



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

Case No.: 2013.1390E
 Project Title: 1532 Harrison Street
 Zoning/Plan Area: WMUG (Western SoMa Mixed Use General) Use District
 55-X and 65-X Height and Bulk Districts
 Western SoMa Community Plan
 Block/Lot: 3521/056
 Lot Size: 22,163 square feet + 13,500 sq. ft. public ROW
 Project Sponsor: Michael Yarne, Build, Inc.
 (415) 551-7610
 Staff Contact: Chelsea Fordham – (415) 575-9071
 Chelsea.Fordham@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 at 1532 Harrison Street is located on the northwest side of Harrison Street between 12th and Norfolk Streets in the Western South of Market (Western SoMa) neighborhood. The project site comprises two portions: (1) Block 3521, Lot 056, which is a 22,163-square-foot-lot located on the north side of Harrison Street between Norfolk Street and 12th Street, and (2) 13,500 square feet of the 12th Street public right of way between Harrison Street and Bernice Street. The proposed project would involve the demolition of an existing surface parking lot and construction of an approximately 125,311-gross-square-foot (gsf) mixed-use, residential and retail development, which would have a maximum height of 65 feet and range from 6 to 7 stories. The development would consist of the construction of three buildings, separated by two 25-foot-wide, thru-block landscaped pedestrian alleyways, sitting 5 feet below street level, accessible by stairs at each end. The three new buildings would be connected by internal circulation bridges.

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

for September 9, 2015
 Date

cc: Michael Yarne, Project Sponsor
 Rich Sucre, Current Planner
 Supervisor Jane Kim, District 6

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

PROJECT DESCRIPTION (continued)

Approximately 86,513 gsf of the proposed building would be classified as a “Group Housing” use under the *San Francisco Planning Code* (Section 890.88(b)), and approximately 4,236 gsf of the ground floor, would be used for a mix of commercial, retail and/or multi-use/art/workshop space.¹ The residential portion of the project would comprise 28 co-living houses with a total of 235 private suites. The suites would come in a range of sizes and options, some with private bathrooms and kitchenettes (equipped with a two-burner stovetop, microfridge and sink), and others without private bathrooms and kitchenettes. In each co-living house the private suites would be clustered around a shared space, which would contain a kitchen, bathroom facilities, dining area, living area, laundry facility, and outdoor balcony/garden. Additionally, the basement would be dedicated to 103 off-street parking spaces, 200 Class 1 bicycle parking spaces, and residential storage.

A variant to the proposed project would, instead of the co-living facilities, construct 136 residential dwelling units, 1,463 square feet of retail space, and up to 86 off-street parking spaces and 137 Class 1 bicycle spaces. The variant would total 127,609 gsf and would also comprise three separate buildings, reaching a height of 65 feet, range from 6 to 7-stories), and would be separated by two interior pedestrian landscaped alleyways (“laneways”) sitting some 5 feet below street level, in the same massing and location as under the proposed project.

Both the project and the variant would include conversion of approximately 13,500 square feet of the 12th Street public right-of-way (ROW) between Harrison and Bernice Streets into a new public pedestrian plaza, tentatively called “Eagle Plaza.” The proposed plaza would reduce the existing, two-way (three lane), 46-foot-wide ROW on 12th Street into a single lane, one-way, 14-foot-wide “slow street,” providing southbound auto access only from 12th Street to Harrison Street.

PROJECT APPROVAL

The proposed project would require the following Planning Commission approvals:

- **Conditional Use Authorization.** Pursuant to *Planning Code* Section 329, this Conditional Use Authorization would also authorize project-specific modifications to the following requirements:
 - Rear yard (*Planning Code* Section 134)
 - Open Space (*Planning Code* Section 135)
 - Freight Loading (*Planning Code* Section 152.1)
 - Off-Street Parking (*Planning Code* Section 151.1)
 - Parking and Loading Entrances (*Planning Code* Section 145.1)
- **In Kind Waiver Agreement**

The proposed project would require the following additional approvals by other City agencies:

- **Building Permit** (*Department of Building Inspection*)
- **Dust Control Plan** (*Department of Public Health*)

¹ This space is conservatively analyzed herein, for purposes of trip generation, as a combination of retail and restaurant space.

- **Major Encroachment Permit** (*Department of Public Works*)
- **Street Improvement Permit** (*Department of Public Works*)
- **Street Space Occupancy Permit** (*Department of Public Works*)
- **Street Vacation Ordinance** (*Board of Supervisors*)
- **Color Curb Approval** (*Metropolitan Transportation Agency*)
- **Special Traffic Permit** (*Metropolitan Transportation Agency*)
- **Stormwater Management Plan** (*Public Utilities Commission*)

The proposed project is subject to Conditional Use Authorization from the Planning Commission, which is the Approval Action for the project. The Approval Action date establishes the start of the 30-day appeal 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 1532 Harrison Street project described above, and incorporates by reference information contained in the Programmatic EIR for the Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eight Street Project (Western SoMa Community Plan PEIR).² Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Western SoMa PEIR.

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

The 1532 Harrison Street site is located in the Western SoMa Community Plan. As a result of the Western SoMa rezoning process, the project site was rezoned to the Western SoMa Mixed Use General (WMUG)

² Planning Department Case Nos. 2008.0877E and 2007.1035E, State Clearinghouse No. 2009082031.

Use District which is intended to maintain and facilitate the growth and expansion of small-scale light industrial, wholesale distribution, arts production and performance/exhibition activities, general commercial and neighborhood-serving retail and personal service activities while protecting existing housing and encouraging the development of housing at a scale and density compatible with the existing neighborhood. The project site is within a 55/65-X Height and Bulk District (55-foot maximum height, or 65-foot maximum height with height bonus, no bulk limits). The proposed group housing and ground floor commercial uses and the project variant would be consistent with the uses allowed in the WMUG Use District, and the height and bulk limits in the 55/65-X Height and Bulk District.

Individual projects that could occur in the future under the Western SoMa Community Plan will undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development and to assess whether additional environmental review would be required. This determination concludes that the proposed project at 1532 Harrison Street is consistent with and was encompassed within the analysis in the Western SoMa PEIR. This determination also finds that the Western SoMa PEIR adequately anticipated and described the impacts of the proposed 1532 Harrison Street project, and identified the mitigation measures applicable to the project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.^{3,4} Therefore, no further CEQA evaluation for the 1532 Harrison Street project is required. In sum, the Western SoMa PEIR and this Certificate of Exemption for the proposed project comprise the full and complete CEQA evaluation necessary for the proposed project.

PROJECT SETTING

The block of Harrison Street, 12th Street, Folsom Street, and Norfolk Street, on which the project site is bound, consists of retail, residential, commercial, parking, and low-scale, production, distribution, and repair (PDR) uses. Norfolk Street between Folsom and Harrison Streets is generally residential in character, although it also contains PDR uses. 12th Street between Folsom Street and Harrison Street contains residential uses, PDR uses, the Eagle Bar (a bar/nightclub). The surrounding area largely comprises low-scale, production, distribution, and repair (PDR) uses mixed with housing and small-scale retail. East of the project site, 11th Street contains night club uses. Southeast of the site, a large-scale retailer (Costco) occupies the block bounded by 11th Street, Harrison Street, 10th Street, and Bryant Street. South of the site, the SoMa StrEat Food Park is located at the intersection of 11th Street and 13th Street. A mix of housing, production distribution and repair (PDR), and restaurant and bar uses occupies the blocks southwest of the site, just north of the Central Freeway (which runs above Division Street and 13th Street). Northwest and north of the site are a mix of residential, storage, auto repair, and restaurant uses along Folsom Street, as well as a parking garage on 12th Street north of Folsom Street.

³ Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 1532 Harrison Street, September 9, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1390E.

⁴ Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 1532 Harrison Street, September 1, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1390E.

POTENTIAL ENVIRONMENTAL EFFECTS

The proposed 1532 Harrison Street project is in conformance with the height, use and density for the site described in the Western SoMa PEIR and would represent a small part of the growth that was forecast for the Western SoMa Community Plan. Thus, the project analyzed in the Western SoMa PEIR considered the incremental impacts of the proposed 1532 Harrison Street project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Western SoMa PEIR.

Significant and unavoidable impacts were identified for the following topics: historic resources, transportation and circulation, noise, air quality, and shadow. The project would not result in demolition, alteration, or modification of any historic or potentially historic resources, or resources contributing to a historic district. Therefore, the project would not contribute to any historic resource impact. Traffic and transit ridership generated by the project would not considerably contribute to the traffic and transit impacts identified in the Western SoMa PEIR.

The Western SoMa PEIR identified feasible mitigation measures to address significant impacts related to cultural and paleontological resources, transportation and circulation, noise and vibration, air quality, wind, biological resources, and hazards and hazardous materials. **Table 1** below lists the mitigation measures identified in the Western SoMa PEIR and states whether each measure would apply to the proposed project.

TABLE 1
WESTERN SOMA PEIR MITIGATION MEASURES

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

Mitigation Measure	Applicability	Compliance
	subject to an archeological testing program (ATP) prior to construction starting per M-CP-4a.	
M-CP-7a: Protect Historical Resources from Adjacent Construction Activities	Not Applicable: no adjacent historic resources present	
M-CP-7b: Construction Monitoring Program for Historical Resources	Not Applicable: no adjacent historic resources present	
E. Transportation and Circulation		
M-TR-1c: Traffic Signal Optimization (8 th /Harrison/I-80 WB off-ramp)	Not Applicable: plan level mitigation by SFMTA	
M-TR-4: Provision of New Loading Spaces on Folsom Street	Not Applicable: project would not remove loading spaces along Folsom Street	
M-C-TR-2: Impose Development Impact Fees to Offset Transit Impacts	Not Applicable: transit ridership generated by project would not considerably contribute to impact	
F. Noise and Vibration		
M-NO-1a: Interior Noise Levels for Residential Uses	Not Applicable: Covered by M-NO-1b	
M-NO-1b: Siting of Noise-Sensitive Uses	Applicable: project would site noise-sensitive use along noisy street	The project sponsor has completed a project-specific environmental noise study and shall incorporate recommended noise reduction for residential units into the proposed project.
M-NO-1c: Siting of Noise-Generating Uses	Not applicable: The project would include a small retail space, but no activities such as places of entertainment or production, distribution, and repair uses anticipated to generate excess noise.	
M-NO-1d: Open Space in Noisy Environments	Applicable: project includes open space in a noisy environment	The proposed project's open space would be located on a roof deck and in the mid-block "laneways," which would be internal to the project site and therefore shielded from traffic noise to the extent feasible. Additionally, the creation of Eagle Plaza would calm traffic on 12th Street, reducing noise at both on-site open space and within Eagle Plaza.
M-NO-2a: General Construction Noise Control Measures	Applicable: project includes construction in a noisy environment	Project contractors shall utilized best available noise control techniques and equipment, manage stationary noise sources to reduce noise levels at nearby sensitive receptors as much as possible, manage and reduce the amount of noise generated from construction equipment and methods, consider hours and methods of construction, and track and respond to any complaints related to construction noise.
M-NO-2b: Noise Control Measures During Pile Driving	Not Applicable: project would not include pile-driving activities	

Mitigation Measure	Applicability	Compliance
G. Air Quality		
M-AQ-2: Transportation Demand Management Strategies for Future Development Projects	Not Applicable: project would not generate more than 3,500 daily vehicle trips	
M-AQ-3: Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors	Not Applicable: superseded by Article 38	
M-AQ-4: Siting of Uses that Emit PM _{2.5} or other DPM and Other TACs	Not Applicable: project-related construction and operation would not introduce substantial emissions	
M-AQ-6: Construction Emissions Minimization Plan for Criteria Air Pollutants	Not Applicable: construction of the proposed project would generate criteria air pollutant emissions below applicable thresholds	
M-AQ-7: Construction Emissions Minimization Plan for Health Risks and Hazards	Applicable: project includes construction in an area of poor air quality	The project sponsor and construction contractor shall implement a Construction Emissions Minimization Plan to reduce construction emissions to the extent feasible. This plan would include the use of relatively cleaner heavy equipment during construction.
I. Wind and Shadow		
M-WS-1: Screening-Level Wind Analysis and Wind Testing	Not Applicable: project would not exceed 80 feet in height	
L. Biological Resources		
M-BI-1a: Pre-Construction Special-Status Bird Surveys	Applicable: project includes building demolition	If trees are scheduled for removal or structures scheduled for demolition between February 1 and August 15, the project sponsor shall engage a qualified biologist to conduct pre-construction special-status bird surveys, and would comply with the recommendations of the biologist and the California Department of Fish and Wildlife and/or United States Fish and Wildlife Service, as warranted
M-BI-1b: Pre-Construction Special-Status Bat Surveys	Not Applicable: project includes only minor structure demolition	
O. Hazards and Hazardous Materials		
M-HZ-2: Hazardous Building Materials Abatement	Applicable: project includes minor building demolition	The project sponsor shall ensure that any equipment containing polychlorinated biphenyls (PCBs) or mercury, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tube fixtures, which could contain mercury, are similarly removed intact and properly disposed of.
M-HZ-3: Site Assessment and Corrective Action	Not Applicable: superseded by Health Code Article 22A (Maher Ordinance)	N/A

As analyzed and discussed in the CPE Checklist, the following mitigation measures identified in the PEIR do not apply to the proposed project: M-CP-1a, M-CP-1b, M-CP-1c, M-CP-4b, M-CP-7a, M-CP-7b, M-TR-

1c, M-TR-4, M-C-TR-2, M-NO-1a, M-NO-1c, M-NO-2b, M-AQ-2, M-AQ-3, M-AQ-4, M-AQ-6, M-WS-1, M-BI-1b, and M-HZ-3.

As discussed in the CPE Checklist, Western SoMa PEIR Mitigation Measure M-CP-4a was determined to apply to the proposed project as the project would involve soil disturbing activities. Mitigation Measures M-NO-1b, M-NO-1c, M-NO-1d and M-NO-2a were determined to apply to the proposed project as the project would include construction, siting of open space, and siting of noise-sensitive residential uses in a noisy environment. Mitigation Measures M-AQ-7 was determined to apply to the proposed project as the project would include construction in an area of poor air quality. Mitigation Measure M-BI-1a was determined to apply to the proposed project as the project would be constructed near trees that may provide bird habitat. M-HZ-2 was determined to apply because the project would involve demolition of an existing carport on site, which may involve handling of hazardous materials. Please see the attached Mitigation Monitoring and Reporting Program (MMRP) for the complete text of the applicable mitigation measures.

With implementation of these mitigation measures the proposed project would not result in significant impacts beyond those analyzed in the Western SoMa PEIR.

PUBLIC NOTICE AND COMMENT

A “Notification of Project Receiving Environmental Review” was mailed on October 22, 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. Concerns raised by the public include proposed density of the project and parking, which are addressed in the CPE Checklist under Section 1 (Land Use and Land Use Planning) and Section 4, (Transportation and Circulation), sections respectively. Concerns were also raised with the design of the group housing units, which is described in the CPE Checklist under Project Description. The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Western SoMa PEIR.

CONCLUSION

As summarized above and further discussed in the CPE Checklist⁵:

1. The proposed project is consistent with the development density established for the project site in the Western SoMa Community Plan;
2. The proposed project would not result in effects on the environment that are peculiar to the project or the project site that were not identified as significant effects in the Western SoMa PEIR;
3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Western SoMa PEIR;

⁵ The CPE Checklist is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2013.1390E.

4. The proposed project would not result in significant effects, which, as a result of substantial new information that was not known at the time the Western SoMa PEIR was certified, would be more severe than were already analyzed and disclosed in the PEIR; and
5. The project sponsor will undertake feasible mitigation measures specified in the Western SoMa PEIR to mitigate project-related significant impacts.

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

MITIGATION MONITORING AND REPORTING PROGRAM – 1532 HARRISON COMMUNITY PLAN EXEMPTION

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status / Date Complete
Cultural and Paleontological Resources				
<p>Project Mitigation Measure 1 – Archeological Testing Program (M-CP-4a of the Western SoMa PEIR). Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department 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)(c).</p>	<p>Project sponsor/ archeological consultant at the direction of the ERO.</p>	<p>Prior to any soil-disturbing activities on the project site.</p>	<p>Project sponsor to retain a qualified archeological consultant who shall report to the ERO.</p>	<p>Archeological consultant shall be retained prior to any soil-disturbing activities.</p> <p>Date archeological consultant retained: _____</p> <p>Date of initial soil disturbing activities: _____</p>
<p><i>Consultation with Descendant Communities:</i> On discovery of an archeological site (intended here to minimally include any archeological deposit, feature, burial, or evidence of burial) associated with descendant Native Americans, the Overseas Chinese, or other descendant group an appropriate representative of the descendant group and the ERO shall be contacted. (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.) The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.</p>	<p>Project sponsor/ archeological consultant, and representative of descendent group, at the direction of the ERO.</p>	<p>Initiated upon discovered of an archeological site associated with descendant groups.</p> <p>Complete upon completion of archeological field investigations and ERO consultation.</p>	<p>Project sponsor to retain a qualified archeological consultant who shall report to the ERO.</p>	<p>Date archeological site discovered: _____</p> <p>Date field investigations monitored: _____</p> <p>Date ERO consulted: _____</p> <p>Date final report sent to descendant group representative: _____</p>

MITIGATION MONITORING AND REPORTING PROGRAM – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status / Date Complete
Cultural and Paleontological Resources (continued)				
<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>Project sponsor/ archeological consultant at the direction of the ERO.</p>	<p>Prior to any soil-disturbing activities on the project site.</p>	<p>Archeologist shall prepare and submit draft ATP to the ERO. ATP to be submitted and reviewed by ERO prior to any soil-disturbing activities on the project site.</p>	<p>Date ATP submitted to the ERO: _____</p> <p>Date ATP approved by the ERO: _____</p> <p>Date of initial soil disturbing activities: _____</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> <p>A. The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or</p> <p>B. A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</p>	<p>Project sponsor/ archeological consultant at the direction of the ERO.</p>	<p>After completion of the archeological testing program.</p>	<p>Archeological consultant shall submit a report of findings of the ATP to the ERO.</p>	<p>Date archeological findings report submitted to the ERO: _____</p> <p>ERO determination of significant archeological resource present? Y N</p> <p>Would resource be adversely affected? Y N</p> <p>Additional mitigation to be undertaken by project sponsor? Y N</p>
<p><i>Archeological Monitoring Program.</i> If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:</p> <ul style="list-style-type: none"> ▪ The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. 	<p>Project sponsor/ archeological consultant/ monitor/ contractor(s), at the direction of the ERO.</p>	<p>ERO and archeological consultant shall meet prior to commencement of soil-disturbing activities. If</p>	<p>Project sponsor/ archeological consultant/monitor/ contractor(s) shall implement the AMP, if</p>	<p>AMP required? Y N</p> <p>Date: _____</p> <p>Date AMP submitted to the ERO: _____</p>

MITIGATION MONITORING AND REPORTING PROGRAM – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status / Date Complete
Cultural and Paleontological Resources (continued)				
<p>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"> ▪ The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource; ▪ The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; ▪ The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; ▪ If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO. <p>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>the ERO determines that an AMP is necessary, monitor throughout all soil-disturbing activities at the project site.</p>	<p>required by the ERO.</p>	<p>Date AMP approved by the ERO: _____</p> <p>Date AMP implementation complete: _____</p> <p>Date written report regarding findings of the AMP received: _____</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,</p>	<p>Archeological consultant at the direction of the ERO.</p>	<p>If there is a determination that an ADRP program is required.</p>	<p>Project sponsor/ archeological consultant/ monitor/contractor(s) shall prepare an ADRP if required by the ERO.</p>	<p>ADRP required? Y N Date: _____</p>

MITIGATION MONITORING AND REPORTING PROGRAM – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status / Date Complete
Cultural and Paleontological Resources (continued)				
				Name: _____ Date: _____ Name: _____ Date: _____
<p><i>Final Archeological Resources Report.</i> The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.</p> <p>Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.</p>	<p>Archeological consultant at the direction of the ERO.</p>	<p>After completion of archeological data recovery, inventory, and analysis.</p>	<p>Project sponsor/ archeological consultant/monitor/ contractor(s) shall prepare an FARR to the ERO.</p>	<p>Date Draft FARR submitted to ERO: _____</p> <p>Date FARR approved by ERO: _____</p> <p>Date of distribution of Final FARR: _____</p> <p>Date of submittal of Final FARR to information center: _____</p>
Noise				
<p>Project Mitigation Measure 2 – Siting of Noise-Sensitive Uses (Mitigation Measure M-NO-1b of the Western SoMa PEIR). To reduce potential conflicts between existing noise-generating uses and new sensitive receptors, for new residential development and development that includes other noise-sensitive uses (primarily, residences, and also including schools and child care, religious, and convalescent facilities and the like), the San Francisco Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-generating uses within 900 feet of, and that have a direct line-of-sight to, the project site, and including at least one 24-hour noise measurement (with average and maximum noise level readings taken so as to be able to accurately describe maximum levels reached during nighttime hours) prior to the first project approval action. The analysis shall be prepared by persons qualified in</p>	<p>Project sponsor, architect, acoustical consultant, and construction contractor.</p>	<p>Analysis completed during environmental review of subsequent projects in the Project Area; architect to incorporate findings of noise study into building plans prior to issuance of final building permit and certificate of occupancy.</p>	<p>Planning Department and Department of Building Inspection.</p>	<p>Considered complete upon approval of final construction plan set.</p>

MITIGATION MONITORING AND REPORTING PROGRAM – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status / Date Complete
Noise (continued)				
<p>acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that Title 24 standards, where applicable, can be met, and that there are no particular circumstances about the individual project site that appear to warrant heightened concern about noise levels in the vicinity. The analysis shall be conducted prior to completion of the environmental review process. Should the Planning Department conclude that such concerns be present, the San Francisco Planning Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action, in order to demonstrate that acceptable interior noise levels consistent with those in the Title 24 standards can be attained.</p>				
<p>Project Mitigation Measure 3 – Open Space in Noisy Environments (Mitigation Measure M-NO-1d of Western SoMa PEIR) To minimize effects on development in noisy areas, for new development including noise-sensitive uses (primarily, residences, and also including schools and child care, religious, and convalescent facilities and the like), the San Francisco Planning Department shall, through its building permit review process, in conjunction with noise analysis required pursuant to Mitigation Measure M-NO-1b, require that open space required under the Planning Code for such uses be protected, to the maximum feasible extent, from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Implementation of this measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open space, and appropriate use of both common and private open space in multi-family dwellings. Implementation of this measure shall be undertaken consistent with other principles of urban design.</p>	<p>Project sponsor, architect, acoustical consultant, and construction contractor.</p>	<p>Analysis completed during environmental review.</p>	<p>Planning Department</p>	<p>Considered completed upon approval of project plans by the Planning Department.</p>
<p>Project Mitigation Measure 4 – General Construction Noise Control Measures (Mitigation Measure M-NO-2a of the Western SoMa PEIR). To ensure that project noise from construction activities is minimized to the maximum extent feasible, the sponsor of a subsequent development project shall undertake the following:</p> <ul style="list-style-type: none"> • The sponsor of a subsequent development project shall require the general contractor to ensure that equipment and trucks used for project construction use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds, wherever feasible). • The sponsor of a subsequent development project shall require the general contractor to locate stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors as possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible. 	<p>Project sponsor and construction contractor.</p>	<p>During construction period.</p>	<p>Project sponsor to provide monthly noise reports during construction.</p>	<p>Considered complete upon final monthly report.</p>

MITIGATION MONITORING AND REPORTING PROGRAM – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status / Date Complete
Noise (continued)				
<ul style="list-style-type: none"> The sponsor of a subsequent development project shall require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA. The sponsor of a subsequent development project shall include noise control requirements in specifications provided to construction contractors. Such requirements could include, but not be limited to, performing all work in a manner that minimizes noise to the extent feasible; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise feasible. Prior to the issuance of each building permit, along with the submission of construction documents, the sponsor of a subsequent development project shall submit to the San Francisco Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include: (1) a procedure and phone numbers for notifying DBI, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise-generating activities (defined as activities generating noise levels of 90 dBA or greater) about the estimated duration of the activity. <p>Additionally, the noise study also identifies additional noise-attenuation measures to be implemented as feasible to further reduce noise impacts, in compliance with Mitigation Measure M-NO-2a (Project Mitigation Measure 4). The following site-specific noise-attenuation measures would be implemented as feasible:</p> <ul style="list-style-type: none"> Conduct noise monitoring at the beginning of major construction phases (e.g., demolition, excavation) to determine the need and the effectiveness of noise-attenuation measures. Erect temporary plywood noise barriers around the construction site where the site adjoins noise-sensitive receivers, such as the neighboring 365 12th Street residence. 				

MITIGATION MONITORING AND REPORTING PROGRAM – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status / Date Complete
Noise (continued)				
<ul style="list-style-type: none"> Utilize noise control blankets on the building structure adjacent to the 365 12th Street residence – and possibly other noise-sensitive receivers – as the building is erected to reduce noise emission from the site. 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. Notify the Department of Building Inspection (DBI) and neighbors in advance of the schedule for each major phase of construction and expected loud activities. Limit construction to the hours of 7:00 a.m. to 8:00 p.m. per San Francisco Police Code Article 29. Construction outside of these hours may be approved through a development permit based on a site-specific construction noise mitigation plan and a finding by DBI that the construction noise mitigation plan is adequate to prevent noise disturbance of affected residential uses. When feasible, select “quiet” construction methods and equipment (e.g., improved mufflers, use of intake silencers, engine enclosures). Mobile noise-generating equipment (e.g., dozers, backhoes, and excavators) would be required to prepare the entire site. However, the developer would endeavor to avoid placing stationary noise generating equipment (e.g., generators, compressors) within noise-sensitive buffer areas (measured at linear 20 feet) between immediately adjacent neighbors. Require that all construction equipment be in good working order and that mufflers are inspected to be functioning properly. Avoid unnecessary idling of equipment and engines. 				
Air Quality				
<p>Project Mitigation Measure 5 – Construction Emissions Minimization Plan (Mitigation Measure M-AQ-7 of the Western SoMa PEIR). To reduce the potential health risk resulting from project construction activities, the project sponsor of each development project in the Draft Plan Area and on the Adjacent Parcels shall undertake a project-specific construction health risk analysis to be performed by a qualified air quality specialist, as appropriate and determined by the Environmental Planning Division of the San Francisco Planning Department, for diesel-powered and other applicable construction equipment, using the methodology recommended by the Bay Area Air Quality Management District (BAAQMD) and/or the San Francisco Planning Department. If the health risk analysis determines that construction emissions would exceed health risk significance thresholds identified by the BAAQMD and/or the San Francisco Planning Department, the project sponsor shall develop a Construction Emissions Minimization Plan for Health Risks and Hazards designed to reduce health risks from construction equipment to less-than-significant levels.</p>	Project sponsor/ contractor(s)	Prior to issuance of a permit specified in Section 106A.3.2.6 of the Francisco Building Code.	Health Risk Analysis complete. ERO to review and approve the Construction Emissions Minimization Plan prior to construction with diesel equipment. Contractor or sponsor to provide monthly reports on equipment.	Submit Plan for review prior to construction. Monitor measures as part of everyday operations; during project construction. Considered complete upon final monthly construction report.

MITIGATION MONITORING AND REPORTING PROGRAM – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status / Date Complete
Air Quality (continued)				
<p><i>A. Construction Emissions Minimization Plan.</i> Subsequent development projects that may exceed the standards for criteria air pollutants, as determined by the ERO or his/her designee, shall be required to undergo an analysis of the project’s construction emissions and if, based on that analysis, construction period emissions may be significant, the project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan for Criteria Air Pollutants (as well as TACs, see Impact AQ-7) shall be designed to reduce criteria air pollutant emissions to the greatest degree practicable.</p> <p>The Plan shall detail project compliance with the following requirements:</p> <ol style="list-style-type: none"> 1. All off-road equipment greater than 25 horsepower and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements: <ol style="list-style-type: none"> a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited; b) All off-road equipment shall have: <ol style="list-style-type: none"> i. Engines that meet or exceed either U.S. Environmental Protection Agency or California Air Resources Board Tier 2 off-road emission standards, <i>and</i> ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS). c) Exceptions: <ol style="list-style-type: none"> i. Exceptions to A(1)(a) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with A(1)(b) for onsite power generation. ii. Exceptions to A(1)(b)(ii) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an ARB Level 3 VDECS is: (1) technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO 				

MITIGATION MONITORING AND REPORTING PROGRAM – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status / Date Complete												
Air Quality (continued)																
<p>iii. that the requirements of this exception provision apply. If granted an exception to A(1)(b)(ii), the project sponsor must comply with the requirements of A(1)(c)(iii).</p> <p>iv. If an exception is granted pursuant to A(1)(c)(ii), the project sponsor shall provide the next cleanest pieces of off-road equipment as provided by the step down schedules in Table A1 below.</p> <p style="text-align: center;">TABLE A1 OFF-ROAD EQUIPMENT COMPLIANCE STEP DOWN SCHEDULE*</p> <table border="1" data-bbox="199 605 871 792"> <thead> <tr> <th>Compliance Alternative</th> <th>Engine Emission Standard</th> <th>Emissions Control</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Tier 2</td> <td>ARB Level 2 VDECS</td> </tr> <tr> <td>2</td> <td>Tier 2</td> <td>ARB Level 1 VDECS</td> </tr> <tr> <td>3</td> <td>Tier 2</td> <td>Alternative Fuel*</td> </tr> </tbody> </table> <p>* How to use the table. If the requirements of (A)(1)(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met.</p> <p>** Alternative fuels are not a VDECS</p> <p>2. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than two minutes, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the two minute idling limit.</p> <p>3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.</p> <p>4. The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel</p>	Compliance Alternative	Engine Emission Standard	Emissions Control	1	Tier 2	ARB Level 2 VDECS	2	Tier 2	ARB Level 1 VDECS	3	Tier 2	Alternative Fuel*				
Compliance Alternative	Engine Emission Standard	Emissions Control														
1	Tier 2	ARB Level 2 VDECS														
2	Tier 2	ARB Level 1 VDECS														
3	Tier 2	Alternative Fuel*														

MITIGATION MONITORING AND REPORTING PROGRAM – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status / Date Complete
Air Quality (continued)				
<p>usage and hours of operation. For the VDECS installed: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting shall indicate the type of alternative fuel being used.</p> <p>5. The Plan shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of Plan as requested.</p>				
<p>B. Reporting. Monthly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include actual amount of alternative fuel used.</p>	Project sponsor/ contractor(s)	Monthly during construction.	ERO to receive reports.	<p>Considered complete on findings by ERO that Plan is being/has been implemented.</p> <p>Date plan deemed implemented by ERO: _____</p>
<p>Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include actual amount of alternative fuel used.</p>	Project sponsor/ contractor(s)	Within six months of completion of construction activities.	ERO to receive reports.	<p>Date report submitted to ERO: _____</p>
<p>C. Certification Statement and On-site Requirements. Prior to the commencement of construction activities, the project sponsor must certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications.</p>	Project sponsor/ contractor(s)	Prior to construction activities requiring the use of off-road equipment	ERO to receive certification statement.	<p>Considered complete on submittal of certification statement.</p> <p>Date certification statement submitted: _____</p>

MITIGATION MONITORING AND REPORTING PROGRAM – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status / Date Complete
Biological Resources				
<p>Project Mitigation Measure 6 – Pre-Construction Special-Status Bird Surveys (Mitigation Measure M-BI-1a of Western SoMa PEIR). Conditions of approval for building permits issued for construction within the Draft Plan Area or on the Adjacent Parcels shall include a requirement for pre-construction special-status bird surveys when trees would be removed or buildings demolished as part of an individual project. Pre-construction special-status bird surveys shall be conducted by a qualified biologist between February 1 and August 15 if tree removal or building demolition is scheduled to take place during that period. If bird species protected under the Migratory Bird Treaty Act or the California Fish and Game Code are found to be nesting in or near any work area, an appropriate no-work buffer zone (e.g., 100 feet for songbirds) shall be designated by the biologist. Depending on the species involved, input from the California Department of Fish and Game (CDFG) and/or United States Fish and Wildlife Service (USFWS) may be warranted. As recommended by the biologist, no activities shall be conducted within the no-work buffer zone that could disrupt bird breeding. Outside of the breeding season (August 16 – January 31), or after young birds have fledged, as determined by the biologist, work activities may proceed. Special-status birds that establish nests during the construction period are considered habituated to such activity and no buffer shall be required, except as needed to avoid direct destruction of the nest, which would still be prohibited.</p>	<p>Project Sponsor; qualified biologist; CDFG; USFWS</p>	<p>Prior to issuance of demolition or building permits when trees or shrubs would be removed or buildings demolished as part of an individual project.</p>	<p>Project Sponsor; qualified biologist; CDFG; USFWS</p>	<p>Prior to issuance of demolition or building permits</p>
Hazards and Hazardous Materials				
<p>Project Mitigation Measure 7 – Hazardous Building Materials Abatement (Mitigation Measure M-HZ-2 of the Western SoMa PEIR). The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing polychlorinated biphenyls (PCBs) or mercury, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tube fixtures, which could contain mercury, are similarly removed intact and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.</p>	<p>Project Sponsor; Planning Department</p>	<p>Prior to any demolition or construction activities</p>	<p>Project Sponsor; Planning Department</p>	<p>Prior to any demolition or construction activities</p>

IMPROVEMENT MEASURES – 1532 HARRISON COMMUNITY PLAN EXEMPTION

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
Transportation and Circulation				
<p>Project Improvement Measure 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 Norfolk Street, adjacent to the project site. A vehicle queue is defined as one or more vehicles (destined to the proposed basement parking garage) blocking any portion of the Norfolk Street sidewalk or travel lane on any adjacent street (Harrison Street) for a consecutive period of three minutes or longer on a daily and/or weekly basis.</p> <p>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>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.</p> <p>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 would 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> <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>Project sponsor/property owner/parking garage operator</p>	<p>Following project occupancy.</p>	<p>Planning Director or designee.</p>	<p>Following project occupancy.</p>

IMPROVEMENT MEASURES – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
Transportation and Circulation (continued)				
<p>Project Improvement Measure 2: Implement Transportation Demand Management Strategies to Reduce Single Occupancy Vehicle Trips. The project sponsor and subsequent property owner should implement a Transportation Demand Management (TDM) Program that seeks to minimize the number of single occupancy vehicle trips (SOV) generated by the proposed project for the lifetime of the project. The TDM Program targets a reduction in SOV trips by encouraging persons to select other modes of transportation, including: walking, bicycling, transit, car-share, carpooling and/or other modes.</p> <p>The project sponsor has agreed to implement the following TDM measures:</p> <p>Identify TDM Coordinator: The project sponsor should identify a TDM coordinator for the project site. The TDM Coordinator is responsible for the implementation and ongoing operation of all other TDM measures described below. The TDM Coordinator could be a brokered service through an existing transportation management association (e.g. the Transportation Management Association of San Francisco, TMA SF), or the TDM Coordinator could be an existing staff member (e.g., property manager); the TDM Coordinator does not have to work full-time at the project site. However, the TDM Coordinator should be the single point of contact for all transportation-related questions from building occupants and City staff. The TDM Coordinator should provide TDM training to other building staff about the transportation amenities and options available at the project site and nearby.</p> <p>Transportation and Trip Planning Information:</p> <ul style="list-style-type: none"> <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 building occupant. Provide Muni maps, San Francisco Bicycle and Pedestrian maps upon request. <i>New-hire packet:</i> Provide a transportation insert in the new-hire 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 new-hire packet should be continuously updated as local transportation options change, and the packet should be provided to each new building occupant. Provide Muni maps, San Francisco Bicycle and Pedestrian maps upon request. 	Project sponsor/property owner/TDM Coordinator	Following project occupancy.	San Francisco Municipal Transportation Agency, San Francisco Department of Public Works, and/or Bay Area Bike Share	Following project occupancy.

IMPROVEMENT MEASURES – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
Transportation and Circulation (continued)				
<p><i>City Access for Data Collection:</i></p> <p>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 intercept surveys 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.</p> <p><i>Bicycle Measures:</i></p> <ul style="list-style-type: none"> • <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). • <i>Bay Area Bike Share:</i> Project Sponsor shall cooperate with the San Francisco Municipal Transportation Agency, San Francisco Department of Public Works, and/or Bay Area Bike Share (agencies) and support installation of a bike share station in the public right-of-way along the project’s frontage. <p><i>Additional TDM Measures</i></p> <p>In addition to the TDM measures described above, the Project Sponsor will additionally provide the following TDM measures consistent with TransForm's GreenTRIP program. According to TransForm, GreenTRIP is an innovative program that certifies residential and mixed-use developments that apply strategies to reduce traffic and excessive parking. GreenTRIP staff help applicants find the most appropriate trip reduction strategies, like transit passes and carsharing for residents. GreenTRIP transportation analysis and communication materials are used to explain the benefits, and often to justify reduced parking provisions, to decision makers and the public. Consistent with the GreenTRIP program, the Project Sponsor will provide the following additional TDM measures:</p> <ul style="list-style-type: none"> • Encourage retail tenants to allow bicycles in the workplace; • Provide free or subsidized bike share membership to residents and tenants; • Facilitate direct access to bicycle facilities in the study area (e.g., Route 25 on 11th and Route 30 on Folsom and Howard Streets) through on-site signage; and • Offer free or subsidized Muni passes (loaded onto Clipper cards) to tenants. 				

IMPROVEMENT MEASURES – 1532 HARRISON COMMUNITY PLAN EXEMPTION (Continued)

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
Transportation and Circulation (continued)				
<p>Project Improvement Measure 3: 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 Harrison 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 Harrison Street over an extended period of time and reduce any potential conflicts between movers and pedestrians walking along Harrison Street. Curb parking on Harrison Street shall be reserved through SFMTA or by directly contacting the local 311 service within five days business in advance. No move-in/out activities or related loading activities shall be located along 12th Street or Norfolk Street, adjacent to the project site.</p>	Project sponsor/property owner/building management.	Following project occupancy.	SFMTA	Following project occupancy.
<p>Project Improvement Measure 4: Construction Truck Deliveries During Off-Peak Periods. Any construction traffic occurring between 7:00 a.m. and 9:00 a.m. or between 3:30 p.m. and 6:00 p.m. would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. Limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by SFMTA) would further minimize disruption of the general traffic flow on adjacent streets during the a.m. and p.m. peak periods.</p> <p>As required, the Project Sponsor and construction contractor(s) shall meet with the Sustainable Streets Division of the SFMTA, the Fire Department, Muni, and the Planning Department to determine feasible measures to reduce traffic congestion, including potential transit disruption, and pedestrian circulation impacts during construction of the project. To minimize cumulative traffic impacts due to project construction, the Project Sponsor shall coordinate with construction contractors for any concurrent nearby projects that are planned for construction or which later become known.</p>	Project sponsor / construction contractor	Prior to initiation of construction / during construction	Sustainable Streets Division of the SFMTA, the Fire Department, Muni, and the Planning Department	Complete upon completion of construction.
<p>Project Improvement Measure 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, Transit Access, Bicycling, and Walking 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, transit use, bicycling, and walking to and from 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. 	Construction contractor	During Construction	Project sponsor	Complete upon completion of construction.