include habitat for roosting bats.	Pre-construction special-status bat surveys shall be conducted by a qualified bat biologist

Mitigation Measure	Applicability	Compliance
O. Hazards and Hazardous Materials		
M-HZ-2: Hazardous Building Materials Abatement	Applicable: project includes demolition of a pre-1970s building.	Hazardous building materials must be identified and removed prior to the issuance of demolition or building permits.
M-HZ-3: Site Assessment and Corrective Action	Not applicable: superseded by Health Code Article 22A (Maher Ordinance).	Not applicable.

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 Western SoMa PEIR.

PUBLIC NOTICE AND COMMENT

A “Notification of Project Receiving Environmental Review” was mailed on May 25, 2016, to adjacent occupants and owners of properties within 300 feet of the project site and to community groups and other interested parties. 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. Two commenters expressed interested in the project (one in favor and one opposed) and requested notification when the environmental document is published. Another commenter opposed the project and expressed concerns about its height and density, lack of parking, and noise complaints about existing nearby entertainment uses from the project’s future residents. These issues are addressed in the initial study under Changes in the Regulatory Environment, Land Use and Land Use Planning, Transportation and Circulation, and Noise.⁸

CONCLUSION

As summarized above and further discussed in the project-specific initial study:⁹

1. The proposed project is consistent with the development density established for the project site in the Western SoMa Community Plan;
2. The proposed project would not result in effects on the environment that are peculiar to the project or the project site that were not identified as significant effects in the Western SoMa PEIR;
3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Western SoMa 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 Western SoMa PEIR was certified, would be more severe than were already analyzed and disclosed in the PEIR; and

⁸ The initial study is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No.2015-004109ENV.

⁹ Ibid.

5. The project sponsor will undertake feasible mitigation measures specified in the Western SoMa PEIR to mitigate project-related significant impacts.

Therefore, no further environmental review shall be required for the proposed project pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

EXHIBIT ____:

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

Mitigation or Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
MITIGATION MEASURES				
Cultural and Paleontological Resources				
<p><u>Project Mitigation Measure 1 - Protect Historical Resources from Adjacent Construction Activities (Mitigation Measure M-CP-7a of the Western SoMa PEIR)</u></p> <p>The project sponsor shall incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to adjacent and nearby historic buildings. Such methods may include maintaining a safe distance between the construction site and the historic buildings at 1539–1585 Folsom Street, using construction techniques that reduce vibration, appropriate excavation shoring methods to prevent movement of adjacent structures, and providing adequate security to minimize risks of vandalism and fire.</p>	Project sponsor and contractor.	Prior to issuance of building permit.	Planning Department Preservation Technical Specialist.	Considered complete upon Planning Department’s approval of construction specifications.
<p><u>Project Mitigation Measure 2 - Construction Monitoring Program for Historical Resources (Mitigation Measure M-CP-7b of the Western SoMa PEIR)</u></p> <p>The project sponsor shall undertake a monitoring program to minimize damage to adjacent historic buildings and to ensure that any such damage is documented and repaired. The monitoring program, which shall apply within 100 feet, shall include the following components. Prior to the start of any ground-disturbing activity, the project sponsor shall engage a historic architect or qualified historic preservation professional to undertake a pre-construction survey of 1539–1585 Folsom Street to document and photograph the buildings’ existing conditions. Based on the construction and condition of the resource(s), the consultant shall also establish a maximum vibration level that shall not be exceeded at each building, based on existing condition, character-defining features, soils conditions, and anticipated construction practices (a common standard is 0.2 inch per second, peak particle velocity). To ensure that vibration levels do not exceed the established standard, the project sponsor shall monitor vibration levels at each structure and shall prohibit vibratory construction activities that generate vibration levels in excess of the standard.</p> <p>Should vibration levels be observed in excess of the standard, construction shall be halted and alternative construction techniques put in practice, to the extent feasible. (For example, pre-drilled piles could be substituted for driven piles, if feasible based on soils conditions; smaller, lighter equipment might be able to be used in some cases.) The consultant shall conduct regular periodic inspections of each building during ground-disturbing activity on the project site. Should damage to either building occur, the building(s) shall be remediated to its pre-construction condition at the conclusion of ground-disturbing activity on the site.</p>	Project sponsor, contractor, and qualified historic preservation professional.	Prior to the start of demolition, earth moving, or construction activity proximate to a designated historical resource.	Planning Department Preservation Technical Specialist.	Considered complete upon submittal to Planning Department of post-construction report on construction monitoring program and effects, if any, on proximately historical resources.
<p><u>Project Mitigation Measure 3: Archeological Testing Program (Mitigation Measure M-CP-4a in the PEIR)</u></p> <p>Based on a reasonable presumption that archeological resources may be present within the</p>	Project sponsor, Planning Department’s archeologist, or qualified consultant.	Prior to issuance of building permit and during construction.	Planning Department’s ERO or archeologist or qualified archeological consultant.	Considered complete upon approval of PAR or PASS by Planning Department’s ERO or

Mitigation Monitoring and Reporting Program

Mitigation or Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p>project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archeologist. The project sponsor shall contact the Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a) and (c).</p> <p><i>Consultation with Descendant Communities:</i> On discovery of an archeological site¹ associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative² of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.</p> <p><i>Archeological Testing Program.</i> The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.</p> <p>At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if</p>				<p>archeologist.</p>

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

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

Mitigation Monitoring and Reporting Program

Mitigation or Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:</p> <p>A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or</p> <p>B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</p> <p><i>Archeological Monitoring Program.</i> If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:</p> <ul style="list-style-type: none"> • The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context; • The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource; • The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; • The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; • If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO. <p><i>Archeological Data Recovery Program.</i> The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological</p>				

Mitigation Monitoring and Reporting Program

Mitigation or Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.</p> <p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> • <i>Field Methods and Procedures.</i> Descriptions of proposed field strategies, procedures, and operations. • <i>Cataloguing and Laboratory Analysis.</i> Description of selected cataloguing system and artifact analysis procedures. • <i>Discard and Deaccession Policy.</i> Description of and rationale for field and post-field discard and deaccession policies. • <i>Interpretive Program.</i> Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. • <i>Security Measures.</i> Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. • <i>Final Report.</i> Description of proposed report format and distribution of results. • <i>Curation.</i> Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities. <p><i>Human Remains and Associated or Unassociated Funerary Objects.</i> The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, ERO, and MLD shall have up to but not beyond six days of discovery to make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by the archeological consultant</p>				

Mitigation Monitoring and Reporting Program

Mitigation or Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p>and the ERO.</p> <p><i>Final Archeological Resources Report.</i> The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.</p> <p>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, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.</p>				
Noise				
<p><u>Project Mitigation Measure 4 - General Construction Noise Control Measures (Mitigation Measure M-NO-2a of the Western SoMa PEIR)</u></p> <p>To ensure that project noise from construction activities is minimized to the maximum extent feasible, the sponsor of a subsequent development project shall undertake the following:</p> <ul style="list-style-type: none"> • The sponsor of a subsequent development project shall require the general contractor to ensure that equipment and trucks used for project construction use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible). • The sponsor of a subsequent development project shall require the general contractor to locate stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors as possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible. • The sponsor of a subsequent development project shall require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA. • The sponsor of a subsequent development project shall include noise control requirements in specifications provided to construction contractors. Such requirements could include, but not be limited to: performing all work in a manner that minimizes noise 	Project sponsor and construction contractor.	During construction period.	Planning Department and Department of Building Inspection.	Considered complete upon completion of construction.

Mitigation Monitoring and Reporting Program

Mitigation or Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>to the extent feasible; undertaking the noisiest activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise feasible.</p> <ul style="list-style-type: none"> • Prior to the issuance of each building permit, along with the submission of construction documents, the sponsor of a subsequent development project shall submit to the San Francisco Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include: (1) a procedure and phone numbers for notifying DBI, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise-generating activities (defined as activities generating noise levels of 90 dBA or greater) about the estimated duration of the activity. 				
<p><u>Project Mitigation Measure 5 – Noise Control Measures During Pile Driving (Mitigation Measure M-NO-2b of the Western SoMa PEIR)</u></p> <p>For individual projects within the Draft Plan Area and Adjacent Parcels that require pile driving, a set of site-specific noise attenuation measures shall be completed under the supervision of a qualified acoustical consultant. These attenuation measures shall include as many of the following control strategies as feasible:</p> <ul style="list-style-type: none"> • The sponsor of a subsequent development project shall require the construction contractor to erect temporary plywood noise barriers along the boundaries of the project site to shield potential sensitive receptors and reduce noise levels by 5 to 10 dBA, although the precise reduction is a function of the height and distance of the barrier relative to receptors and noise source(s); • The sponsor of a subsequent development project shall require the construction contractor to implement “quiet” pile-driving technology (such as pre-drilling of piles, sonic pile drivers, and the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions; • The sponsor of a subsequent development project shall require the construction contractor to monitor the effectiveness of noise attenuation measures by taking noise measurements; and • The sponsor of a subsequent development project shall require that the construction contractor limit pile-driving activity to result in the least disturbance to neighboring uses. <p>Additionally, if pile driving would occur within proximity to historical resources, project sponsors would be required to incorporate Mitigation Measures M-CP-7a, Protect Historical Resources from Adjacent Construction Activities, (Project Mitigation Measure 1, above) and Mitigation Measure M-CP-7b, Construction Monitoring Program for Historical Resources (Project Mitigation Measure 2, above).</p>	<p>Project sponsor and construction contractor.</p>	<p>Prior to issuance of building permit/ during construction.</p>	<p>Planning Department and Department of Building Inspection.</p>	<p>Considered complete upon completion of pile driving.</p>

Air Quality				
<p><u>Project Mitigation Measure 6 – Construction Emissions Minimization Plan for Health Risks and Hazards (Mitigation Measure M-AQ-7 of the Western SoMa PEIR)</u></p> <p>To reduce the potential health risk resulting from project construction activities, the project sponsor of each development project in the Draft Plan Area and on the Adjacent Parcels shall undertake a project-specific construction health risk analysis to be performed by a qualified air quality specialist, as appropriate and determined by the Environmental Planning Division of the San Francisco Planning Department, for diesel-powered and other applicable construction equipment, using the methodology recommended by the Bay Area Air Quality Management District (BAAQMD) and/or the San Francisco Planning Department. If the health risk analysis determines that construction emissions would exceed health risk significance thresholds identified by the BAAQMD and/or the San Francisco Planning Department, the project sponsor shall develop a Construction Emissions Minimization Plan for Health Risks and Hazards designed to reduce health risks from construction equipment to less-than-significant levels.</p> <p>All requirements in the Construction Emissions Minimization Plan must be included in contract specifications.</p>	Project sponsor and construction contractor.	Prior to issuance of building permit for any demolition or construction activities.	Planning Department ERO or air quality technical specialist.	Considered complete upon approval of Construction Emissions Minimization Plan by ERO or air quality technical specialist
Biological Resources				
<p><u>Project Mitigation Measure 7 –Pre-Construction Special-Status Bird Surveys (M-BI-1a of the Western SoMa PEIR)</u></p> <p>Conditions of approval for building permits issued for construction within the Draft Plan Area or on the Adjacent Parcels shall include a requirement for pre-construction special-status bird surveys when trees would be removed or buildings demolished as part of an individual project. Pre-construction special-status bird surveys shall be conducted by a qualified biologist between February 1 and August 15 if tree removal or building demolition is scheduled to take place during that period. If bird species protected under the Migratory Bird Treaty Act or the California Fish and Game Code are found to be nesting in or near any work area, an appropriate no-work buffer zone (e.g., 100 feet for songbirds) shall be designated by the biologist. Depending on the species involved, input from the California Department of Fish and Game (CDFG) and/or United States Fish and Wildlife Service (USFWS) may be warranted. As recommended by the biologist, no activities shall be conducted within the no-work buffer zone that could disrupt bird breeding. Outside of the breeding season (August 16 – January 31), or after young birds have fledged, as determined by the biologist, work activities may proceed. Special-status birds that establish nests during the construction period are considered habituated to such activity and no buffer shall be required, except as needed to avoid direct destruction of the nest, which would still be prohibited.</p>	Project sponsor.	Prior to issuance of demolition permit or building permit when trees would be removed.	Planning Department.	Prior to issuance of demolition or building permits.

Mitigation Monitoring and Reporting Program

<p>Project Mitigation Measure 8 – Pre-Construction Special-Status Bat Survey (Mitigation Measure M-BI-1b of the Western SoMa PEIR)</p> <p>A pre-construction special-status bat survey shall be conducted by a qualified bat biologist when large trees (those with trunks over 12 inches in diameter) are to be removed, or vacant buildings or buildings used seasonally or not occupied, especially in the upper stories, are to be demolished. If active day or night roosts are found, the bat biologist shall take actions to make such roosts unsuitable habitat prior to tree removal or building demolition. A no-disturbance buffer shall be created around active bat roosts being used for maternity or hibernation purposes at a distance to be determined in consultation with the California Department of Fish and Game. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would be necessary.</p>	Project sponsor.	Prior to issuance of demolition permit.	Planning Department.	Prior to issuance of demolition or building permits.
<p>Hazards and Hazardous Materials</p>				
<p>Project Mitigation Measure 9 -- Hazardous Building Materials Abatement (M-HZ-2 of the Western SoMa PEIR)</p> <p>The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing polychlorinated biphenyls (PCBs) or mercury, 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 tube fixtures, which could contain mercury, are similarly removed intact 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>	Project sponsor.	Prior to issuance of demolition or building permit.	Planning Department.	Prior to issuance of demolition or building permits.
<p>IMPROVEMENT MEASURES</p>				
<p>Transportation</p>				
<p><u>Project Improvement Measure TR-1: Implement Transportation Demand Management Measures</u></p> <p>TR-1(a): Identify TDM Coordinator: The project sponsor should identify a TDM coordinator for the project site. The TDM coordinator is responsible for the implementation and ongoing operation of all other TDM measures included in the proposed project. The TDM coordinator may be a brokered service through an existing transportation management association (e.g. the Transportation Management Association of San Francisco (TMA SF)), or the TDM coordinator may be an existing staff member (e.g., property manager); the TDM coordinator does not have to work full-time at the project site. The TDM coordinator would be the single point of contact for all transportation-related questions from building occupants and City staff. The TDM coordinator would provide TDM training to other building staff about the transportation amenities and options available at the project site and nearby.</p>	Project sponsor.	Ongoing	Project sponsor, building manager, Planning Department.	Ongoing.

Mitigation Monitoring and Reporting Program

<p>TR-1(b): Provide Transportation and Trip Planning Information to Building Occupants:</p> <ul style="list-style-type: none"> • Move-in packet: Provide a transportation insert for the move-in packet that includes information on transit service (local and regional, schedules and fares), where transit passes could be purchased, the 511 Regional Rideshare Program and nearby bike and car-share programs, and where to find additional web-based alternative transportation materials (e.g., NextMuni phone app). This move-in packet should be continuously updated as local transportation options change, and the packet should be provided to each new building occupant. Provide Muni maps, and San Francisco Bicycle and Pedestrian maps upon request. • Posted and Real-time Information: A local map and real-time transit information should be installed on site in a prominent and visible location, such as within a building lobby. The local map should clearly identify transit, bicycle, and key pedestrian routes, and also depict nearby destinations and commercial corridors. Real-time transit information via NextMuni and/or regional transit data should be displayed on a digital screen. 				
<p>TR-1(c): Allow City Access for Data Collection: As part of an ongoing effort to quantify the efficacy of TDM measures in general, City staff may need to access the project site (including the garage) to perform trip counts, and/or intercept surveys and/or other types of data collection. Any on-site activity would require sponsor or property management approval and be coordinated through the TDM coordinator. The building sponsor or a contracted transportation brokerage service (e.g. TMA) should be responsible for administering periodic tenant surveys as part of an ongoing program monitoring effort.</p> <p>TR-1(d): Implement Bicycle Measures:</p> <ul style="list-style-type: none"> • Parking: The project sponsor should increase the number of on-site secured bicycle parking beyond Planning Code requirements and/or provide additional bicycle facilities in the public right-of-way in on public right-of-way locations adjacent to or within a quarter mile of the project site (e.g., sidewalks, on-street parking spaces). • Bay Area Bike Share: Project sponsor should cooperate with the San Francisco Municipal Transportation Agency, San Francisco Public Works, and/or Bay Area Bike Share (agencies) and allow installation of a bike share station in the public right-of-way along the project's frontage. <p>TR-1(e): Provide Bicycle Signage. The project sponsor should provide signage indicating the location of on-site bicycle parking facilities.</p>				
<p><u>Improvement Measure TR-2: Coordination of Move-in/Move-Out Operations and Large Deliveries</u></p> <p>To avoid blockages and reduce conflicts along 12th and Norfolk Streets during loading activities, the project sponsor or building manager should contact the San Francisco Municipal Transportation Agency or the local 311 service to reserve curb parking prior to loading activities or large deliveries.</p>	<p>Project sponsor or building manager, San Francisco Municipal Transportation Agency</p>	<p>Ongoing</p>	<p>Project sponsor or building manager, San Francisco Municipal Transportation Agency, San Francisco Public Works</p>	<p>Ongoing</p>

Mitigation Monitoring and Reporting Program

<p><u>Improvement Measure TR-3: Construction Traffic Management Plan</u></p> <p>The project sponsor should develop and implement a construction management plan (CMP) addressing transportation-related circulation, access, staging, and hours for deliveries. The CMP should include, but not be limited to, the following additional measures:</p> <ul style="list-style-type: none"> • Identify ways to reduce construction worker vehicle-trips through transportation demand management programs and methods to manage construction worker parking demands, including encouraging and rewarding alternate modes of transportation (transit, walk, bicycle, etc.), carpooling, or providing shuttle service from nearby off-street parking facility. • Identify ways to consolidate truck delivery trips, minimizing delivery trips. • Require consultation with the surrounding community, including business and property owners near the project site, to assist coordination of construction traffic management strategies as they relate to the needs of other users adjacent to the project site. • Develop a public information plan to provide adjacent residents and businesses with regularly updated information regarding project construction activities and duration, peak construction vehicle activities, (e.g. concrete pours), and lane closures, and provide a construction management contact who will log and address community concerns. 	<p>Project sponsor or contractor</p>	<p>Prior to and during construction</p>	<p>Project sponsor, San Francisco Municipal Transportation Agency</p>	<p>CMP considered complete upon approval of CMP by San Francisco Municipal Transportation Agency; obligation complete at completion of construction.</p>
<p><u>Improvement Measure TR-4: Limited Delivery Time</u></p> <p>The project sponsor should restrict deliveries and truck trips to the project site during peak hours (generally 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.)</p>	<p>Project sponsor or contractor</p>	<p>During construction</p>	<p>Project sponsor</p>	<p>Considered complete at completion of construction.</p>