



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

Case No.: 2014.0154E
 Project Address: 1800 Mission Street
 Zoning: UMU (Urban Mixed Use) District
 45-X and 68-X Height and Bulk District
 Block/Lot: 3547/001
 Lot Size: 68,772 square feet
 Plan Area: Eastern Neighborhoods Area Plan
 Project Sponsor: Mark Loper, Reuben, Junius & Rose, LLP
 (415) 567-9000; mloper@reubenlaw.com
 Staff Contact: Melinda Hue, (415) 575-9041
 Melinda.hue@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 68,722 square-foot project site is located on the northern portion of a block bordered by 14th Street, Mission Street, 15th Street, and Julian Avenue, in San Francisco's Mission neighborhood. The project site is currently occupied by a four-story, approximately 200,400-square-foot historic building (the Armory) that is currently used for film production. In addition to film production, the Armory currently also hosts events in the approximately 39,920 square-foot "Drill Court" space.

The proposed project would involve a change of use of approximately 119,600 square feet of film production use to office use. Approximately 40,890 square feet would remain production, distribution, and repair uses. The proposed project would also involve a change of use for the 39,920 square-foot Drill Court into a permanent nighttime entertainment use.

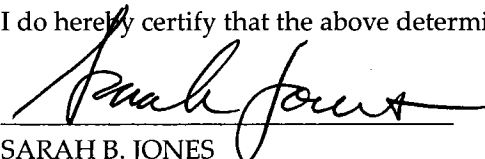
(Continued on next page.)

EXEMPT STATUS

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

DETERMINATION

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


 SARAH B. JONES
 Environmental Review Officer

March 2, 2016
 Date

cc: Mark Loper, Project Sponsor; Supervisor David Campos, District 9; Rich Sucre, Current Planning Division; Virna Byrd, M.D.F.; Exemption/Exclusion File

PROJECT DESCRIPTION (continued)

Currently, the Drill Court hosts approximately one to two events a month, with each event lasting no more than one day due to permit restrictions. The existing maximum standing capacity of the Drill Court at 3,997 people would not change. With the proposed change of use, the Armory could generally be expected to host as many as three distinct events a week, or up to 10 distinct events a month. The change of use for the Drill Court would also permit the Armory to host multi-day events (e.g., corporate functions, flea markets, etc.), as well as host more than one non-arts event a month. Potential event types would include, but not be limited to, performing arts events (e.g., music concerts, theatrical performances), corporate events (e.g., conferences, team-building workshops, product launches), fundraising events, parties (e.g., holiday party, dance party), and food- or drink-related events (e.g., wine tasting). Events would most frequently take place on Saturdays and Sundays at a range of times from early afternoon (4:00 PM) into the early evening (2:00 AM). Events taking place on Thursdays and Fridays would be less frequent, typically taking place during the midday period (approximately 10:00 AM to 3:00 PM) for corporate events or from 7:00 PM to 2:00 AM for recreational / leisure events. Events taking place during other days of the week (Mondays through Wednesdays) would occur with the least frequency, and would typically comprise corporate events such as conferences taking place during the midday period (10:00 AM to 3:00 PM).

The project site currently does not include any off-street vehicle parking spaces and no off-street vehicle parking spaces are being proposed as part of the project. The project site currently includes 52 bicycle parking spaces within the building and 22 bicycle parking spaces along 14th Street. The proposed project would include a new mid-block crosswalk across the west leg of Woodward Street/14th Street intersection.

No major construction activities are anticipated for the Drill Court. There may be minor tenant improvements such as soundproofing of doors and installation of a new door in the building interior within the drill court. As part of the change of use to office, no construction activities are anticipated at this time. However, future minor tenant improvements may occur when tenants are secured and these tenant improvements would be subject to their own environmental review. The proposed project would not involve any physical alterations to the exterior of the building and would not involve any soil disturbance/excavation.

PROJECT APPROVAL

The proposed project would require approval of an office allocation by the Planning Commission for the change of use to office. The proposed project would also require approval of a building permit for the change of use of the Drill Court to nighttime entertainment use from the Department of Building Inspection (DBI). The Approval Action is either the approval of an office allocation by the Planning Commission or the issuance of a building permit by DBI for the proposed nighttime entertainment use, whichever occurs first. 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 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 1800 Mission Street project described above, and incorporates by reference information contained in the Programmatic EIR for the Eastern Neighborhoods Rezoning and Area Plans (PEIR)¹. Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Eastern Neighborhoods PEIR.

After several years of analysis, community outreach, and public review, the Eastern Neighborhoods PEIR was adopted in December 2008. The Eastern Neighborhoods PEIR was adopted in part to support housing development in some areas previously zoned to allow industrial uses, while preserving an adequate supply of space for existing and future production, distribution, and repair (PDR) employment and businesses.

The 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.^{2,3}

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

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

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

² 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.

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

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).

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

As a result of the Eastern Neighborhoods rezoning process, the project site has been rezoned to UMU (Urban Mixed Use) District. The UMU District is intended to promote a vibrant mix of uses while maintaining the characteristics of this formerly industrially-zoned area. It is also intended to serve as a buffer between residential districts and PDR districts in the Eastern Neighborhoods. The proposed project and its relation to PDR land supply and cumulative land use effects is discussed further in the Community Plan Exemption (CPE) Checklist, under Land Use. The 1800 Mission Street site, which is located in the Mission District of the Eastern Neighborhoods, was designated as a site with building up to 45 and 68 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 1800 Mission 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 1800 Mission Street project, and identified the mitigation measures applicable to the 1800 Mission Street project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.^{4,5} Therefore, no further CEQA evaluation for the 1800 Mission Street project is required. In sum, the Eastern Neighborhoods PEIR and this Certificate of Exemption for the proposed project comprise the full and complete CEQA evaluation necessary for the proposed project.

PROJECT SETTING

The 68,722 square-foot project site is located on the northern portion of a block bordered by 14th Street, Mission Street, 15th Street, and Julian Avenue, in San Francisco's Mission neighborhood. To the west of the project site are residential uses, and residential uses with ground floor retail. To the north of the project site are residential uses and auto-related uses such as a gas station and car rental business. To the east of the project site are a mixture of residential, retail, and production, distribution, and repair uses. To the south of the project site are commercial and residential uses. A Muni bus station is located along the

⁴ Sue Exline, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 1800 Mission Street, October 14, 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. 2014.0154E.

⁵ Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 1800 Mission Street, February 2, 2015.

building frontage along Mission Street and is a stop for the 14 and 49. The project site is located approximately 0.2 miles (two blocks) from the 16th Street BART station.

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 1800 Mission 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 1800 Mission 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 to the significant and unavoidable land use impact identified in the Eastern Neighborhoods PEIR as it would involve a change of use of 119,600 square feet of film production use to office use. The proposed project would not contribute to the significant and unavoidable historic architectural resources impact as the proposed project would not physically alter the exterior of the existing building. There may be minor tenant improvements such as soundproofing of doors and installation of a new door in the building interior within the drill court. As part of the change of use to office, no construction activities are anticipated at this time. However, future minor tenant improvements may occur when tenants are secured and these tenant improvements would be subject to their own environmental review. In regards to significant and unavoidable transportation impacts related to traffic and transit, the proposed project would not considerably contribute to project-specific and cumulative traffic and transit impacts identified in the Eastern Neighborhoods PEIR. The proposed project would not involve any physical alterations to the exterior of the building or expansion of the building envelope, so it would not contribute 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
F. Noise		
F-1: Construction Noise (Pile Driving)	Not Applicable: pile driving not proposed	N/A
F-2: Construction Noise	Not Applicable: use of heavy construction equipment not proposed and minor tenant	N/A

Mitigation Measure	Applicability	Compliance
	improvements would occur within the existing building	
F-3: Interior Noise Levels	Not Applicable: proposed project would not include noise-sensitive uses	N/A
F-4: Siting of Noise-Sensitive Uses	Not Applicable: proposed project would not include noise-sensitive uses	N/A
F-5: Siting of Noise-Generating Uses	Applicable: the proposed project would result an increased frequency of nighttime events	The project sponsor has conducted and submitted a detailed noise analysis demonstrating that the proposed use could feasibly comply with the requirements of the San Francisco Noise Ordinance
F-6: Open Space in Noisy Environments	Not Applicable: proposed project would not include open spaces	N/A
G. Air Quality		
G-1: Construction Air Quality	Not Applicable: proposed project would not involve major construction activities or soil disturbance and minor tenant improvements would occur within the existing building	N/A
G-2: Air Quality for Sensitive Land Uses	Not Applicable: proposed project would not include sensitive land uses	N/A
G-3: Siting of Uses that Emit DPM	Not Applicable: proposed project would not generate 100 trucks per day or 40 refrigerated trucks per day	N/A
G-4: Siting of Uses that Emit other TACs	Not Applicable: proposed project would not include any sources that would emit DPM or other TACs	N/A
J. Archeological Resources		

Mitigation Measure	Applicability	Compliance
J-1: Properties with Previous Studies	Not Applicable: proposed project would not involve any soil disturbance or excavation	N/A
J-2: Properties with no Previous Studies	Not Applicable: proposed project would not involve any soil disturbance or excavation	N/A
J-3: Mission Dolores Archeological District	Not Applicable: proposed project would not involve any soil disturbance or excavation	N/A
K. Historical Resources		
K-1: Interim Procedures for Permit Review in the Eastern Neighborhoods Plan area	Not Applicable: plan-level mitigation completed by Planning Department	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
L. Hazardous Materials		
L-1: Hazardous Building Materials	Not Applicable: proposed project would not involve any demolition or substantial interior renovations	N/A
E. Transportation		
E-1: Traffic Signal Installation	Not Applicable: plan level mitigation by SFMTA	N/A
E-2: Intelligent Traffic Management	Not Applicable: plan level mitigation by SFMTA	N/A
E-3: Enhanced Funding	Not Applicable: plan level mitigation by SFMTA & SFTA	N/A
E-4: Intelligent Traffic Management	Not Applicable: plan level mitigation by SFMTA & Planning Department	N/A

Mitigation Measure	Applicability	Compliance
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 July 27, 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. Comments were received about the merits of the project regarding the change of use to office and impacts on neighborhood character. Comments received regarding the environmental effects of the proposed project included concerns about event-related noise. The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Eastern Neighborhoods PEIR.

CONCLUSION

As summarized above and further discussed in the CPE Checklist⁶:

1. The proposed project is consistent with the development density established for the project site in the Eastern Neighborhoods Rezoning and Area Plans;

⁶ The CPE Checklist is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2014.0154E.

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

Attachment A: MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL				
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
MITIGATION MEASURES FROM THE EASTERN NEIGHBORHOODS AREA PLAN EIR				
<p>Project Mitigation Measure 1: Siting of Noise-Generating Uses (Mitigation Measure F-5 of the Eastern Neighborhoods PEIR) To reduce potential conflicts between existing sensitive receptors and new noise-generating uses, for new development including commercial, industrial or other uses that would be expected to generate noise levels in excess of ambient noise, either short-term, at nighttime, or as a 24-hour average, in the proposed project site vicinity, the Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-sensitive 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 maximum noise level readings taken at least every 15 minutes), prior to the first project approval action. The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that the proposed use would comply with the use compatibility requirements in the General Plan and in Police Code Section 29091, would not adversely affect nearby noise-sensitive uses, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels that would be generated by the proposed use. Should such concerns be present, the 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.</p>	<p>Project Sponsor along with Project Contractor of each subsequent development project undertaken pursuant to the Eastern Neighborhoods Rezoning and Area Plans Project.</p>	<p>Design measures to be incorporated into project design and evaluated in environmental/building permit review, prior to issuance of a final building permit and certificate of occupancy</p>	<p>San Francisco Planning Department and the Department of Building Inspection</p>	<p>Considered complete upon approval of final construction drawing set.</p>

**Attachment B:
 IMPROVEMENT MEASURES ADOPTED AS CONDITIONS OF APPROVAL**

IMPROVEMENT MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
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Transportation and Circulation				
<p>Project Improvement Measure 1: Transportation Demand Management Plan. The Planning Department and the SFMTA have partnered with the Mayor’s Office of Economic and Workforce Development and the San Francisco County Transportation Authority to study the effects of implementing 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 (or transportation broker) has chosen to implement the following measures as part of the Armory’s TDM program:</p> <ul style="list-style-type: none"> • <u>TDM Coordinator</u> The Project Sponsor will identify a TDM Coordinator for the Project site. The TDM Coordinator will be responsible for the implementation and ongoing operation of all other TDM measures included in the proposed project. The TDM Coordinator may 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 may be an existing staff member (e.g., property manager); the TDM Coordinator would not be required to work full-time at the project site. However, the TDM Coordinator would be the single point of contact for all transportation-related questions from building occupants and City staff. The TDM Coordinator would provide TDM training to other building staff about the transportation amenities and options available at the project site and nearby. • <u>Transportation and Trip Planning Information</u> <ul style="list-style-type: none"> ○ <i>Move-in packet:</i> The Project Sponsor will provide a 	<p>Project sponsor, property owner, TDM Coordinator.</p>	<p>Following project occupancy.</p>	<p>San Francisco Planning Department, San Francisco Municipal Transportation Agency, San Francisco Department of Public Works, and/or Bay Area Bike Share.</p>	<p>Following project occupancy.</p>

Attachment B: IMPROVEMENT MEASURES ADOPTED AS CONDITIONS OF APPROVAL				
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<p>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. The Project Sponsor will also provide Muni maps and San Francisco bicycle and pedestrian maps upon request.</p> <ul style="list-style-type: none"> ○ <i>New-hire packet:</i> The Project Sponsor will provide a transportation insert for 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. The Project Sponsor will also provide Muni maps, San Francisco bicycle and pedestrian maps upon request. ○ <i>Posted information:</i> The Project Sponsor will provide a local map in a prominent and visible location, such as within a building lobby. The local map will clearly identify transit, 				

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<p>bicycle, and key pedestrian routes, and also depict nearby destinations and commercial corridors.</p> <ul style="list-style-type: none"> • <u>Data Collection:</u> <ul style="list-style-type: none"> ○ <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 intercept surveys and / or other types of data collection. All on-site activities will be coordinated through the TDM Coordinator. The Project Sponsor will assure future access to the site by City staff. ○ <i>TDM Program Monitoring.</i> The Project Sponsor will collect data and make monitoring reports available for review by the Planning Department. Ideally, monitoring reports would be submitted biannually for eight years starting at 85 percent building occupancy. The monitoring report would include trip counts and / or intercept surveys, a travel diary or stated preference survey, a property manager / coordinator survey, and travel demand information, or a comparable alternative methodology and components as approved and provided by City staff. See the “TDM Monitoring” section below for additional information. • <u>Bicycle Measures:</u> <ul style="list-style-type: none"> ○ <i>Bicycle Fleet.</i> The Project Sponsor will provide and maintain a fleet of bicycles (and related amenities such as locks, baskets, lights, etc.) for use by the building occupants. ○ <i>Parking.</i> The Project Sponsor will increase the number of on-site secured bicycle parking beyond <i>Planning Code</i> 				

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<p>requirements and / or provide additional bicycle facilities in the public right-of-way adjacent to or within a quarter-mile of the project site (e.g., sidewalks, on-street parking spaces).</p> <ul style="list-style-type: none"> ○ <i>Bay Area Bike Share.</i> The Project Sponsor will cooperate with the SFMTA, San Francisco Department of 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. See the “Bicycle Sharing” section below for additional information. ○ <i>Funding.</i> Within one year after final certification of completion for the project, the Project Sponsor will contact in writing the SFMTA, San Francisco Department of Public Works, and / or Bay Area Bike Share (agencies) to fund the installation of up to 20 new bicycle racks and / or one or more bike share stations (bicycle facilities) on public right-of-way locations adjacent to or within a quarter-mile of the project site (e.g., sidewalks, on-street parking spaces). See the “Bicycle Sharing” section below for additional information. <ul style="list-style-type: none"> ● <u>TDM Monitoring</u> The Planning Department will provide the TDM Coordinator with a separate building transportation survey that documents which TDM measures have been implemented during the reporting period, along with basic building information (e.g., percent unit occupancy, off-site parking utilization by occupants of building, loading frequency). The building transportation survey will be completed by the TDM Coordinator and submitted to City staff within 30 days of 				

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<p>receipt. The Project Sponsor will also allow trip counts and intercept surveys to be conducted on the premises by City staff or a City-hired consultant. Access to building lobbies, etc. will be granted by the Project Sponsor and facilitated by the TDM Coordinator. Trip counts and intercept surveys are typically conducted for two to five days between 6:00 AM and 8:00 PM on both weekdays and weekends.</p> <ul style="list-style-type: none"> • <u>Bicycle Sharing</u> The Project Sponsor will contact Bay Area Bike Share (or its successor entity) to determine whether it would be interested and able to fund and install a new bicycle sharing station in the public right-of-way immediately adjacent to the project site (including locations within new or existing sidewalks, new or existing on-street parking, or new or existing roadway areas). If Bay Area Bike Share is not interested in or unable to fund and install a new bicycle sharing station, as indicated in writing, the Project Sponsor shall not be obligated to design and permit such a space. If Bay Area Bike Share determines in writing that it would be interested and able to fund and install a new bicycle sharing station immediately adjacent to the project site within the time period specified above, the Project Sponsor will make best efforts to accommodate a new bicycle sharing station. The Project Sponsor will coordinate with Bay Area Bike Share to obtain all city permits necessary and to design and install a station immediately adjacent to the Project site in the public right-of-way. If the City agencies responsible for issuing the permits necessary to provide the new bicycle sharing station space reject the Project Sponsor's application despite Project Sponsor's best efforts, the Project Sponsor shall 				

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not be obligated to provide such space.				
<p>Project Improvement Measure 2: Event Transportation Demand Management Plan. The Project Sponsor (or transportation broker) will develop and implement an event TDM program to minimize the transportation-related effects of events at the project site. The event TDM program will formalize many of the procedures that building management already executes as part of existing events held at the building, but also includes additional provisions such as a bicycle valet program and other measures that are not currently implemented at the project site. The proposed event TDM program will include (but not be limited to) the following components:</p> <ul style="list-style-type: none"> • <u>Automobile Valet Parking</u> Building management currently offers a valet program for larger events, contracting with property owners and parking operators of surface parking lots in the surrounding area on a temporary as-needed basis to provide off-site parking for event attendees. When the valet program is in effect, building management reserves curb space along 14th Street adjacent to the main entertainment entrance to serve as a valet pick-up / drop-off station. These measures should be continued with the project for medium-sized and large events held at the building. • <u>Passenger Loading</u> The project would retain the existing passenger loading (white) zone measuring approximately 21 feet 10 inches in length along the 14th Street frontage of the project site west of the main entertainment entrance. As this space only provides enough curb space to accommodate approximately one vehicle, the Project Sponsor should periodically review passenger loading conditions during events to ensure that sufficient 	Project sponsor, property owner, TDM Coordinator.	Following project occupancy.	San Francisco Planning Department, San Francisco Municipal Transportation Agency, San Francisco Department of Public Works	Following project occupancy.

Attachment B: IMPROVEMENT MEASURES ADOPTED AS CONDITIONS OF APPROVAL				
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<p>curbside accommodations are provided along 14th Street and that such activities do not disrupt traffic and bicycle circulation along 14th Street, particularly for bicyclists traveling in the adjacent bicycle lane. If necessary, the Project Sponsor should work with the SFMTA to extend the passenger loading zone or designate additional curb space along the south side of 14th Street as a separate passenger loading zone.</p> <ul style="list-style-type: none"> <p><u>Freight Loading / Service Vehicle Activities</u></p> <p>Load-in (pre-event) and load-out (post-event) activities on weekdays currently take place outside of the weekday AM and PM peak periods, typically either during the midday period or during the evening and early evening periods. These measures should be continued with the project, and load-in / load-out activities during the weekday AM or PM peak periods should be avoided to minimize effects on traffic, transit, bicycle, and pedestrian conditions. Building management should continue to actively manage load-in and load-out activities through truck scheduling and coordination with SFMTA regarding sidewalk occupancy permits or reservation of curb space for trucks. Building management should also be available on as-needed basis to assist truck drivers arriving at or departing the project site with respect to blind spots and maneuverability into and out of on- and off-street freight loading / service vehicle spaces, to ensure the safety of bicyclists and pedestrians along Julian Avenue. Double-parking or illegal parking in red zones such as bus stops should be prohibited, and disruptions to transit service should be avoided.</p> <p><u>Bicycle Valet Parking</u></p> <p>The 22 Class 2 bicycle parking spaces provided along the 14th</p> 				

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<p>Street frontage of the building are currently under-utilized by event attendees. The Project Sponsor should periodically review the demand for bicycle parking among event attendees to determine whether increasing the supply of event bicycle parking or improving the quality of event bicycle parking is necessary. In particular, the Project Sponsor could implement a trial bike valet program working with the San Francisco Bicycle Coalition or other event-related bicycle valet program operators to determine whether the low utilization of the existing Class 2 spaces is representative of actual demand for bicycle parking, or whether there is latent and unmet demand for bicycle parking due to the lack of safe, secure parking protected from the elements. This trial program could be implemented using the existing Class 1 spaces provided within the building or a separate space in the Drill Court / first floor or elsewhere in the building, and could be made a permanent program for events if it proves successful in attracting sufficient demand.</p> <ul style="list-style-type: none"> • <u>Event Ticketing and Sidewalk Occupancy</u> Building management currently applies for sidewalk occupancy permits from the SFMTA for events where queuing at the building's main entertainment entrance may be expected. When feasible, ticketing procedures and event space planning should seek to minimize the need to obtain sidewalk occupancy permits to accommodate attendee queuing. Providing queuing space near the main entertainment entrance, but within the building, for example, could help alleviate or eliminate the need for queuing to take place outside of the building. In the event that sidewalk occupancy permits must 				

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<p>be obtained, full closure of adjacent sidewalks, including the east sidewalk along Julian Avenue, should be avoided unless absolutely necessary. If full closure of the sidewalk is required, the adjacent parking or travel lane should also be reserved through the SFMTA to eliminate the need for forced detours and ensure continuity of pedestrian access along the frontages of the Project site during large events.</p>				
<p>Project Improvement Measure 3: Coordinate Loading Activities. Schedule and coordinate loading activities through building management to ensure that trucks can be accommodated in the curbside loading spaces. All regular events requiring use of the loading space (e.g., retail deliveries, building service needs) should be coordinated directly with building management.</p>	<p>Project sponsor, property owner, building management.</p>	<p>Following project occupancy.</p>	<p>San Francisco Municipal Transportation Agency.</p>	<p>Following project occupancy.</p>
<p>Project Improvement Measure 4: Truck Parking. Trucks should be discouraged from parking illegally or obstructing traffic, transit, bicycle, or pedestrian flow along any of the streets immediately adjacent to the building (i.e., Julian Avenue, 14th Street, and Mission Street).</p>	<p>Project sponsor, property owner, building management.</p>	<p>Following project occupancy.</p>	<p>San Francisco Municipal Transportation Agency.</p>	<p>Following project occupancy.</p>