SAN FRANCISCO
PLANNING DEPARTMENT

Certificate of Determination
EXEMPTION FROM ENVIRONMENTAL REVIEW

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Case No.:	**2014.0666E**
Project Address:	**241 10th Street**
Zoning:	RCD (Regional Commercial District) Use District Western SoMa Special Use District 55-X Height and Bulk District
Block/Lot:	3518/020, 3518/038
Lot Size:	9,000 square feet
Project Sponsor:	Nick Cramner, JS Sullivan Development, (415) 501-0931
Staff Contact:	Don Lewis – (415) 575-9168 don.lewis@sfgov.org

PROJECT DESCRIPTION

The project site consists of two adjacent lots located on the east side of 10th Street between Folsom and Howard streets in the South of Market neighborhood. Lot 20 is occupied by a 25-foot-tall, two-story, industrial building approximately 5,000 square feet in size with approximately 16 parking spaces located within the building. Lot 38 is occupied by a surface parking lot with eight spaces, an approximately 350-square-foot shed, and a billboard. The existing building was constructed in 1921, and the current use of the project site is a car-rental facility ("Hertz"). The proposed project involves the demolition of the existing structures, and construction of a 55-foot-tall (65-foot-tall with elevator penthouse), five-story, mixed-use building approximately 34,900 square feet in size. The proposed building would include 28 residential units and 1,900 square feet of ground-floor commercial use. The proposed mix of units would be 16 one-bedroom units and 12 two-bedroom units. The proposed building would include 17 parking

(Continued on next page.)

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

June 30, 2015
Date

cc: Nick Cramner, Project Sponsor
Chris Townes, Current Planner
Supervisor Jane Kim, District 6
Virna Byrd, M.D.F.
Exclusion/Exemption Dist. List
Historic Preservation Dist. List

PROJECT DESCRIPTION (continued)

spaces and 30 Class 1 bicycle spaces at the ground-floor level. Pedestrian, vehicular, and bicycle access would be from 10th Street. The proposed project would include 2,250 square feet of common open space at the 2nd floor podium and an additional 1,550 square feet of common open space on the roof deck. During the approximately 16-month construction period, the proposed project would require up to approximately five feet of excavation below ground surface for the proposed mat slab building foundation and 1,110 cubic yards of soil disturbance. The proposed project would remove the two existing curb cuts and create a new curb cut along 10th Street. The proposed project would also include five new street trees. The project site is located within the Western SoMa Light Industrial and Residential Historic District and within the Western SoMa Community Plan area.

PROJECT APPROVAL

The proposed project at 241 10th Street would require the following approvals:

Actions by the Planning Department

- The proposed project would require a Variance from the Zoning Administrator for bay window projections/obstructions per Planning Code Section 136.

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 Inspection for demolition and new construction.

The approval of the Building Permit 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.

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 241 10th 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 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 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.

As a result of the Western SoMa Community Plan, the project site was rezoned from SLR (Service/Light Industrial/Residential District) to RCD (Regional Commercial District) and the height and bulk district changed from 50-X to 55-X. The RCD permits residential dwelling units without specific density limitations, allowing physical controls such as height, bulk, and setbacks to control dwelling unit density. The RCD also permits non-residential uses up to 25,000 gross square feet per lot.

Individual projects that could occur in the future under the Western SoMa Community Plan 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 241 10th 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 241 10th 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.[2,3] Therefore, no further CEQA evaluation for the 241 10th Street project is required. In sum, the Western SoMa 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 situated on flat terrain on the east side of 10th Street between Folsom and Howard streets in the South of Market neighborhood. The existing two-story industrial building on the project site was constructed in 1921 as an automotive repair shop. The property immediately adjacent to the south of the project site at 255 10th Street is a two-story auto repair building that was constructed in 1932 in the Art Deco architectural style. The property immediately adjacent to the north of the project site is a 17-space surface parking lot that is used by the Kelly Paper Store business and contains an approximately 30-foot-tall billboard structure. The properties immediately to the rear (east) of the project site, which front on

[1] San Francisco Planning Department, Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project Final Environmental Impact Report (PEIR), Planning Department Case Nos. 2008.0877E and 2007.1035E, State Clearinghouse No. 2009082031, certified December 6, 2012. Available online at: http://www.sf-planning.org/index.aspx?page=1893, accessed May 28, 2015.

[2] Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning Analysis, 241 10th Street, April 2, 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. 2014.0666E.

[3] Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 241 10th Street, March 20, 2015.

Dore Street, are a five-story, 42-unit, residential building (constructed in 2007) at 30 Dore Street and a one-story commercial building (constructed in 1986) at 42-44 Dore Street. To the south of the project site along 10th Street is the Bishop Swing Community House which is a five-story, 135-unit, affordable residential building (constructed in 2009) which fronts on 10th, Folsom, and Dore streets, and a three-story office building (constructed in 1906) which is being used as a residential care facility (St. Anthony Foundation). To the east of the project site is the Folsom and Dore Apartment building at 75 Dore Street which is five stories tall with 98 affordable housing units (constructed in 2005). Across 10th Street to the west of the project site is St. Joseph's Catholic Church, a San Francisco designated Landmark (#120), that was constructed in 1913 in the Neo-Romanesque architectural style. The church has been vacant since it was damaged by the Loma Prieta Earthquake in 1989; however, there is a proposed project that involves the change of use from church to office and retail use (DBI Building Permit No. 201501216288). The Presidio Knolls School, which is also located across 10th Street, is a preschool and elementary Mandarin immersion school that includes a total of five buildings. There is a proposed project (Case 2014.0831E) that would improve its existing campus by replacing 2 two-story buildings and a single-story garage with 2 three-story buildings and 1 one-story building.

The surrounding area around the project site is characterized by a variety of uses, including light-industrial (primarily auto repair services), commercial, residential, and institutional uses (school and social services). Tenth Street is a one-way, southbound roadway with four lanes and parking on both sides of the street. The project site is served by the 12-Folsom Muni line which runs along Folsom Street with the nearest stop being approximately 700 feet from the project site. The project site is located within the Western SoMa Light Industrial and Residential Historic District. The surrounding parcels are either within the Regional Commercial District zoning district (along 10th Street), the Residential Enclave Mixed zoning district (along Dore Avenue), or the Folsom Street Neighborhood Commercial Transit zoning district (along Folsom Street). Height and bulk districts within a one block radius include 45-X, 55-X, and 65-X.

POTENTIAL ENVIRONMENTAL EFFECTS

The Western SoMa PEIR included analyses of environmental issues including: 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 Material; Mineral and Energy Resources; and Agriculture and Forest Resources. The proposed 241 10th Street project is in conformance with the height, use and density for the site described in the Western SoMa PEIR and 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 241 10th Street project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Western SoMa PEIR.

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 project would demolish a contributor to a historic district; however, the removal of the contributing resource would not materially impair the surrounding historic district. The project sponsor has agreed to prepare Historic American Buildings Survey (HABS)-level digital photographs and an accompanying HABS Historical Report as Project Improvement Measure 1. Mitigation Measures M-CP-7a and -7b would ensure that the adjacent

off-site historic resource would not be impacted by the proposed project. Therefore, the project would not contribute to any historic resource impact. Traffic and transit ridership generated by the project would not considerably contribute to the traffic and transit impacts identified in the Western SoMa PEIR. Since the proposed project could generate excessive construction noise, Mitigation Measure M-NO-2a would ensure that project noise from construction activities is minimized to the maximum extent feasible. The proposed project is required to comply with the provisions of Health Code Article 38 and the Construction Dust Control Ordinance. In addition, implementation of Mitigation Measure M-AQ-7 would reduce construction-related air quality impacts by requiring a Construction Emissions Minimization Plan for Health Risks and Hazards. A shadow fan analysis was required for the proposed project because the proposed building height would be 55 feet tall (65-foot-tall with elevator penthouse). The analysis found that the project as proposed would not cast new shadows on Recreation and Parks Department parks or other public parks. The proposed project would shade nearby streets, sidewalks, and private property at times within the project vicinity, but at levels commonly expected in urban areas.

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** below lists the mitigation measures identified in the Western SoMa PEIR and states whether the mitigation 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: while the existing building proposed for demolition is a contributor to a historic district, the removal of the contributing resource would not result in a substantial adverse change in the significance of the eligible historic district	The project sponsor has agreed to prepare Historic American Buildings Survey (HABS)-level digital photographs and an accompanying HABS Historical Report as Project Improvement Measure 1.
M-CP-1b: Oral Histories	Not Applicable: demolition of the existing building would not warrant this mitigation measure	N/A
M-CP-1c: Interpretive Program	Not Applicable: demolition of the existing building would not warrant this mitigation measure	N/A
M-CP-4a: Project-Specific Preliminary Archeological Assessment (PAR)	Applicable: project would require excavation to a depth of approximately five feet below ground surface	The requirements of this mitigation measure have been complied with as part of this environmental review process.
M-CP-4b: Procedures for Accidental Discovery of	Applicable: based on the results of the PAR, this mitigation measure	The project sponsor has agreed to implement the Planning

Mitigation Measure	Applicability	Compliance
Archeological Resources	would be required to avoid any potential adverse archeological effect.	Department's Standard Mitigation Measure #1 (Accidental Discovery).
M-CP-7a: Protect Historical Resources from Adjacent Construction Activities	Applicable: new construction would be adjacent to a historic resource	The project sponsor has agreed to use all feasible means to avoid damage to the adjacent historic resource.
M-CP-7b: Construction Monitoring Program for Historical Resources	Applicable: new construction would be adjacent to a historic resource	The project sponsor has agreed to undertake a monitoring plan to minimize damage to the adjacent historic resource and to ensure that any damage is documented and repaired.
E. Transportation and Circulation		
M-TR-1c: Traffic Signal Optimization (8th/Harrison/I-80 WB off-ramp)	Not Applicable: plan level mitigation by SFMTA	N/A
M-TR-4: Provision of New Loading Spaces on Folsom Street	Not Applicable: project would not remove loading spaces along Folsom Street	N/A
M-C-TR-2: Impose Development Impact Fees to Offset Transit Impacts	Not Applicable: transit ridership generated by project would not considerably contribute to impact	N/A
F. Noise and Vibration		
M-NO-1a: Interior Noise Levels for Residential Uses	Applicable: residential uses where street noise exceeds 60 dBA completed.	The project sponsor has conducted and submitted a detailed analysis of noise reduction requirements.
M-NO-1b: Siting of Noise-Sensitive Uses	Applicable: project includes noise-sensitive uses	The project sponsor has conducted and submitted a detailed analysis of noise reduction requirements.
M-NO-1c: Siting of Noise-Generating Uses	Not Applicable: project is not proposing a noise-generating use	N/A
M-NO-1d: 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

Mitigation Measure	Applicability	Compliance
		ambient noise levels.
M-NO-2a: General Construction Noise Control Measures	Applicable: project proposes new construction that could generate excessive construction noise	The project sponsor has agreed to develop and implement a set of noise attenuation measures during construction.
M-NO-2b: Noise Control Measures During Pile Driving	Not Applicable: project does not includes pile-driving activities	N/A
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	N/A
M-AQ-3: Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors	Not Applicable: superseded by San Francisco Health Code Chapter 38 (Air Pollutant Exposure Zone)	N/A
M-AQ-4: Siting of Uses that Emit $PM_{2.5}$ or other DPM and Other TACs	Not Applicable: proposed residential and retail uses would not generate substantial levels of TACs	N/A
M-AQ-6: Construction Emissions Minimization Plan for Criteria Air Pollutants	Not Applicable: project meets the screening criteria for construction criteria air pollutants.	N/A
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 has agreed to implement a Construction Emissions Minimization Plan for Health Risk and Hazards.
I. Wind and Shadow		
M-WS-1: Screening-Level Wind Analysis and Wind Testing	Not Applicable: project would not exceed 80 feet in height	N/A
L. Biological Resources		
M-BI-1a: Pre-Construction Special-Status Bird Surveys	Applicable: project includes building demolition	The project sponsor has agreed to conduct pre-construction special-status bird surveys by a qualified biologist between February 1 and August 15 if building demolition is scheduled to take place during that period.
M-BI-1b: Pre-Construction Special-Status Bat Surveys	Applicable: project includes building demolition	The project sponsor has agreed to conduct pre-construction special-status bat surveys by a

Mitigation Measure	Applicability	Compliance
		qualified bat biologist.
O. Hazards and Hazardous Materials		
M-HZ-2: Hazardous Building Materials Abatement	Applicable: project includes demolition of a pre-1970s building	The project sponsor has agreed to ensure that any equipment containing polychlorinated biphenyls (PCBs) or mercury, such as fluorescent light ballasts, are removed and properly disposed, and that any fluorescent light tube fixtures, which could contain mercury, are similarly removed intact and properly disposed of.
M-HZ-3: Site Assessment and Corrective Action	Not Applicable: superseded by San Francisco Health Code Article 22A (Maher Ordinance)	N/A

PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on February 24, 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. Concerns raised by the public include construction-related dust, construction noise, and pedestrian safety.

As discussed in the Air Quality section of the attached CPE Checklist, the proposed project is required to comply with the Construction Dust Control Ordinance which addresses potential impacts to the public from fugitive dust generated during construction activities. In addition, the proposed project would require a Construction Emissions Minimization Plan for Health Risks and Hazards. As discussed in the Noise section of the attached CPE Checklist, the proposed project would require site-specific noise attenuation measures to reduce construction-related noise impacts and would be required to comply with the San Francisco Noise Ordinance. As discussed in the Transportation and Circulation section of the attached CPE Checklist, implementation of the proposed project would improve pedestrian circulation by reducing the number of curb cuts and parking spaces at the project site. Furthermore, the new pedestrian trips that would be generated by the proposed project could be accommodated on existing sidewalks and crosswalks adjacent to the project site. Although the proposed project would result in an increase in the number of vehicles in the vicinity of the project site, this increase would not be substantial enough to create potentially hazardous conditions for pedestrian or otherwise substantially interfere with pedestrian accessibility to the site and adjacent areas. In addition, the project site was not identified as being in a high-injury corridor as defined by Vision Zero, which is the City's adopted road safety policy that aims for zero traffic deaths in San Francisco by 2024.

The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Western SoMa PEIR.

CONCLUSION

As summarized above and further discussed in the CPE Checklist[4]:

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

5. The project sponsor will undertake feasible mitigation measures specified in the Western SoMa 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.

[4] The CPE Checklist is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2014.0666E.

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EXHIBIT 1:

MITIGATION MONITORING AND REPORTING PROGRAM –
241 10TH STREERT

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-CP-4b: Procedures for Accidental Discovery of Archeological Resources. This mitigation measure is required to avoid any potential adverse effect on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); 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. 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. 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. Measures might include preservation in situ of the archeological resource, an	Project sponsor, contractor, Planning Department's archeologist or qualified archaeological consultant, and Planning Department's Environmental Review Officer	Prior to issuance of any permit for soil-disturbing activities and during construction.	Project Sponsor; ERO; archeologist.	Considered complete upon ERO's approval of FARR.

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MITIGATION MEASURES FOR 241 10TH STREET (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
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. 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. 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.				

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MITIGATION MEASURES FOR 241 10TH STREET (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-CP-7a: Protect Historical Resources from Adjacent Construction Activities. The project sponsor of a development project in the Draft Plan Area and on the Adjacent Parcels shall consult with Planning Department environmental planning/preservation staff to determine whether adjacent or nearby buildings constitute historical resources that could be adversely affected by construction-generated vibration. For purposes of this measure, nearby historic buildings shall include those within 100 feet of a construction site if pile driving would be used in a subsequent development project; otherwise, it shall include historic buildings within 25 feet if heavy equipment would be used on the subsequent development project. (No measures need be applied if no heavy equipment would be employed.) If one or more historical resources is identified that could be adversely affected, 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 (as identified by the Planning Department preservation staff), 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.	Project sponsor; contractor; and Planning Department's Environmental Review Officer	Prior to any demolition or construction activities.	Project Sponsor; contractor.	Considered complete upon ERO's approval of construction specifications.

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MITIGATION MEASURES FOR 241 10TH STREET (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-CP-7b: Construction Monitoring Program for Historical Resources. 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 where pile driving would be used and within 25 feet otherwise, 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 historical resource(s) identified by the Planning Department within 125 feet of planned construction 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. Should vibration levels be observed in excess of the standard, construction shall be halted and alternative techniques put in practice, to the extent feasible. 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.	Project sponsor, contractor, and qualified historic preservation professional, and Planning Department's Environmental Review Officer.	Prior to the start of demolition, earth moving, or construction activity proximate to a designated historical resource.	Planning Department Preservation Technical Specialist shall review and approve construction monitoring program.	Considered complete upon submittal to ERO of post-construction report on construction monitoring program and effects, if any, on proximately historical resources.
M-NO-1a: Interior Noise Levels for Residential Uses. For new development including noise-sensitive uses located along streets with noise levels above 60 dBA (Ldn), where such development is not already subject to the California Noise Insulation Standards in Title 24 of the	Project sponsor	Analysis to be completed during environmental review of subsequent projects	Planning Department and Department of Building Inspection.	Considered complete upon approval of final construction plan

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MITIGATION MEASURES FOR 241 10TH STREET (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
California Code of Regulations, the project sponsor of future individual developments within the Project Area shall conduct a detailed analysis of noise reduction requirements prior to completion of environmental review. 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. Additional noise attenuation features may need to be incorporated into the building design where noise levels exceed 70 dBA (Ldn) to ensure that acceptable interior noise levels can be achieved.		in the Project Area; architect to incorporate findings of noise study into building plans prior to issuance of final building permit and certificate of occupancy.		set.

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MITIGATION MEASURES FOR 241 10TH STREET (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-NO-1b: Siting of Noise-Sensitive Uses. To reduce potential conflicts between existing noise-generating uses and new sensitive receptors, for new residential development and development that includes other noise-sensitive uses (primarily, residences, and also including schools and child care, religious, and convalescent facilities and the like), the San Francisco 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 average and maximum noise level readings taken so as to be able to accurately describe maximum levels reached during nighttime hours) 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 individual project site that appear to warrant heightened concern about noise levels in the vicinity. The analysis shall be conducted prior to completion of the environmental review process. Should the Planning Department conclude that such concerns be present, the San Francisco Planning 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.	Project sponsor, architect, acoustical consultant, and construction contractor.	Analysis to be completed during environmental review of subsequent projects in the Project Area; architect to incorporate findings of noise study into building plans prior to issuance of final building permit and certificate of occupancy.	Planning Department and Department of Building Inspection.	Considered complete upon approval of final construction plan set.

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MITIGATION MEASURES FOR 241 10TH STREET (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-NO-1d: Open Space in Noisy Environments. To minimize effects on development in noisy areas, for new development including noise-sensitive uses (primarily, residences, and also including schools and child care, religious, and convalescent facilities and the like), the San Francisco Planning Department shall, through its building permit review process, in conjunction with noise analysis required pursuant to Mitigation Measure M-NO-1c, 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. Implementation of this measure shall be undertaken consistent with other principles of urban design.	Project sponsor, architect, acoustical consultant, and construction contractor.	To be implemented at the time individual project are proposed	Planning Department	Considered completed upon approval of project plans by the Planning Department.
M-NO-2a: General Construction Noise Control Measures. 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: • 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	Project sponsor and construction contractor.	During construction period.	Project sponsor to provide monthly noise reports during construction.	Considered completed upon approval of project plans by the Planning Department.

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MITIGATION MEASURES FOR 241 10TH STREET (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
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 to the extent feasible; undertaking the most noisy 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. • 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.				

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-AQ-7: Construction Emissions Minimization Plan for Health Risks and Hazards. To reduce the potential health risk resulting from project construction activities, 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. The Plan shall detail project compliance with the following requirements: 1. All off-road equipment greater than 25 horsepower and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements: a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited; b) All off-road equipment shall have: i. Engines that meet or exceed either U.S. Environmental Protection Agency or California Air Resources Board Tier 2 off-road emission standards, *and* ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS).	Project sponsor and construction contractor.	Prior to the start of heavy diesel equipment use on site.	ERO to review and approve health risk assessment, or other appropriate analysis.	Prior to the first project approval action for new development projects that are expected to generate TACs as part of everyday operations; during project operations
c) Exceptions: i. Exceptions to A(1)(a) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with A(1)(b) for onsite power generation. ii. Exceptions to A(1)(b)(ii) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an ARB Level 3 VDECS is: (1) technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or				

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception provision apply. If granted an exception to A(1)(b)(ii), the project sponsor must comply with the requirements of A(1)(c)(iii). iii. If an exception is granted pursuant to A(1)(c)(ii), the project sponsor shall provide the next cleanest pieces of off-road equipment as provided by the step down schedules in Table M-AQ-6 below. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than two minutes, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the two minute idling limit. 2.The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.				
TABLE M-AQ-6 OFF-ROAD EQUIPMENT COMPLIANCE STEP DOWN SCHEDULE* 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* * How to use the table. If the requirements of (A)(1)(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met. ** Alternative fuels are not a VDECS				

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
3. The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For the VDECS installed: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting shall indicate the type of alternative fuel being used. 4. The Plan shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of Plan as requested.				
Reporting. Monthly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include actual amount of alternative fuel used. Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include actual amount of alternative fuel used. **Certification Statement and On-site Requirements.** Prior to the commencement of construction activities, the project sponsor must certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications.				

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-BI-1a: Pre-Construction Special-Status Bird Surveys. 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.	Project Sponsor; qualified biologist; CDFG; USFWS	Prior to issuance of demolition or building permits when trees or shrubs would be removed or buildings demolished as part of an individual project.	Project Sponsor; qualified biologist; CDFG; USFWS	Prior to and during any demolition or construction activities
M-BI-1b: Pre-Construction Special-Status Bat Surveys. 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 bat surveys 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 CDFG. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would be necessary.	Project Sponsor; qualified biologist; CDFG	Prior to issuance of building or demolition permits when trees with trunks over 12 inches in diameter are to be removed or when vacant buildings or those used seasonally or not occupied, especially in the upper stories, are to be demolished.	Project Sponsor; qualified biologist	Prior to issuance of demolition or building permits

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-HZ-2: Hazardous Building Materials Abatement. 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.	Project Sponsor	Prior to any demolition or construction activities	Project Sponsor; Planning Department	Prior to issuance of building or demolition permits

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
IMPROVEMENT MEASURE				
M-CP-1a: Documentation of a Historical Resource. The project sponsor should prepare Historic American Buildings Survey (HABS)-level photographs and an accompanying HABS Historical Report, which should be maintained onsite, as well as in the appropriate repositories, including but not limited to, the San Francisco Planning Department, San Francisco Architectural Heritage, the San Francisco Public Library, and the Northwest Information Center. The contents of the report should include an architectural description, historical context, and statement of significance, per HABS Historical Report Standards. HABS documentation should provide the appropriate level of visual documentation and written narrative based on the importance of the resource (types of visual documentation typically range from producing a sketch plan to developing measured drawings and view camera (4x5) black and white photographs). The appropriate level of HABS documentation and written narrative should be determined in consultation with Planning Department's Preservation staff. The report should be reviewed by the San Francisco Planning Department's Preservation staff for completeness. In addition, copies of the photographs and report should be made available to the following repositories, at minimum: Northwest Information Center at Sonoma State University, San Francisco History Center at the San Francisco Public Library, San Francisco Architectural Heritage, and the San Francisco Planning Department. This improvement measure would create a collection of preservation materials that would be available to the public and inform future research. In this way, documentation of the affected properties and presentation of the findings to the community could reduce the impact on historical resources.	Project sponsor and qualified historic preservation individual	Prior to the start of any demolition or adverse alteration on a designated historic resource.	Planning Department Preservation Technical Specialist to review and approve HABS documentation.	Considered complete upon submittal of final HABS documentation to the Preservation Technical Specialist.