



# SAN FRANCISCO PLANNING DEPARTMENT

## Certificate of Determination Community Plan Evaluation

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

Reception:  
**415.558.6378**

Fax:  
**415.558.6409**

Planning  
Information:  
**415.558.6377**

*Case No.:* 2016-001557ENV-02  
*Project Address:* 188 Hooper Street/1111 8<sup>th</sup> Street/1140 7<sup>th</sup> Street  
*Zoning:* PDR-1-D (Production, Distribution and Repair-1-Design)  
Art and Design Education Special Use District  
58-X Height and Bulk District  
*Block/Lot:* 3808/004, 3820/004  
*Lot Size:* 51,553 square feet, 198,000 square feet  
*Plan Area:* Eastern Neighborhoods Area Plan  
*Project Sponsor:* Daniel Frattin, Reuben, Junius & Rose, 415-567-9000  
*Staff Contact:* Josh Pollak, [josh.pollak@sfgov.org](mailto:josh.pollak@sfgov.org), 415-575-8766

### PROJECT DESCRIPTION

The project site, which is in Showplace Square/Potrero Hill area, covers two separate blocks, the first bounded by Carolina Street to the north, 8<sup>th</sup> Street to the west, and Hooper Street to the south; and the second bounded by Hooper Street to the north, 8<sup>th</sup> Street to the west, Irwin Street to the south, and 7<sup>th</sup> Street to the east. The project site consists of two parcels on both sides of Hooper Street: Assessor's Block 3808, Lot 004 (188 Hooper Street) and Assessor's Block 3820/004 (1111 8<sup>th</sup> Street/1140 7<sup>th</sup> Street). The project site at 188 Hooper Street currently contains four buildings used for graduate programs by the California College of the Arts (CCA, or project sponsor).

(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  
Environmental Review Officer

Date 6/20/18

cc: Daniel Frattin, Project Sponsor; Supervisor Malia Cohen, District 10; Esmeralda Jardines, Current Planning Division; Virna Byrd, M.D.F.; Exemption/Exclusion File

## PROJECT DESCRIPTION (continued)

The project site at 1111 8<sup>th</sup> Street contains an existing CCA academic building on the western portion of the lot. The 1140 7<sup>th</sup> Street portion of the project site is vacant and is currently used for parking. Currently, CCA operates two campuses, one in Oakland and one at the project site in San Francisco. The Oakland campus currently serves about 36 percent of CCA's undergraduate students (about 700 students), about 32 percent of the faculty (195 positions), and about 39 percent of the staff (110 positions). The 188 Hooper Street site contains 17 faculty and administration off-street parking spaces, and there are 195 on-street parking spaces on the street segments bordering the project site.<sup>1</sup> CCA currently operates several shuttle Transbay bus routes between San Francisco and Oakland, as well as local connections within San Francisco. The 188 Hooper Street/1111 8<sup>th</sup> Street/1140 7<sup>th</sup> Street project (proposed project) would consolidate both the Oakland and San Francisco campuses at the site of the existing San Francisco campus, through the construction of a student housing project at 188 Hooper Street, and the construction of a new academic building at 1140 7<sup>th</sup> Street. Minor interior renovations are proposed for the existing building at 1111 8<sup>th</sup> Street. At 188 Hooper Street, the student housing project would include demolition of three of the four existing buildings currently used by CCA's graduate programs. In their place, CCA would construct a five-story, approximately 56-foot-tall (approximately 60-foot-tall to the top of the elevator penthouse), approximately 134,000-square-foot housing project with 520 beds in 337 bedrooms within 280 group housing units for CCA students in single, double, triple, and quadruple-occupancy units. The housing would primarily serve lower level undergraduate students, and some upper level undergraduate and/or graduate students. The existing 24,000-square-foot graduate center building on the east end of the parcel would remain as is. In addition to the student housing beds on both the ground and upper floors of the building, the student housing project would provide 8,000 square feet of food services (dining hall, which would also be open to the public) on the ground floor, about 12,600 square feet of common areas, including gathering, kitchen, dining and study spaces, and 1,000 square feet of office space. The building would include solar power photovoltaic panels on the roof. The new building would also include 167 Class I<sup>2</sup> and 27 Class II<sup>3</sup> bicycle parking spaces. Interconnected courtyards at the ground level would provide about 11,000 square feet of outdoor space. This includes the existing approximately 20,000-square-foot at-grade shared courtyard, which would be re-landscaped. A 400-square-foot balcony at the fifth floor would provide additional outdoor space. No on-site vehicular parking is proposed. One 77-foot yellow commercial loading zone would be provided on Channel Street, and a second 30-foot loading zone would be provided on Hooper Street. A 25-foot white passenger loading zone would be provided on Carolina Street.

Construction of the 188 Hooper Street building would also include streetscape improvements to the adjacent sidewalks on Channel, Carolina, Eighth, and Hooper Streets, elimination of curb cuts, reconfiguration of the adjacent on-street parking, reconfiguration of the intersections of Carolina Street/15<sup>th</sup> Street/8<sup>th</sup> Street, and extension of Channel Street to the west, to connect with Carolina Street. The

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<sup>1</sup> These segments include the south side of Channel Street (east of Carolina Street), the east side of Carolina Street (from Channel Street to 8<sup>th</sup> Street), the east side of 8<sup>th</sup> Street (from Carolina Street to Irwin Street), the north and south sides of Hooper Street (from 8<sup>th</sup> Street to 7<sup>th</sup> Street), the north side of Irwin Street (from 8<sup>th</sup> Street to 7<sup>th</sup> Street) and the west side of 7<sup>th</sup> Street (from Hooper Street to Irwin Street).

<sup>2</sup> Class I bicycle parking spaces are secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, non-residential occupants, and employees (San Francisco Planning Code Section 155.1).

<sup>3</sup> Class II bicycle parking spaces are racks located in a publically-accessible, highly visible location intended for transient or short-term use by visitors, guest, and patrons to the building or use (San Francisco Planning Code Section 155.1).

proposed project would excavate to a depth of 3 feet at 188 Hooper Street over an area of 32,500 square feet, for a total amount of excavation of 3,600 cubic yards of soil.

#### 1140 7<sup>th</sup> Street

At 1140 7<sup>th</sup> Street, the CCA proposes to construct a new academic building on the vacant portion of the lot at 1111 8<sup>th</sup> Street/1140 7<sup>th</sup> Street. The new building would include 125,000 square feet of arts education space, including studios, design labs, classrooms, and fabrication shops. The structure's base would be two stories, with higher east, west and north pavilions which would be up to four stories and would be 58 feet tall at its highest roof level (68 feet to the top of the frame holding solar panels, enclosing rooftop HVAC equipment, and other rooftop appurtenances). The roofs of the pavilions would be covered by solar panels, as would as the outdoor canopy between 1111 8<sup>th</sup> Street and 1140 7<sup>th</sup> Street, and the roof of the open air pavilion. Seven Class I bicycle parking spaces and 26 Class II spaces would be provided at this location. One existing on-street loading space on Irwin Street would be retained and a new off-street loading space accessed from Irwin Street would be added. No new vehicle parking is proposed.

The 1140 7<sup>th</sup> Street building would include one on-site truck loading area at the southeast corner of 1140 7<sup>th</sup> Street site (approximately 10.5-foot wide, 30 feet long, and open above) that would accommodate one single unit 30-foot long truck. Access to the loading space would be from Irwin Street, via a new 20-foot-wide driveway. Access to the loading dock area and Maker Alley would be provided through a manually operated folding gate, which would generally be left open during CCA's regular shipping and receiving hours (8 a.m. to 4:30 p.m.). Signage (such as "Authorized Personnel Only. No Pedestrian Access") would be installed at the entrance to prohibit students and other general public from accessing the loading area. The project would mount mirrors at the gate to increase truck drivers' vision when exiting the loading dock area. In addition, one 22-foot yellow commercial loading zone would be provided on Irwin Street.

Construction of the 1140 7<sup>th</sup> Street building would also include streetscape improvements to the adjacent sidewalks on Hooper, 8<sup>th</sup>, and Irwin streets, elimination of curb cuts, and reconfiguration of the adjacent on-street parking. The proposed project would excavate to a depth of 3 feet at 1140 7<sup>th</sup> Street over an area of 79,500 square feet, for a total amount of excavation of about 8,800 cubic yards of soil.

#### Project Site Improvements and Construction Schedule

The project would also plant up to 66 new street trees on the sidewalks surrounding the property, and 35 new trees would be planted within the interior of the site, while removing 25 trees. CCA also proposes to include a new landscaped courtyard spanning the length of the property between the new building and the existing 1111 8<sup>th</sup> Street building, as well as a large open area on the roof of the building between the east, west, and north pavilions. The proposed project would result in the elimination of CCA's Transbay service, which would be reconfigured to provide "last mile" service between the San Francisco campus and existing public transit hubs, such as the Civic Center BART/Muni Station at 9<sup>th</sup> and Market; shuttles would run approximately four times per day. A new 240-foot-long passenger loading zone would be provided for shuttles, pick-ups and drop-offs.

The proposed project would widen the sidewalk on the north side of Irwin Street from the existing 11 feet to 15 feet. At the same time, the proposed project would maintain the existing 90-degree on-street parking configuration on the north side of Irwin Street, to maximize the supply of public on-street parking in the area. The combination of sidewalk widening while maintaining 90-degree on-street parking would reduce the existing total travel lane width on Irwin Street by 1 foot, from approximately 21.5 feet to about 20.5 feet. A total of 122 on-street parking spaces would remain, which represents a decrease of 73 on-

street parking spaces and 17 off-street parking spaces (currently at 188 Hooper Street), for a total decrease of 90 parking spaces.

Construction of the proposed project would take place over a period of approximately 26 months, beginning in early 2019 through spring of 2021. The phasing would be: demolition, grading and deep pile work, foundation and concrete framing, framing and superstructure, interior systems and exterior cladding, followed by interiors, utility connections, site work, and street improvements. Each phase would generally occur first at 188 Hooper Street, followed by 1140 7<sup>th</sup> Street. The existing on-site parking at 7<sup>th</sup> Street and Irwin would be used for staging during construction. Total excavation volume at for the proposed project would be approximately 12,400 cubic yards of soil. The buildings would be supported by either torque down or drilled-displacement piles, and impact pile driving would not occur as part of building construction. No back-up generators are proposed as part of operations of the project.

### Transportation-Related Project Variants

The project-level transportation analysis<sup>4</sup> examined the proposed project (as described throughout this document), and additional variants for the purposes of transportation analysis: a code-compliant project variant and two Irwin Street parking project variants. Each of the variants is analyzed in detail in the project-level transportation study.

#### *Code-Compliant Project Variant*

As the proposed project at 188 Hooper Street would not include an on-site freight loading area, and the provision of one off-street freight loading parking space is a Planning Code requirement, the code-complaint variant includes an off-street loading dock. The code-compliant variant would provide an on-site freight loading area at 188 Hooper Street (approximately 12 feet wide, 40 feet long, and 14 feet high), that can accommodate one truck loading space. Access to the loading spaces would be from Channel Street, via a 17-foot wide driveway. Under the code-compliant variant, the up to 80-foot long on-street commercial loading zone on Channel Street would not be requested.

#### *Irwin Street Parking Project Variants*

Under the proposed project, the existing 90-degree on-street parking would be maintained, while the proposed project would widen the sidewalk on the north side of Irwin Street from the existing 11 feet to 15 feet. However, this configuration would reduce the existing total travel lane width on Irwin Street by 1 foot, from approximately 21.5 feet to about 20.5 feet. In addition, the 90-degree parking configuration proposed by the project would limit the potential for future widening of the existing sidewalk on the south side of the street. The existing sidewalk is 9.5 feet wide and, in order to comply with the San Francisco Better Streets Plan requirements for Irwin Street, the south sidewalk would be widened to a minimum of 12 feet.

In order to address the effects of future potential changes to the on-street parking configuration on the north side of Irwin Street, the transportation study also analyzed two additional parking variants to allow flexibility for implementing potential future changes to the south side sidewalk on Irwin Street. These two variants include the following:

#### *Irwin Street Diagonal Parking Variant*

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<sup>4</sup> Advant Consulting. *California College of the Arts Unified Campus Project Transportation Study (Case Number 2016-001557ENV2)*, June 8, 2018.

This variant would provide a 30-degree parking configuration for the north side of the street, resulting in a total travel lane width of approximately 23.5 feet, about 2 feet wider than existing. A total of 34 on-street parking spaces would be provided on the north side of Irwin Street, less than one half the number of on-street spaces that would remain under the proposed project (71 spaces). The existing two on-street 90-degree commercial loading spaces located in front of the academic building shipping and receiving entrance at 450 Irwin Street would be maintained, but reconfigured for diagonal parking. The parking configuration on the south side of the street would remain unchanged, compared to the existing conditions or the proposed project.

#### *Irwin Street Parallel Parking Variant*

This variant would provide a parallel parking configuration for the north side of the street, resulting in a total travel lane width of approximately 31.5 feet, about 10 feet wider than existing. A total of 29 on-street parking spaces would be provided on the north side of Irwin Street, 45 fewer spaces than would be provided under the proposed project. The parking configuration on the south side of the street would remain unchanged, compared to the existing conditions or the proposed project.

Other than the on-street parking changes described above for the north side of Irwin Street, the two Irwin Street parking variants would be identical to the proposed project.

As the three project variants would only affect transportation and circulation, they are only evaluated in the Transportation and Circulation section of the project-specific initial study.

## **PROJECT APPROVAL**

The proposed 188 Hooper Street/1111 8<sup>th</sup> Street/1140 7<sup>th</sup> Street project would require the following approvals:

### **Actions by the Planning Commission**

- Conditional Use Authorization for a Planned Unit Development (CUA-PUD) pursuant to Planning Code Sections 303 and 304 at 1140 7<sup>th</sup> Street and 188 Hooper Street. Under the CUA-PUD, the project is seeking an exception to the Planning Code requirement for street frontage-ground floor ceiling height (Planning Code Section 145.5), to permit construction of a new academic building with a first floor height of 15.5 feet at 1140 7<sup>th</sup> Street, and an exception to the use size limit for retail sales and service uses (Planning Code Section 210.3) for food services at 188 Hooper Street.
- Large Project Authorization pursuant to Planning Code Section 329 for projects in Eastern Neighborhoods Mixed Use Districts involving a net addition or new construction of more than 25,000 square feet for 188 Hooper Street. Under the LPA, the project is seeking an exception to the Planning Code requirements for rear yard (Planning Code Section 134), street frontage (Planning Code Section 145.1), off-street loading (Planning Code Section 152.1), and mid-block alley (Planning Code Section 270.2).

### **Actions by the other City Departments**

- Demolition and Building Permits (Department of Building Inspection) for the demolition of three of the existing buildings at 188 Hooper Street, and construction of new buildings at 188 Hooper and 1140 7<sup>th</sup> streets.
- Approval of proposed new and reconfiguration of existing passenger loading/unloading zones (San Francisco Municipal Transportation Agency's color curb program).

- Site Mitigation Plan per Article 22A of the Health Code (Maher Ordinance) (Department of Public Health).
- Dust Control Plan per Article 22B of the Health Code (Department of Public Health).

The CUA-PUD is the Approval Action by the Planning Commission for both 188 Hooper Street and 1140 7<sup>th</sup> Street. The Large Project Authorization is the Approval Action by the Planning Commission for 188 Hooper Street. The approval action date (of either approval action) establishes the start of the 30-day appeal 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 proposed project described above, and incorporates by reference information contained in the Programmatic EIR for the Eastern Neighborhoods Rezoning and Area Plans (PEIR)<sup>5</sup>. Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Eastern Neighborhoods PEIR.

After several years of analysis, community outreach, and public review, the Eastern Neighborhoods PEIR was adopted in December 2008. The Eastern Neighborhoods PEIR was adopted in part to support housing development in some areas previously zoned to allow industrial uses, while preserving an adequate supply of space for existing and future production, distribution, and repair (PDR) employment and businesses. The Eastern Neighborhoods PEIR also included changes to existing height and bulk districts in some areas, including the project site at 188 Hooper Street/1111 8<sup>th</sup> Street/1140 7<sup>th</sup> Street.

The Planning Commission held public hearings to consider the various aspects of the proposed Eastern Neighborhoods Rezoning and Area Plans and related Planning Code and Zoning Map amendments. On August 7, 2008, the Planning Commission certified the Eastern Neighborhoods PEIR by Motion 17659 and adopted the Preferred Project for final recommendation to the Board of Supervisors.<sup>6,7</sup>

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<sup>5</sup> Planning Department Case No. 2004.0160E and State Clearinghouse No. 2005032048

<sup>6</sup> San Francisco Planning Department. Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (FEIR), Planning Department Case No. 2004.0160E, certified August 7, 2008. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed August 17, 2012.



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

The Eastern Neighborhoods PEIR is a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the Eastern Neighborhoods Rezoning and Area Plans, as well as the potential impacts under several proposed alternative scenarios. The Eastern Neighborhoods Draft EIR evaluated three rezoning alternatives, two community-proposed alternatives which focused largely on the Mission District, and a “No Project” alternative. The alternative selected, or the Preferred Project, represents a combination of Options B and C. The Planning Commission adopted the Preferred Project after fully considering the environmental effects of the Preferred Project and the various scenarios discussed in the PEIR. The Eastern Neighborhoods PEIR estimated that implementation of the Eastern Neighborhoods Plan could result in approximately 7,400 to 9,900 net dwelling units and 3,200,000 to 6,600,000 square feet of net non-residential space (excluding PDR loss) built in the Plan Area throughout the lifetime of the Plan (year 2025). The Eastern Neighborhoods PEIR projected that this level of development would result in a total population increase of approximately 23,900 to 33,000 people throughout the lifetime of the plan.<sup>8</sup>

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

Individual projects that could occur in the future under the Eastern Neighborhoods Rezoning and Area Plans will undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development and to assess whether additional environmental review would be required. This determination concludes that the proposed project at 188 Hooper Street/1111 8<sup>th</sup> Street/1140 7<sup>th</sup> Street is consistent with and was encompassed within the analysis in the Eastern Neighborhoods PEIR. In addition, in 2012, an addendum was prepared to the Eastern Neighborhoods PEIR<sup>9</sup>, which evaluated the environmental effects of legislation that added section 249.66 to the Planning Code to create an Art and Design Special Use District (Board of Supervisors File No. 111278) for five lots on three blocks,<sup>10</sup> which includes the project site. The Special Use District (SUD) is intended to facilitate the continued operation of the CCA and provides a regulatory scheme for the future expansion of the CCA campus, including permitting student housing,

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

<sup>8</sup> Table 2 Forecast Growth by Rezoning Option Chapter IV of the Eastern Neighborhoods Draft EIR shows projected net growth based on proposed rezoning scenarios. A baseline for existing conditions in the year 2000 was included to provide context for the scenario figures for parcels affected by the rezoning.

<sup>9</sup> San Francisco Planning Department, Addendum to Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report, Planning Department Case No. 2011.1381E, addendum date September 26, 2012. Available online at: [http://sfmea.sfplanning.org/2011.1381E\\_EIRA.pdf](http://sfmea.sfplanning.org/2011.1381E_EIRA.pdf), accessed June 8, 2018.

<sup>10</sup> The five lots on three blocks are as follows: 3808/004, 3820/002, 3820/003, 3913/002, 3913/003. These lots include the two lots covered by the proposed project: 3808/004 and 3820/004.

which is limited to 750 beds on any parcel within the SUD boundaries. The legislation further stipulates that for any potential housing project within the SUD, standards for development, project review, entitlement process, and impact fees would apply. The addendum substantiated the Planning Department's determination that no supplemental environmental review was required for the proposed Arts and Design SUD because the environmental effects of the legislation were adequately analyzed in the Eastern Neighborhoods PEIR.

This determination also finds that the Eastern Neighborhoods PEIR and addendum adequately anticipated and described the impacts of the proposed 188 Hooper Street/1111 8<sup>th</sup> Street/1140 7<sup>th</sup> Street project, and identified the mitigation measures applicable to the proposed 188 Hooper Street/1111 8<sup>th</sup> Street/1140 7<sup>th</sup> Street project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.<sup>11,12</sup> Therefore, no further CEQA evaluation for the proposed project is required. In sum, the Eastern Neighborhoods PEIR, the addendum, and this Certificate of Determination and accompanying project-specific initial study comprise the full and complete CEQA evaluation necessary for the proposed project.

## PROJECT SETTING

The project site covers two separate blocks, the first bounded by Carolina Street to the north, 8<sup>th</sup> Street to the west, and Hooper Street to the south; and the second bounded by Hooper Street to the north, 8<sup>th</sup> Street to the west, Irwin Street to the south, and 7<sup>th</sup> Street to the east, in the Showplace Square/Potrero Hill Plan area. Nearby projects within a quarter mile of the project site currently under construction include

- 75 Arkansas Street, which demolished an existing 19,250-square-foot industrial building and is constructing a 64,851-square-foot, four-story, 48-foot-tall mixed-use building with 30 units of student housing. The proposed project will include residential uses on three floors and 7,619 square feet of retail and 8,020 square feet of support/utility space on the ground floor. The project includes 120 Class 1 and 12 Class II bicycle parking spaces. No off-site car parking will be provided.
- 88 Arkansas Street, which is under construction and demolished an existing one-story building and is constructing a five-story, mixed-use building with 127 dwelling units.
- 100 Hooper Street, which is under construction and replaces the use of the property as storage and is constructing a 59,500-square-foot, five-story PDR workshop building on the west property line adjoining the CCA, a 177,200-square-foot, four-story office and PDR building on Channel Street, and a 206,500-square-foot, four-story office and PDR building on Hooper Street.

The areas immediately adjacent to the project site are zoned PDR (production, distribution and repair). North of the project site at 7<sup>th</sup> Street and Berry Street is a Recology Golden Gate facility, northeast of the project site across 7<sup>th</sup> Street is the terminus of the China Basin Water Channel and the Mission Creek Park, and east of the project site across 7<sup>th</sup> Street is the 280 Freeway. South of the project site across Irwin Street is Showplace Triangle, a parking lot, an electrical company, and a restaurant supply company in two-story warehouse-style buildings ranging in height from about 25 to 35 feet tall. West of the project site

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<sup>11</sup> San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Citywide Planning and Policy Analysis, 188 Hooper Street/1111 8<sup>th</sup> Street/1140 7<sup>th</sup> Street, August 16, 2017. This document (and all other documents cited in this report, unless otherwise noted), is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2016-001557ENV-02.

<sup>12</sup> San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Current Planning Analysis, 188 Hooper Street/1111 8<sup>th</sup> Street/1140 7<sup>th</sup> Street, September 7, 2018.



across 8<sup>th</sup> Street is a vehicle repair garage for a telecommunications company, which is approximately 20 feet in height.

## CUMULATIVE NEARBY PROJECTS

The Eastern Neighborhoods PEIR evaluates the effects of the implementation of the Eastern Neighborhood Rezoning and Area Plans, so cumulative projects listed below have been adequately analyzed at a programmatic level. Nearby cumulative projects within a quarter mile of the project site are:

- 552 Berry Street, which would demolish existing sheds and a gravel/building supply storage structure and construct a four-story, approximately 170,000-square-foot building, with 115,000 square feet of office space, and 55,000 square feet of PDR uses.
- 155 De Haro Street, which would connect the warehouse structure on De Haro Street with the warehouse structure situated in the rear through a 15,405-square-foot expansion, and would provide 37 off-street parking spaces.
- 1830 17<sup>th</sup> Street, which would demolish the existing one-story building on the site, and construct a three-story building, with dance studio and art activities space, and office space on the third floor.
- 1301 16<sup>th</sup> Street, which would demolish an existing one-story warehouse and construct a new six-story, 68-foot tall, 172-unit, mixed-use building, with a total of approximately 185,000 square feet. The project includes 3,571 square feet of ground floor retail space, 3,297 square feet of ground floor PDR, up to 111 off-street parking spaces and 264 bicycle parking spaces.

## POTENTIAL ENVIRONMENTAL EFFECTS

The Eastern Neighborhoods PEIR included analyses of environmental issues including: land use; plans and policies; visual quality and urban design; population, housing, business activity, and employment (growth inducement); transportation; noise; air quality; parks, recreation and open space; shadow; archeological resources; historic architectural resources; hazards; and other issues not addressed in the previously issued initial study for the Eastern Neighborhoods Rezoning and Area Plans. The proposed 188 Hooper Street/1111 8<sup>th</sup> Street/1140 7<sup>th</sup> Street project is in conformance with the height, use, and density for the site described in the Eastern Neighborhoods PEIR and would represent a small part of the growth that was forecast for the Eastern Neighborhoods plan areas. Thus, the plan analyzed in the Eastern Neighborhoods PEIR considered the incremental impacts of the proposed 188 Hooper Street/1111 8<sup>th</sup> Street/1140 7<sup>th</sup> Street project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Eastern Neighborhoods PEIR.

Significant and unavoidable impacts were identified in the Eastern Neighborhoods PEIR for the following topics: land use, historic architectural resources, transportation and circulation, and shadow. The proposed project would not contribute considerably to the identified land use impacts related to PDR loss because no existing PDR space would be removed, nor would the project affect historical architectural resources as the subject buildings are not historic resources, nor contributors to a historic district. In regards to significant and unavoidable transportation impacts related to traffic and transit, the proposed project would not contribute considerably to project-specific and cumulative traffic and transit impacts identified in the Eastern Neighborhoods PEIR, and would include transportation-related

improvement measures. As the proposed project would not cast any shadow on any parks or other publicly accessible open space, it would not result in significant shadow impacts that were previously not identified or more severe impacts than those analyzed in the PEIR.

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

**Table 1 – Eastern Neighborhoods PEIR Mitigation Measures**

Mitigation Measure	Applicability	Compliance
<b>F. Noise</b>		
F-1: Construction Noise (Pile Driving)	Not Applicable (N/A): Pile driving would not occur during construction.	N/A
F-2: Construction Noise	Applicable: temporary construction noise from use of heavy equipment would occur.	The project sponsor has agreed to develop and implement a set of noise attenuation measures during construction (Project Mitigation Measure 2).
F-3: Interior Noise Levels	Not Applicable (N/A): CEQA generally no longer requires the consideration of the effect of existing environmental conditions on a proposed project's future users.	N/A
F-4: Siting of Noise-Sensitive Uses	N/A: CEQA generally no longer requires the consideration of the effect of existing environmental conditions on a proposed project's future users.	N/A
F-5: Siting of Noise-Generating Uses	N/A: The project does not include any noise-generating uses.	N/A
F-6: Open Space in Noisy Environments	N/A: CEQA generally no longer requires the consideration of the effect of existing environmental conditions on a proposed project's future users.	N/A
<b>G. Air Quality</b>		

Mitigation Measure	Applicability	Compliance
G-1: Construction Air Quality	N/A: The proposed project is not located within the Air Pollutant Exposure Zone, and construction air quality impacts would not be significant.	N/A
G-2: Air Quality for Sensitive Land Uses	N/A: The proposed project is not located within the Air Pollutant Exposure Zone.	N/A
G-3: Siting of Uses that Emit DPM	N/A: The proposed student housing and academic uses of the proposed project are not expected to emit substantial levels of DPM	N/A
G-4: Siting of Uses that Emit other TACs	N/A: The proposed student housing and academic uses of the proposed project are not expected to emit substantial levels of other TACs.	N/A
<b>J. Archeological Resources</b>		
J-1: Properties with Previous Studies	N/A: No previous studies have been performed on the project site.	N/A
J-2: Properties with no Previous Studies	Applicable: Preliminary Archeological Review by the Planning Department indicates the potential to adversely affect archeological resources.	The project sponsor has agreed to implement an archeological testing mitigation measure (Project Mitigation Measure 1).
J-3: Mission Dolores Archeological District	N/A	N/A
<b>K. Historical Resources</b>		
K-1: Interim Procedures for Permit Review in the Eastern Neighborhoods Plan area	N/A: plan-level mitigation completed by Planning Department.	N/A
K-2: Amendments to Article 10 of the Planning Code Pertaining to Vertical Additions in the South End Historic District (East SoMa)	N/A: plan-level mitigation completed by Planning Commission.	N/A
K-3: Amendments to Article 10 of the Planning Code Pertaining to	N/A: plan-level mitigation completed by Planning	N/A

Mitigation Measure	Applicability	Compliance
Alterations and Infill Development in the Dogpatch Historic District (Central Waterfront)	Commission.	
<b>L. Hazardous Materials</b>		
L-1: Hazardous Building Materials	Applicable: the project would demolish three buildings that may contain hazardous building materials.	The project sponsor has agreed to dispose of demolition debris in accordance with applicable regulations (Project Mitigation Measure 3).
<b>E. Transportation</b>		
E-1: Traffic Signal Installation	N/A: automobile delay removed from CEQA analysis.	N/A
E-2: Intelligent Traffic Management	N/A: automobile delay removed from CEQA analysis.	N/A
E-3: Enhanced Funding	N/A: automobile delay removed from CEQA analysis.	N/A
E-4: Intelligent Traffic Management	N/A: automobile delay removed from CEQA analysis.	N/A
E-5: Enhanced Transit Funding	N/A: plan level mitigation to be implemented by SFMTA.	N/A
E-6: Transit Corridor Improvements	N/A: plan level mitigation to be implemented by SFMTA.	N/A
E-7: Transit Accessibility	N/A: plan level mitigation to be implemented by SFMTA.	N/A
E-8: Muni Storage and Maintenance	N/A: plan level mitigation to be implemented by SFMTA.	N/A
E-9: Rider Improvements	N/A: plan level mitigation to be implemented by SFMTA.	N/A
E-10: Transit Enhancement	N/A: plan level mitigation to be implemented by SFMTA.	N/A
E-11: Transportation Demand Management	N/A: plan level mitigation to be implemented by SFMTA.	N/A

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

## PUBLIC NOTICE AND COMMENT

A “Notification of Project Receiving Environmental Review” was mailed on December 19, 2017 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. Two comment letters were received, which expressed concerns about the proposed project’s potential parking impacts on the neighborhood, and potential impacts related to transportation network companies operating in the neighborhood. As part of the environmental review process, a transportation impact study was prepared to assess the proposed project’s transportation impacts. The findings of the transportation impact study are summarized under Topic 4, Transportation and Circulation, in the attached initial study checklist. As noted in the transportation impact study and in the initial study, under Senate Bill 743, parking is no longer to be considered in determining if a project has the potential to result in significant impacts for infill projects such as the proposed project. However, the transportation study evaluated whether the proposed project would result in a substantial parking deficit that could create hazardous conditions affecting traffic, transit, bicycles, or people walking, and whether it could result in significant delays to transit. The transportation study found that no such significant secondary effects would occur. The transportation impact study also includes an evaluation of the impact of transportation network company operations, proposed loading zones for the project, and proposes improvement measures related to loading. The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Eastern Neighborhoods PEIR.

## CONCLUSION

As summarized above and further discussed in the project-specific initial study<sup>13</sup>:

1. The proposed project is consistent with the development density established for the project site in the Eastern Neighborhoods Rezoning and Area Plans;
2. The proposed project would not result in effects on the environment that are peculiar to the project or the project site that were not identified as significant effects in the Eastern Neighborhoods PEIR;
3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Eastern Neighborhoods PEIR;
4. The proposed project would not result in significant effects, which, as a result of substantial new information that was not known at the time the Eastern Neighborhoods PEIR was certified, would be more severe than were already analyzed and disclosed in the PEIR; and
5. The project sponsor will undertake feasible mitigation measures specified in the Eastern Neighborhoods PEIR to mitigate project-related significant impacts.

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

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<sup>13</sup> The initial study is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2016-001557ENV-02.

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PROPOSED MITIGATION MEASURES/IMPROVEMENT MEASURES TO BE ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation/Improvement Schedule	Monitoring/Report Responsibility	Status/Date Completed
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**Mitigation Measures from the Eastern Neighborhoods Area Plan EIR**

<b>Archeology</b>				
<p><b>Project Mitigation Measure 1- Archeological Testing (Implementing Eastern Neighborhoods Mitigation J-2)</b>                      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 archaeologist. 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 site<sup>1</sup> associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative<sup>2</sup> 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</p>	<p>Project sponsor/ archeological consultant at the direction of the ERO.</p>	<p>Prior to issuance of any permit for soil-disturbing activities and during construction activities.</p>	<p>Project sponsor/archeological consultant and ERO.</p>	<p>Considered complete upon ERO's approval of FARR.</p>

<sup>1</sup> The term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.  
<sup>2</sup> 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.



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<p>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 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> <ul style="list-style-type: none"> <li>A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or</li> <li>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.</li> </ul> <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"> <li>▪ The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to</li> </ul>				

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<b>PROPOSED MITIGATION MEASURES/IMPROVEMENT MEASURES TO BE ADOPTED AS CONDITIONS OF APPROVAL</b>	<b>Responsibility for Implementation</b>	<b>Mitigation/Improvement Schedule</b>	<b>Monitoring/Report Responsibility</b>	<b>Status/Date Completed</b>
<p>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;</p> <ul style="list-style-type: none"> <li>▪ 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;</li> <li>▪ 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;</li> <li>▪ The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;</li> <li>▪ 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 or deep foundation activities (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving or deep foundation activities may affect an archeological resource, the pile driving or deep foundation activities 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.</li> </ul>				

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<p><b>PROPOSED MITIGATION MEASURES/IMPROVEMENT MEASURES TO BE ADOPTED AS CONDITIONS OF APPROVAL</b></p>	<p><b>Responsibility for Implementation</b></p>	<p><b>Mitigation/Improvement Schedule</b></p>	<p><b>Monitoring/Report Responsibility</b></p>	<p><b>Status/Date Completed</b></p>
<p>Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.</p> <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 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"> <li>▪ <i>Field Methods and Procedures.</i> Descriptions of proposed field strategies, procedures, and operations.</li> <li>▪ <i>Cataloguing and Laboratory Analysis.</i> Description of selected cataloguing system and artifact analysis procedures.</li> <li>▪ <i>Discard and Deaccession Policy.</i> Description of and rationale for field and post-field discard and deaccession policies.</li> <li>▪ <i>Interpretive Program.</i> Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.</li> <li>▪ <i>Security Measures.</i> Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.</li> <li>▪ <i>Final Report.</i> Description of proposed report format and distribution of results.</li> <li>▪ <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.</li> </ul>				

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<p><i>Human Remains, 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, including 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 ERO shall also be immediately notified upon discovery of human remains. The archeological consultant, project sponsor, ERO, and MLD shall have up to but not beyond six days after the 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, curation, possession, 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 and the ERO. If no agreement is reached State regulations shall be followed including the reinternment of the human remains and associated burial objects with appropriate dignity on the property in a location not subject to further subsurface disturbance (Pub. Res. Code Sec. 5097.98).</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</p>				

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<p>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>				
<p><b>Noise</b></p>				
<p><b>Project Mitigation Measure 2- Construction Noise (Implementing Eastern Neighborhoods PEIR Mitigation Measure F-2)</b></p> <p>The project sponsor shall develop a set of site-specific noise attenuation measures 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"> <li>• Temporary barriers shall be used around the construction sites.</li> <li>• Noise control blankets shall be used around the construction sites.</li> <li>• The acoustical consultant shall conduct ongoing monitoring of the effectiveness of noise attenuation measures by taking periodic noise measurements.</li> <li>• The project sponsor shall post the construction schedule, construction contact, and complaint procedures for affected parties.</li> </ul>	<p>Project Sponsor and project contractor.</p>	<p>During construction.</p>	<p>Project sponsor to provide Planning Department with monthly reports during construction period.</p>	<p>Considered completed upon receipt of final monitoring report at completion of construction.</p>
<p><b>Hazardous Building Materials</b></p>				
<p><b>Project Mitigation Measure 3 (Implementing Eastern Neighborhoods PEIR Mitigation Measure L-1)</b></p> <p>The sponsor shall ensure that any equipment containing PCBs or DEHP, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.</p>	<p>Project sponsor and project contractor.</p>	<p>Prior to demolition activities.</p>	<p>Planning Department, in consultation with Department of Public Health (DPH); Project sponsor or contractor shall submit a monitoring report to DPH, with a copy to Planning Department</p>	<p>Considered complete upon submittal of a monitoring report.</p>

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			and DBI, at end of construction.	



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**Project Improvement Measures**

<b>Transportation and Circulation</b>				
<p><b>Project Improvement Measure 1- Management of Off-Street Commercial Activities</b></p> <p>The California College of the Arts (CCA) will manage commercial loading/unloading access to the 1140 Seventh Street building's loading dock area located off of Irwin Street. The management of commercial activities will include, but not be limited, to the following:</p> <ul style="list-style-type: none"> <li>• CCA commercial operations management will work with regular delivery providers (couriers, shipping, suppliers, etc.) to coordinate their delivery times, and the appropriate utilization of available on- and off-street facilities (20-foot long or shorter vans can utilize the existing on-street commercial loading zones in front of 450 Irwin Street, while larger vehicles will be directed to use the off-street truck loading area at the 1140 Seventh Street building).</li> <li>• CCA commercial operations management will identify a spotter, also known as a "flagger", to be available when vehicles are entering or exiting the loading dock area at the 1140 Seventh Street building, in order to minimize the potential for conflicts with vehicles, bicycles and people walking by the loading dock entrance.</li> </ul> <p>CCA will regularly monitor and assess the management of off-street commercial loading activities, and will employ operational methods as needed to manage queuing.</p>	Project Sponsor; SFMTA.	Ongoing.	Project Sponsor; SFMTA.	Ongoing.
<p><b>Project Improvement Measure 2- Monitoring of Passenger Loading/Unloading Activities</b></p> <p>CCA will develop and implement a Monitoring Plan to manage passenger loading/unloading operations in front of the Main Academic Building during peak periods of activity. The Monitoring Plan will include, but not be limited</p>				

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<p>to the following:</p> <ul style="list-style-type: none"> <li>Assign a dedicated person to actively manage passenger loading and unloading operations at the curb during expected peak periods of activity.<sup>3</sup></li> <li>Prevent private vehicles, taxis and for-hire vehicles from encroaching onto the designated shuttle bus stop portion of the passenger zone, by requesting they “move on”.</li> <li>Ensure that vehicles do not occupy the passenger zone when not actively loading or unloading passengers.</li> </ul> <p>The Monitoring Plan will be regularly assessed and adjusted as needed by CCA, with assistance from the San Francisco Municipal Transportation Agency (SFMTA).</p>				
<p><b>Project Improvement Measure 3- Student Housing Move-In and Move-Out Plan</b></p> <p>CCA will develop and implement a Student Housing Move-in and Move-out Plan that would be distributed to students prior to their move-in week as part of their incoming student packet. The Plan will include, but not be limited to the following:</p> <ul style="list-style-type: none"> <li>Move-in and move-out activities for student housing will be scheduled with CCA student housing management, and staggered times will be assigned to students.</li> <li>CCA will request a reserved curbside permit from the SFMTA in advance of move-in or move-out activities.</li> <li>Student volunteers or CCA housing staff will be available to direct and guide incoming students moving their belongings into the building.</li> </ul> <p>The Student Housing Move-in and Move-out Plan will be reviewed and updated annually by the CCA, with assistance from the San Francisco Police Department the SFMTA, to ensure that the process occurs with minimal effect on the adjacent sidewalks and travel lanes.</p>	<p>Project sponsor; SFPD; SFMTA.</p>	<p>Ongoing.</p>	<p>Project Sponsor; SFPD; SFMTA.</p>	<p>Ongoing.</p>

<sup>3</sup> According to the data in the transportation analysis, the periods of maximum passenger drop off and pick up activity (four or more vehicles arriving simultaneously within a two minute interval) occur around 8:00 a.m., from 11:30 a.m. until noon, and from 3:15 to 4:15 p.m.

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<p><b>Project Improvement Measure 4- Construction Management Plan and Public Updates</b></p> <ul style="list-style-type: none"> <li>• Construction Coordination – The project sponsor will require that the contractor prepare a Construction Management Plan for the project construction period. The preparation of a Construction Management Plan could be a requirement included in the construction bid package. Prior to finalizing the Plan, the project sponsor/construction contractor(s) should meet with Public Works, SFMTA, the Fire Department, Muni Operations and other City agencies to coordinate feasible measures to include in the Construction Management Plan to reduce traffic congestion, including temporary transit stop relocations and other measures to reduce potential traffic, bicycle, and transit disruption, and walk circulation and access effects during construction of the proposed project. This review should consider other ongoing construction in the project vicinity.</li> <li>• Carpool, Bicycle, Walk and Transit Access for Construction Workers– The construction contractor will include as part of the Construction Management Plan methods to encourage carpooling, bicycle, walk and transit access to the project site by construction workers (such as providing transit subsidies to construction workers, providing secure bicycle parking spaces, participating in free-to-employee ride matching program from <a href="http://www.511.org">www.511.org</a>, participating in emergency ride home program through the City of San Francisco (<a href="http://www.sferh.org">www.sferh.org</a>), and providing transit information to construction workers).</li> <li>• Construction Worker Parking Plan – As part of the Construction Management Plan that would be developed by the construction contractor, the location of construction worker parking will be identified as well as the person(s) responsible for monitoring the implementation of the proposed parking plan. The use of on-street parking to accommodate construction worker parking should be discouraged. All construction bid documents could include a requirement for the construction contractor to identify the proposed location of construction worker parking. If on-site parking is proposed to accommodate construction workers, the location, number of parking spaces, and area where vehicles would enter</li> </ul>	<p>Project sponsor; SFMTA; Department of Public Works; Fire Department.</p>	<p>Ongoing.</p>	<p>Project sponsor.</p>	<p>Ongoing.</p>

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<p>and exit the site will be required as part of the plan. If off-site parking is proposed to accommodate construction workers, the location of the off-site facility, number of parking spaces retained, and description of how workers would travel between off-site facility and project site will be required as part of the plan.</p> <ul style="list-style-type: none"> <li>• Project Construction Updates for Adjacent Businesses and Residents – The project sponsor will provide nearby residences and adjacent businesses with regularly-updated information regarding project construction, including construction activities, peak construction vehicle activities (e.g., concrete pours), travel lane closures, and parking lane and sidewalk closures. A regular email notice should be distributed by the project sponsor that will provide current construction information of interest to neighbors, as well as contact information for specific construction inquiries or concerns.</li> </ul>				