



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

Case No.: 2013.0220E
 Project Address: 815-825 Tennessee Street
 Zoning: UMU (Urban Mixed Use) District
 58-X Height and Bulk District
 Block/Lot: 4059/001A, 001B
 Lot Size: 2 lots totaling 20,000 square feet
 Plan Area: Eastern Neighborhoods Area Plan
 Project Sponsor: Mark Pilarczyk, ROEM Development Corporation - (408) 984-5600
 Staff Contact: Brett Becker – (415) 554-1650, Brett.Becker@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
 Information:
415.558.6377

PROJECT DESCRIPTION:

The proposed project includes partial demolition of an existing two-story 32,000-square-foot industrial building built in 1926 and construction of a five-story, 58-foot-tall, 74,359-square-foot residential apartment building with basement garage. A portion of the original industrial building that contains the principal brick façade will remain to serve as a visual reminder of the building's original use and the industrial history of the neighborhood. The new residential building would accommodate approximately 69 dwelling units. The 19,579 square-foot basement level garage would contain 48 off-street parking spaces and 70 bicycle spaces.

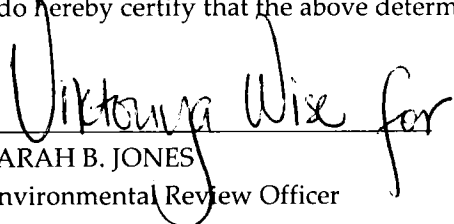
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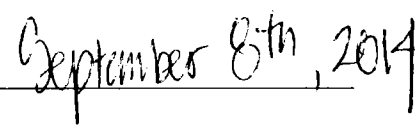
EXEMPT STATUS:

Exempt per Section 15183 of the California Environmental Quality Act (CEQA) Guidelines and California Public Resources Code Section 21083.3

DETERMINATION:

I do hereby certify that the above determination has been made pursuant to State and Local requirements.


 SARAH B. JONES
 Environmental Review Officer


 Date

cc: Mark Pilarczyk, Project Sponsor; Supervisor Malia Cohen, District 10; Richard Sucre, Current Planning Division; Virna Byrd, M.D.F.; Exemption/Exclusion File

PROJECT DESCRIPTION (continued):

The proposed project would provide approximately 10,552 square feet of common useable open space via a courtyard and roof top terrace. The project site is located within the Central Waterfront Plan Area on the block bounded by 19th, Tennessee, 20th and 3rd Streets.

PROJECT APPROVAL

The project is subject to a Large Project Authorization per Planning Code Section 329 for new construction over 25,000 gsf and requires discretionary review before the Planning Commission. The Planning Commission 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 815-825 Tennessee Street project described above, and incorporates by reference information contained in the Programmatic EIR for the Eastern Neighborhoods Rezoning and Area Plans (PEIR)¹. Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the 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 815-825 Tennessee 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

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

August 7, 2008, the Planning Commission certified the Eastern Neighborhoods PEIR by Motion 17659 and adopted the Preferred Project for final recommendation to the Board of Supervisors.^{2,3}

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

The Eastern Neighborhoods PEIR is a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the Eastern Neighborhoods Rezoning and Area Plans, as well as the potential impacts under several proposed alternative scenarios. The Eastern Neighborhoods Draft EIR evaluated three rezoning alternatives, two community-proposed alternatives which focused largely on the Mission District, and a “No Project” alternative. The alternative selected, or the Preferred Project, represents a combination of Options B and C. The Planning Commission adopted the Preferred Project after fully considering the environmental effects of the Preferred Project and the various scenarios discussed in the PEIR.

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.

As a result of the Eastern Neighborhoods rezoning process, the project site has been rezoned to UMU (Urban Mixed Use) District. The UMU District is intended to promote a vibrant mix of uses while maintaining the characteristics of this formerly industrially-zoned area. It is also intended to serve as a buffer between residential districts and PDR districts in the Eastern Neighborhoods. The proposed project and its relation to PDR land supply and cumulative land use effects is discussed further in the Community Plan Exemption (CPE) Checklist, under Land Use. The 815-825 Tennessee Street site, which is located in the Central Waterfront District of the Eastern Neighborhoods, was designated as a site with building up to 58 feet in height.

Individual projects that could occur in the future under the Eastern Neighborhoods Rezoning and Area Plans will undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development and to assess whether additional environmental review would be required. This determination concludes that the proposed project at 815-825 Tennessee Street is consistent with and was encompassed within the analysis in the Eastern Neighborhoods PEIR. This determination also finds that the Eastern Neighborhoods PEIR adequately anticipated and described the impacts of the proposed 815-825 Tennessee Street project, and identified the mitigation measures applicable to the 815-825 Tennessee Street project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to

² San Francisco Planning Department. Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (PEIR), 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.

³ San Francisco Planning Department. San Francisco Planning Commission Motion 17659, August 7, 2008. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=1268>, accessed August 17, 2012.

the project site.^{4,5} Therefore, no further CEQA evaluation for the 815-825 Tennessee Street project is required. In sum, the Eastern Neighborhoods PEIR and this Certificate of Exemption for the proposed project comprise the full and complete CEQA evaluation necessary for the proposed project.

PROJECT SETTING:

The project site is zoned Urban Mixed Use (UMU) and currently contains a two-story 32,000-square-foot industrial building historically used for manufacturing and food processing. The site is bounded to the north by 19th Street. Across 19th Street are a printing ink manufacturing building and a multi-story residential building. The site is bounded to the east by an industrial welding building and an automotive repair facility. The site is bounded to the south by a motorcycle repair and sales facility. The site is bounded to the west by Tennessee Street. Across Tennessee Street is a multi-story residential building.

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 815-825 Tennessee 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 815-825 Tennessee 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 for the following topics: land use, historic architectural resources, transportation and circulation, and shadow. The proposed project would remove an existing PDR use due to the partial demolition of the existing industrial building and would therefore contribute to the significant and unavoidable land use impact relative to loss of PDR uses. The project would result in demolition of a historic building constructed before 1964, and would result in construction over 50 feet in height. Therefore, the project would contribute to the significant and unavoidable historic resource impact. Traffic and transit ridership generated by the project would not considerably contribute to the traffic and transit impacts identified in the Eastern Neighborhoods PEIR. As the project would exceed 40 feet in height but would not cast new shadow on nearby parks, the project would not be expected to have a shadow impact on surrounding parks.

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.

⁴ Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 815-825 Tennessee Street, January 24, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0220E.

⁵ Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 815-825 Tennessee Street, July 18, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0220E.

Table 1 – Eastern Neighborhoods PEIR Mitigation Measures

Mitigation Measure	Applicability
F. Noise	
F-1: Construction Noise (Pile Driving)	Not Applicable: project would not include pile driving.
F-2: Construction Noise	Applicable: temporary construction noise would occur from the use of heavy equipment.
F-3: Interior Noise Levels	Applicable: project is subject to California Noise Insulation Standards in Title 24. The requirements of this mitigation measure have been completed during the environmental review process through the preparation of a noise study.
F-4: Siting of Noise-Sensitive Uses	Applicable: project would add noise sensitive uses in areas where noise levels exceed 60 dBA (Ldn). The requirements of this mitigation measure have been completed during the environmental review process through the preparation of a noise study.
F-5: Siting of Noise-Generating Uses	Not Applicable: project is not proposing a noise-generating use.
F-6: Open Space in Noisy Environments	Applicable: project includes open space in a noisy environment
G. Air Quality	
G-1: Construction Air Quality	Not Applicable: project would comply with the San Francisco Dust Control Ordinance.
G-2: Air Quality for Sensitive Land Uses	Not Applicable: project is not in the Air Pollutant Exposure Zone.
G-3: Siting of Uses that Emit DPM	Not Applicable: proposed residential land uses are not uses that would emit substantial levels of DPM.
G-4: Siting of Uses that Emit other TACs	Not Applicable: proposed residential land uses are not uses that would emit substantial levels of other TACs.
J. Archeological Resources	
J-1: Properties with Previous Studies	Not Applicable: project site does not contain any previous archeological studies.
J-2: Properties with no Previous Studies	Applicable: project site is located in an area

Mitigation Measure	Applicability
	with no previous archeological studies. As a result, in compliance with Mitigation Measure J-2, the project contractor would be required to be on alert for archeological resources throughout the construction period.
J-3: Mission Dolores Archeological District	Not Applicable: project site is not located within the Mission Dolores Archeological District.
K. Historical Resources	
K-1: Interim Procedures for Permit Review in the Eastern Neighborhoods Plan Area	Not Applicable: plan-level mitigation completed by Planning Department
K-2: Amendments to Article 10 of the Planning Code Pertaining to Vertical Additions in the South End Historic District (East SoMa)	Not Applicable: plan-level mitigation completed by Planning Commission
K-3: Amendments to Article 10 of the Planning Code Pertaining to Alterations and Infill Development in the Dogpatch Historic District (Central Waterfront)	Not Applicable: plan-level mitigation completed by Planning Commission
L. Hazardous Materials	
L-1: Hazardous Building Materials	Applicable: project involves the partial demolition of an industrial building.
E. Transportation	
E-1: Traffic Signal Installation	Not Applicable: plan level mitigation by SFMTA
E-2: Intelligent Traffic Management	Not Applicable: plan level mitigation by SFMTA
E-3: Enhanced Funding	Not Applicable: plan level mitigation by SFMTA & SFTA
E-4: Intelligent Traffic Management	Not Applicable: plan level mitigation by SFMTA & Planning Department
E-5: Enhanced Transit Funding	Not Applicable: plan level mitigation by SFMTA
E-6: Transit Corridor Improvements	Not Applicable: plan level mitigation by SFMTA
E-7: Transit Accessibility	Not Applicable: plan level mitigation by SFMTA
E-8: Muni Storage and Maintenance	Not Applicable: plan level mitigation by

Mitigation Measure	Applicability
	SFMTA
E-9: Rider Improvements	Not Applicable: plan level mitigation by SFMTA
E-10: Transit Enhancement	Not Applicable: plan level mitigation by SFMTA
E-11: Transportation Demand Management	Not Applicable: plan level mitigation by SFMTA

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

PUBLIC NOTICE AND COMMENT

A “Notification of Project Receiving Environmental Review” was mailed on January 6, 2014 to adjacent occupants and owners of properties within 300 feet of the project site. Overall, concerns and issues raised by the public in response to the notice were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis. Two comments were received regarding physical environmental effects. These comments were related to parking and the proposed building’s height and bulk, in that the proposed building would be taller than the existing building and could affect natural light on nearby private property and buildings. The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Eastern Neighborhoods PEIR.

CONCLUSION

As summarized above and further discussed in the CPE Checklist⁶:

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

⁶ The CPE Checklist is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2013.0220E.

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

Therefore, the proposed project is exempt from further environmental review pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

**Attachment A:
MITIGATION MONITORING AND REPORTING PROGRAM
(Includes Text for Adopted Mitigation Measures)**

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
MITIGATION MEASURES FROM THE EASTERN NEIGHBORHOODS AREA PLAN EIR				
<p>PMM-1 – Construction Noise (Mitigation Measure F-2 of the Eastern Neighborhoods PEIR). Where environmental review of a development project undertaken subsequent to the adoption of the proposed zoning controls determines that construction noise controls are necessary due to the nature of planned construction practices and the sensitivity of proximate uses, the Planning Director shall require that the sponsors of the subsequent development project develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:</p> <ul style="list-style-type: none"> • Erect temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-sensitive uses. • Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site. • Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses. • Monitor the effectiveness of noise attenuation measures by taking noise measurements. • Post signs on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem, with telephone numbers listed. 	Project sponsor	Prior to and during construction.	Project sponsor, contractor(s), shall provide Department of Building Inspection and the Planning Department with monthly reports during construction period.	Considered complete upon receipt of final monitoring report at completion of construction.

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(Includes Text for Adopted Mitigation Measures)**

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>PMM-2 – Open Space in Noisy Environments (Mitigation Measure F-6 of the Eastern Neighborhoods PEIR). To minimize effects on development in noisy areas, for new development including noise-sensitive uses, the Planning Department shall, through its building permit review process, in conjunction with noise analysis required pursuant to Eastern Neighborhoods Mitigation Measure F-4, require that open space required under the Planning Code for such uses be protected, to the maximum feasible extent, from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Implementation of this measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open space, and appropriate use of both common and private open space in multi-family dwellings, and implementation would also be undertaken consistent with other principles of urban design.</p>	<p>Project sponsor</p>	<p>Prior to construction</p>	<p>Department of Building Inspection and Planning Department.</p>	<p>Considered complete upon approval of final construction drawing set.</p>
<p>PMM-3 – Hazardous Building Materials (Mitigation Measure L-1 of the Eastern Neighborhoods PEIR). The project sponsor shall ensure that any equipment containing PCBs or DEPH, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.</p>	<p>Project sponsor/ contractor</p>	<p>Prior to demolition of structures.</p>	<p>Project Sponsor/contractor shall submit a monitoring report to the Department of Public Health and Planning.</p>	<p>Considered complete upon receipt of final monitoring report.</p>

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MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
IMPROVEMENT MEASURES FROM COMMUNITY PLAN EXEMPTION FOR 815-825 TENNESSEE STREET				
<p>PIM-1 – Monitoring and Abatement of Queues. As an improvement measure to reduce the potential for queuing of vehicles accessing the project site, it shall be the responsibility of the project sponsor/property owner to ensure that recurring vehicle queues do not occur on 19th or Tennessee Streets adjacent to the site. A vehicle queue is defined as one or more vehicles (destined to the underground parking garage) blocking any portion of the 19th Street sidewalk or travel lane on 19th Street, or along Tennessee Street for a consecutive period of three minutes or longer on a daily and/or weekly basis. Because the proposed project would include a new off-street parking facility with more than 20 parking spaces (excluding loading and car-share spaces), the project is subject to conditions of approval set forth by the San Francisco Planning Department to address the monitoring and abatement of queues.</p>	<p>Project sponsor/ property owner</p>	<p>Ongoing during building operations.</p>	<p>Planning Department</p>	<p>Ongoing during building operations.</p>
<p>It shall be the responsibility of the owner/operator of any off-street parking facility with more than 20 parking spaces (excluding loading and car-share spaces) to ensure that recurring vehicle queues do not occur on the public right-of-way. A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking any portion of any public street, alley or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis. If a recurring queue occurs, the owner/operator of the parking facility shall employ abatement methods as needed to abate the queue. Appropriate abatement methods will vary depending on the characteristics and causes of the recurring queue, as well as the characteristics of the parking facility, the street(s) to which the facility connects, and the associated land uses (if applicable).</p>				

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MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>Suggested abatement methods include but are not limited to the following: redesign of facility to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; installation of LOT FULL signs with active management by parking attendants; use of valet parking or other space-efficient parking techniques; use of off-site parking facilities or shared parking with nearby uses; use of parking occupancy sensors and signage directing drivers to available spaces; travel demand management strategies such as additional bicycle parking, customer shuttles, delivery services; and/or parking demand management strategies such as parking time limits, paid parking, time-of-day parking surcharge, or validated parking.</p> <p>If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Department shall notify the property owner in writing. Upon request, the owner/operator shall hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant shall prepare a monitoring report to be submitted to the Department for review. If the Department determines that a recurring queue does exist, the facility owner/operator shall have 90 days from the date of the written determination to abate the queue.</p>				
<p>PIM-2 – Installation of Visual/Audible Devices at Underground Garage Driveway. As an improvement measure to reduce potential conflicts between vehicles entering and exiting the underground garage and pedestrians traveling along the south side sidewalk of 19th Street, the Project Sponsor shall install visual and/or audible notifications (alarms) to alert pedestrians of vehicles traveling in and out of the underground parking garage.</p>	Project Sponsor	Design measures to be incorporated into project design; prior to issuance of a building permit.	Planning Department	Considered complete upon installation.

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 MITIGATION MONITORING AND REPORTING PROGRAM
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MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>PIM-3 – Installation of Crosswalks along 19th Street and Tennessee Street. As an improvement measure to reduce potential conflicts between pedestrians and other users of 19th and Tennessee Streets (e.g., autos, bus transit vehicles, freight/delivery vehicles, bicyclists, etc.), the project sponsor shall provide crosswalks to enhance pedestrian circulation and safe passage of pedestrians walking to and from the project site and reduce and/or eliminate any vehicle-pedestrian conflicts. The project sponsor shall provide two high-visibility crosswalks (e.g., continental, transverse, and/or ladder marking pattern) at the intersection of 19th Street and Tennessee Street, specifically along the east leg of the intersection (along 19th Street) and the south leg of the intersection (along Tennessee Street). Installation of crosswalks will provide enhanced pedestrian circulation, connectivity between the project site and adjacent uses, and enhance driver awareness of pedestrian activity at these locations.</p> <p>The crosswalks shall be constructed in accordance with the <i>California Manual on Uniform Traffic Control Devices (MUTCD)</i>. These new crosswalks may require approvals by the San Francisco Planning Department, Department of Public Works, and SFMTA’s Livable Streets Subdivision, as appropriate.</p>	Project Sponsor	Design measures to be incorporated into project design; prior to issuance of a building permit.	Planning Department; SFMTA; Public Works	Considered complete upon installation.
<p>PIM-4 – Coordination of Move-in/Move-Out Operations and Large Deliveries. To reduce the potential for parking of delivery vehicles within the travel lane adjacent to the curb lane on 19th Street (in the event that the on-street loading is occupied), residential move-in and move-out activities and larger deliveries shall be scheduled and coordinated through building management. Appropriate move-in/move-out procedures shall be enforced to avoid any blockages of 19th Street over an extended period of time and reduce any potential conflicts between movers and pedestrians walking along 19th Street. Curb parking on 19th Street shall be reserved through SFMTA or by directly contacting the local 311 service.</p>	Project sponsor/ property owner	Ongoing during building operations.	Planning Department	Ongoing during building operations.

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MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>PIM-5 – Construction Management Plan. In addition to items required in the Construction Management Plan, the project sponsor shall include the following:</p> <ul style="list-style-type: none"> • <i>Carpool and Transit Access for Construction Workers</i> – As an improvement measure to minimize parking demand and vehicle trips associated with construction workers, the construction contractor shall include methods to encourage carpooling and transit use to the project site by construction workers in the Construction Management Plan contracts. • <i>Project Construction Updates</i> – As an improvement measure to minimize construction impacts on nearby businesses, the project sponsor shall provide regularly-updated information (typically in the form of website, news articles, on-site posting, etc.) regarding project construction and schedule, as well as contact information for specific construction inquiries or concerns. 	<p>Project sponsor/ project contractor(s)</p>	<p>Prior to and during construction.</p>	<p>Project sponsor, contractor(s)</p>	<p>Considered complete upon completion of construction.</p>