



# SAN FRANCISCO PLANNING DEPARTMENT

## Certificate of Determination COMMUNITY PLAN EVALUATION

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*Case No.:* 2013.0975E  
*Project Address:* 888 Tennessee Street  
*Zoning:* UMU (Urban Mixed Use)  
45-X Height and Bulk District  
*Block/Lot:* 4060/001 and 004  
*Lot Size:* 39,650 square feet  
*Plan Area:* Eastern Neighborhoods Area Plan (Central Waterfront)  
*Project Sponsor:* Melinda Sarjapur, Reuben, Junius & Rose, LLP (Project Sponsor's Representative), (415) 567-9000  
*Staff Contact:* Tania Sheyner, (415) 575-9127, Tania.Sheyner@sfgov.org

### PROJECT DESCRIPTION

The project site is located on a block bounded by 19th Street to the north, Tennessee Street to the east, 20th Street to the south, and Minnesota Street to the west, in San Francisco's Potrero Hill neighborhood. The project site currently contains a two-story industrial building (constructed in 1953) that covers the entire Lot 001. Lot 004 runs along the western edge of the project site and is not occupied by any structures (it formerly accommodated a freight spur for the Atchison, Topeka and Santa Fe Railway).

The project sponsor would demolish the existing on-site structure and construct a mixed-use residential project, encompassing a total of approximately 112,000 gsf, which would include approximately 87,100 gsf of residential uses (110 dwelling units), approximately 5,500 gsf of commercial space, approximately 30,000 gsf of space dedicated to vehicle parking (84 off-street parking spaces, including 83 parking spaces

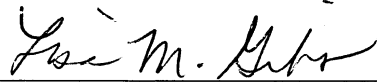
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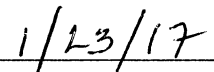
### CEQA DETERMINATION

The project is eligible for streamlined environmental review per Section 15183 of the California Environmental Quality Act (CEQA) Guidelines and California Public Resources Code Section 21083.3

### DETERMINATION

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

  
\_\_\_\_\_  
Lisa M. Gibson  
Acting Environmental Review Officer

  
\_\_\_\_\_  
Date

cc: Melinda Sarjapur, Project Sponsor's Representative; Supervisor Ronen, District 9; Richard Sucre, Current Planning Division; Virna Byrd, M.D.F.; Exemption/Exclusion File

## PROJECT DESCRIPTION (continued)

for residences and one car-share space), approximately 1,000 gsf dedicated to bicycle parking (110 Class 1 bicycle parking spaces in the garage in addition to 34 Class 2 bicycle parking spaces along the sidewalk), and 5,500 gsf of ground-floor circulation, mechanical, and amenity space. The building would extend four stories and 45 feet in height, with an additional approximately 10 feet to the top of rooftop elements.

The proposed building would occupy the majority of the parcel but would have setbacks from the adjacent building and incorporate a central courtyard. It would contain design elements, both horizontal and vertical, that would help to break up the building massing along its three street-facing facades (20<sup>th</sup>, Minnesota, and Tennessee Streets). It would be separated into two “wings,” with an open-space internal courtyard in between. The wings would be connected by a pedestrian bridge connecting the two wings on second, third, and fourth floors of the buildings across the proposed courtyard. A below-grade garage would occupy the entire footprint of the development. The proposed project would include approximately 6,400 square feet of common and private useable open space in the form of private landscaped courtyard, stoops, and balconies, as well as approximately 2,000 square feet of publicly accessible open space in the form of a public piazza at the entry to the courtyard.

The proposed project would also provide streetscape improvements along its frontage on Minnesota, Tennessee and 20<sup>th</sup> Streets. These may include a “living alley” design on 20<sup>th</sup> Street as well as sidewalk bulb-outs in front of the proposed commercial spaces, on Tennessee Street near the corner of 20<sup>th</sup>, and on Minnesota Street facing Esprit Park.

The project would require approximately 530,000 cubic feet (19,600 cubic yards) of soil to be excavated or removed from the project site. Excavation would be to a depth ranging between approximately 12 and 17 feet (due to the nature of the project site). No pile driving would occur as part of the proposed project. The foundation design currently being considered employs shallow footings bearing below the planned depth of excavation and at least 12 inches into bedrock; however, the final foundation design would be determined by the project engineers during the project permitting phase.

## PROJECT APPROVAL

The approval of a Large Project Authorization by the Planning Commission (per Planning Code Section 329) is the Approval Action for the proposed project. The Approval Action date 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 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 888 Tennessee Street project described above, and incorporates by reference information contained in the Programmatic EIR for the Eastern Neighborhoods Rezoning and Area Plans (PEIR)<sup>1</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 888 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 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>2,3</sup>

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

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<sup>1</sup> Planning Department Case No. 2004.0160E and State Clearinghouse No. 2005032048

<sup>2</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.

<sup>3</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.

development would result in a total population increase of approximately 23,900 to 33,000 people throughout the lifetime of the plan.<sup>4</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.

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 Evaluation (CPE) Checklist, under Land Use. The 888 Tennessee Street site, which is located in the Showplace Square/Potrero Hill District of the Eastern Neighborhoods, was designated as a site with building up to 45 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 888 Tennessee Street is consistent with and was encompassed within the analysis in the Eastern Neighborhoods PEIR, including the Eastern Neighborhoods PEIR development projections. This determination also finds that the Eastern Neighborhoods PEIR adequately anticipated and described the impacts of the proposed 888 Tennessee Street project, and identified the mitigation measures applicable to the 888 Tennessee 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>5,6</sup> Therefore, no further CEQA evaluation for the 888 Tennessee Street project is required. In sum, the Eastern Neighborhoods PEIR and this Certificate of Determination for the proposed project comprise the full and complete CEQA evaluation necessary for the proposed project.

## PROJECT SETTING

As noted above, the project site is located on a block bounded by 19th Street to the north, Tennessee Street to the east, 20th Street to the south, and Minnesota Street to the west, in San Francisco's Potrero Hill neighborhood. Nineteenth and Tennessee Streets are both two-lane, two-way streets with parallel parking lanes on each side. Minnesota Street is a two-lane, two-way street with a parallel parking lane on the east side of the street and a perpendicular parking lane on the west side of the street. As noted above, 20th Street does not contain a sidewalk at all along the south side of 20th Street between Minnesota Street

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<sup>4</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>5</sup> Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 888 Tennessee Street, December 3, 2015. 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. 2013.0975E.

<sup>6</sup> Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 888 Tennessee Street, April 2, 2015.

and Tennessee Street, as an overpass structure occupies the full right-of-way to the property line along the south side of 20th Street. Street trees and ornamental landscaping currently exist only along the Minnesota Street sidewalk. In terms of topography, the project site is generally flat.

To the south (across 20th Street), the project site is bordered by the above-mentioned ramp, beyond which is a one-story building containing live/work studios. To the west is Esprit Park, an approximately 1.83 acre park (approximately 79,700 square feet), under the Recreation and Park Department jurisdiction, which occupies the entire block between Minnesota, Indiana, 19th and 20th Streets. Esprit Park is a neighborhood park that contains a large open grass field surrounded by redwoods, poplars, pines, and variety of other trees. Adjacent to the project site to the north is a three-story multi-unit residential building. To the east of the project site (across Tennessee Street (across Carolina Street)) is the preschool campus of La Scuola International School.

Other uses in the project vicinity (within an approximately one block radius) are primarily light industrial, office and residential. Buildings in the project vicinity generally range from one to four stories in height and are a combination of early Twentieth Century and more contemporary architectural styles. Most structures are built to the property line. An elevated segment of the I-280 freeway (which runs in a north-south direction) is located two blocks west of the project site and the City's eastern waterfront is located approximately three blocks to the east of the project site.

The project block, as well as large portions of the surrounding blocks, are zoned Urban Mixed Use (UMU) (same as the project site), and contain a variety of uses, including residential, retail, production, distribution and repair (PDR), and office as well as vacant lots. Esprit Park to the west is zoned as Public (P) use, and pockets of Residential House (Two-Family) (RH-2) and Residential House (Three-Family) (RH-3) also exist in the project vicinity. The waterfront just east of the project site is zoned Heavy Industrial (M-2) and Production, Distribution and Repair-1-General (PDR-1-G).

The Mission Bay Redevelopment Area (currently under the jurisdiction of the Office of Community Investment and Infrastructure), which contains the UCSF Mission Bay campus and hospital, is located less than one-quarter mile to the northeast of the project site. Other projects that have been either proposed or approved in vicinity of the project site include a 340-unit residential development at 800 Indiana Street, a 59-unit residential development at 777 Tennessee Street, a mixed-use project with 111 residential units and approximately 1,900 sf of ground-floor neighborhood-serving retail uses at 650 Indiana Street, an 88-unit residential development at 815 Tennessee Street, and a 39-unit residential development at 901 Tennessee Street.

## 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 888 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 888 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 in the Eastern Neighborhoods PEIR for the following topics: land use, historic architectural resources, transportation and circulation, and shadow. The proposed project would contribute considerably to the significant and unavoidable land use impacts from the loss of PDR uses. This is because the existing use on the project site is a warehouse, which is considered a PDR use, and it would be replaced with a mix of residential and retail uses. Thus, the proposed project would convert 42,720 square feet of existing PDR space to non-PDR space and, in doing so, would contribute to the significant unavoidable impact on land use due to the cumulative loss of PDR use in the Eastern Neighborhoods Plan Area. Moreover, the proposed project would preclude an opportunity for PDR uses to establish on the project site in the future, given that light PDR uses are allowed in the UMU Zoning District. Furthermore, the incremental loss in PDR opportunity is considerable due to the size of the project site (0.91 acre) and its ability to potentially accommodate PDR uses. As a result, the proposed project would contribute considerably to the cumulative land use impact. While the site does not appear to be part of a larger PDR cluster and existing non-PDR uses (such as residential) are the predominant land use in the project vicinity, the proposed project would nevertheless result in a cumulatively considerable contribution to the significant and unavoidable cumulative land use impact related to the loss of PDR use. In regards to significant and unavoidable transportation impacts related to traffic and transit, project-generated vehicle and transit trips would not contribute considerably to significant and unavoidable cumulative traffic and transit impacts identified in the EN EIR and would not result in a substantial portion of the overall additional traffic and transit volume anticipated to be generated by Plan Area projects. The proposed project would not contribute to significant and unavoidable historic architectural resources impacts since the proposed project would not involve the demolition of a historic resource and would not cause a significant adverse impact upon any nearby historic resources. The proposed project would not contribute to significant and unavoidable shadow impacts. While the proposed project would increase shadow on Esprit Park by approximately 0.99 percent, it would not substantially affect the use or enjoyment of the park. Moreover, Proposition K Memorandum (dated February 3, 1989), which establishes tolerance level limits for new shading for various parks subject to Section 295, does not have specific guidance on small parks which currently experience 20 percent or less of existing shadow. Based on this, it was determined that the proposed project would not contribute considerably to significant and unavoidable shadow impacts identified in the Eastern Neighborhoods 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: pile driving not proposed	N/A
F-2: Construction Noise	Applicable: temporary construction noise from use of heavy equipment	The project sponsor has agreed to develop and implement a set of noise attenuation measures during construction.

Mitigation Measure	Applicability	Compliance
F-3: Interior Noise Levels	Not Applicable: CEQA generally no longer requires the consideration of the effects of existing environmental conditions on a proposed project's future users or residents.	N/A
F-4: Siting of Noise-Sensitive Uses	Not Applicable: CEQA generally no longer requires the consideration of the effects of existing environmental conditions on a proposed project's future users or residents.	N/A
F-5: Siting of Noise-Generating Uses	Not Applicable: the project does not include any noise-generating uses.	N/A
F-6: Open Space in Noisy Environments	Not Applicable: CEQA generally no longer requires the consideration of the effects of existing environmental conditions on a proposed project's future users or residents.	N/A
<b>G. Air Quality</b>		
G-1: Construction Air Quality	Not Applicable: Construction emission (unmitigated) would be below thresholds of significance for all criteria air pollutants.	N/A
G-2: Air Quality for Sensitive Land Uses	The project site is not in an area of poor air quality.	N/A
G-3: Siting of Uses that Emit DPM	Not Applicable: the proposed residential and commercial uses are not expected to emit substantial levels of DPM.	N/A
G-4: Siting of Uses that Emit other TACs	Not Applicable: the proposed residential and commercial uses are not expected to emit substantial levels of other	N/A

Mitigation Measure	Applicability	Compliance
	TACs.	
<b>J. Archeological Resources</b>		
J-1: Properties with Previous Studies	Not Applicable: the project site does not have any previous archaeological studies associated with it.	N/A
J-2: Properties with no Previous Studies	Applicable: the project site is a property with no previous archeological study.	The project underwent a preliminary archeology review and the Planning Department's archeologist determined that the Accidental Discovery mitigation measure would be required for the proposed project, which the project sponsor has agreed to implement.
J-3: Mission Dolores Archeological District	Not Applicable: the project site is not located within the Mission Dolores Archeological District.	N/A
<b>K. Historical Resources</b>		
K-1: Interim Procedures for Permit Review in the Eastern Neighborhoods Plan area	Not Applicable: plan-level mitigation completed by Planning Department	N/A
K-2: Amendments to Article 10 of the Planning Code Pertaining to Vertical Additions in the South End Historic District (East SoMa)	Not Applicable: plan-level mitigation completed by Planning Commission	N/A
K-3: Amendments to Article 10 of the Planning Code Pertaining to Alterations and Infill Development in the Dogpatch Historic District (Central Waterfront)	Not Applicable: plan-level mitigation completed by Planning Commission	N/A
<b>L. Hazardous Materials</b>		
L-1: Hazardous Building Materials	Applicable: the proposed project includes demolition of a building with known prior and current light industrial uses.	The project sponsor has agreed to comply with hazardous building material abatement requirements.
<b>E. Transportation</b>		



Mitigation Measure	Applicability	Compliance
E-1: Traffic Signal Installation	Not Applicable: automobile delay removed from CEQA analysis	N/A
E-2: Intelligent Traffic Management	Not Applicable: automobile delay removed from CEQA analysis	N/A
E-3: Enhanced Funding	Not Applicable: automobile delay removed from CEQA analysis	N/A
E-4: Intelligent Traffic Management	Not Applicable: automobile delay removed from CEQA analysis	N/A
E-5: Enhanced Transit Funding	Not Applicable: plan level mitigation by SFMTA	N/A
E-6: Transit Corridor Improvements	Not Applicable: plan level mitigation by SFMTA	N/A
E-7: Transit Accessibility	Not Applicable: plan level mitigation by SFMTA	N/A
E-8: Muni Storage and Maintenance	Not Applicable: plan level mitigation by SFMTA	N/A
E-9: Rider Improvements	Not Applicable: plan level mitigation by SFMTA	N/A
E-10: Transit Enhancement	Not Applicable: plan level mitigation by SFMTA	N/A
E-11: Transportation Demand Management	Not Applicable: plan level mitigation by SFMTA	N/A

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

## PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on March 13, 2015 to adjacent occupants and owners of properties within 300 feet of the project site. Overall, concerns and issues raised by the public in response to the notice were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis. One comment was received in response to the public notification, which stated a concern related to the amount of proposed parking, which the commenter stated would be insufficient, especially in light of other uses in the project vicinity (such as

the UCSF Children's Hospital). The commenter requested that an increase in the amount of provided parking be considered for the project, at a minimum one parking space for each dwelling unit. The proposed project would not result in significant adverse environmental impacts associated with parking beyond those identified in the Eastern Neighborhoods PEIR. Moreover, the proposed project meets the three screening criteria provided in Section 21099 of the Public Resources Code. This section states that, "aesthetics and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." This means that parking is not considered in determining if the proposed project has the potential to result in significant environmental effects. This is discussed further in the Transportation Section of the Checklist.

## CONCLUSION

As summarized above and further discussed in the project-specific initial study<sup>7</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 Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

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<sup>7</sup> The initial study is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2013.0975E.

<b>Attachment A: MITIGATION MONITORING AND REPORTING PROGRAM (Includes Text for Adopted Mitigation Measures)</b>				
<b>MEASURES ADOPTED AS CONDITIONS OF APPROVAL</b>	<b>Responsibility for Implementation</b>	<b>Schedule</b>	<b>Monitoring/Report Responsibility</b>	<b>Status/Date Completed</b>
<b>MITIGATION MEASURES FROM THE EASTERN NEIGHBORHOODS AREA PLAN EIR</b>				
<p><b>Project Mitigation Measure 1 – Construction Noise (Mitigation Measure F-2 of the Eastern Neighborhoods PEIR).</b></p> <p>The project sponsor shall 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 (DBI) 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"> <li>• Erect temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-sensitive uses;</li> <li>• Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site;</li> <li>• Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses;</li> <li>• Monitor the effectiveness of noise attenuation measures by taking noise measurements; and</li> <li>• 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.</li> </ul>	Project sponsor and construction contractor(s).	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.
<p><b>Project Mitigation Measure 2 – Hazardous Building Materials (Mitigation Measure L-1 of the Eastern Neighborhoods FEIR)</b></p> <p>The project sponsor shall ensure that any existing equipment containing PCBs or DEPH, such as fluorescent light ballasts (that may</p>	Project sponsor and construction contractor(s).	Prior to and during construction activities.	Project Sponsor/ construction contractor(s).	Considered complete upon completion of demolition and

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<b>MEASURES ADOPTED AS CONDITIONS OF APPROVAL</b>	<b>Responsibility for Implementation</b>	<b>Schedule</b>	<b>Monitoring/Report Responsibility</b>	<b>Status/Date Completed</b>
be present within the existing buildings on the project site), are removed and property 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.				proper abatement activities.
<b>IMPROVEMENT MEASURES</b>				
<p><b>Project Improvement Measure 1 – Transportation Demand Management Measures</b></p> <p>The Planning Department and the San Francisco Municipal Transportation Agency (SFMTA) have partnered with the Mayor’s Office of Economic and Workforce Development (MOEWD) and the San Francisco County Transportation Authority (SFCTA) to study the effects of implementing transportation demand management (TDM) measures on the choice of transportation mode. The Planning Department has identified a list of TDM measures that should be considered for adoption as part of proposed land use development projects. The Project Sponsor has agreed to take the following actions:</p> <p><u>Transportation and Trip Planning Information</u></p> <p><i>Move-in packet.</i> Provide a transportation insert for the move-in packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes could be purchased, information on the 511 Regional Rideshare Program and nearby bike and car share programs, and information on where to find additional web-based alternative transportation materials (e.g., NextMuni phone app). This move-in packet should be continuously updated as local transportation options change, and the packet should be provided to each new</p>	Project sponsor, building management, Planning Department staff.	Prior to and during occupancy.	Project sponsor.	Ongoing during occupancy.

<b>Attachment A: MITIGATION MONITORING AND REPORTING PROGRAM (Includes Text for Adopted Mitigation Measures)</b>				
<b>MEASURES ADOPTED AS CONDITIONS OF APPROVAL</b>	<b>Responsibility for Implementation</b>	<b>Schedule</b>	<b>Monitoring/Report Responsibility</b>	<b>Status/Date Completed</b>
<p>building occupant. Provide Muni maps, San Francisco Bicycle and Pedestrian maps upon request.</p> <p><u>Data Collection</u></p> <p><i>City Access.</i> As part of an ongoing effort to quantify the efficacy of TDM measures, City staff may need to access the project site (including the garage) to perform trip counts and/or other types of data collection. All on-site activities shall be coordinated through the TDM Coordinator. Project sponsor assures future access to the site by City Staff. Providing access to existing developments for data collection purposes is also encouraged.</p> <p><u>Bicycle Measures</u></p> <p><i>Parking.</i> Increase the number of on-site secured bicycle parking beyond <i>Planning Code</i> requirements and/or provide additional bicycle facilities in the public right-of-way in on public right-of-way locations adjacent to or within a quarter mile of the project site (e.g., sidewalks, on-street parking spaces).</p> <p><i>Bay Area Bike Share.</i> Project Sponsor shall cooperate with the San Francisco Municipal Transportation Agency, San Francisco Public Works, and/or Bay Area Bike Share (agencies) and allow installation of a bike share station in the public right-of-way along the project's frontage.</p> <p><u>Car Share Measures</u></p> <p><i>Parking.</i> Provide optional carshare spaces as described in <i>Planning Code</i> § 166(g).</p>				

<b>Attachment A: MITIGATION MONITORING AND REPORTING PROGRAM (Includes Text for Adopted Mitigation Measures)</b>				
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<p><b>Project Improvement Measure 2 – Queue Abatement Methods</b></p> <p>It shall be the responsibility of the owner / operator of the project’s off-street parking facility 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 blocking any portion of any public street, alley, or sidewalk for a consecutive period of three (3) minutes or longer on a daily or weekly basis. If a recurring queue occurs, the owner / operator of the parking facility should employ abatement methods as needed to abate the queue.</p> <p>Suggested abatement methods include, but are not limited to, the following: redesign of the parking facility layout to improve vehicle circulation and / or on-site queue capacity; employment of parking attendants; use of valet parking or other space-efficient parking techniques; use of existing off-site parking facilities or shared parking with nearby uses; travel demand management strategies such as additional bicycle parking; and / or parking demand management strategies such as parking pricing schemes.</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 Planning Department for review. If the Planning Department determines that a recurring queue exists, the facility owner / operator shall have 90 days from the date of the written determination to abate the queue.</p>	<p>Owner/operator of the project’s off-street parking facility.</p>	<p>Upon operation of the off-street parking facility.</p>	<p>Owner/operator; Planning Department.</p>	<p>Ongoing during operation.</p>

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<p><b>Project Improvement Measure 3 – Audible and Visible Warnings of Outbound Vehicle Exits</b></p> <p>Install audible and visible warning devices to alert pedestrians of outbound vehicles exiting the project garage.</p>	Owner/operator of the project’s off-street parking facility.	Upon operation of the off-street parking facility.	Owner/operator; Planning Department.	Ongoing during operation.
<p><b>Project Improvement Measure 4 – Coordination of Move-In and Move-Out Activities</b></p> <p>Building management should coordinate move-in and move-out activities among residents, such as by scheduling activities at off-peak periods (e.g., weekends or midday on weekends), avoiding simultaneous move-in and / or move-out, and discouraging residents from parking on the sidewalk, double parking, or otherwise disrupting traffic, transit, bicycle, and pedestrian circulation and safety during move-in or move-out activities.</p>	Building management.	Upon operation of the off-street parking facility.	Owner/operator.	Ongoing during operation.
<p><b>Project Improvement Measure 5a – Coordinate Construction Traffic to Avoid Conflicts with La Scuola International School</b></p> <p>Limit hours of construction-related traffic, including, but not limited to, truck movements, to avoid morning drop-off activities at La Scuola International School. In addition, construction contractor(s) for the project should actively coordinate and manage construction traffic taking place simultaneously with afternoon pick-up activities at the school to minimize disruptions to school-related vehicular traffic circulation and conflicts with school-related bicycle and pedestrian circulation and safety. Measures could include avoiding use of 20th Street by trucks or construction-related activities when feasible; stationing construction workers at key intersections or other locations to help control traffic and assist truck maneuvers; or other measures.</p>	Project sponsor and construction contractor(s).	Prior to and during construction activities.	Project Sponsor/ construction contractor(s).	Ongoing during construction.

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<p><b>Improvement Measure I-TR-5b – Coordinate Construction Traffic with Other Nearby Projects</b></p> <p>In consultation with the SFMTA, construction contractor(s) for the project should coordinate construction activities with other construction activities that may take place simultaneously in the vicinity of the project site.</p>	<p>Project sponsor, construction contractor(s), SFMTA.</p>	<p>Prior to and during construction activities.</p>	<p>Project Sponsor/ construction contractor(s).</p>	<p>Ongoing during construction.</p>
<p><b>Improvement Measure I-TR-5c – Construction Worker Commute</b></p> <p>Construction contractor(s) for the project should encourage construction workers to use alternative modes of transportation when traveling to and from the project site, such as by distributing transit information to workers or facilitating rideshare / carpooling among workers.</p>	<p>Project sponsor and construction contractor(s).</p>	<p>Prior to and during construction activities.</p>	<p>Project Sponsor/ construction contractor(s).</p>	<p>Ongoing during construction.</p>