



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

Case No.: 2014.0831E
 Project Address: 250 10th Street
 Zoning: Regional Commercial District (RCD)
 WSoMa Mixed-Use General (WMUG) District
 55/65-X Height & Bulk District
 Block/Lot: 3517/034, 036, 037, 038
 Lot Size: 59,020 square feet
 Plan Area: Western SoMa Area Plan
 Project Sponsor: Lee Drolet, Presidio Knolls School – 415-202-0770
 Staff Contact: Jenny Delumo – (415) 575-9146, Jenny.Delumo@sfgov.org

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PROJECT DESCRIPTION

Project Overview

The approximately 59,020-square-foot (sq. ft.) project site is comprised of four adjacent lots: 240 10th Street (Lot 036), 250 10th Street (Lot 038), 260 10th Street (Lot 037), and 1415 Howard Street (Lot 034). The project site is developed with an approximately 36,510-gross-square-foot (gsf) preschool through third-grade school campus (i.e., Presidio Knolls School). The proposed project would alter the Presidio Knolls School campus in order to expand instruction to fourth- through eighth-grade students. The proposed project would demolish the elementary school building (Lot 038), preschool building (Lot 037), and garage (Lot 036); merge Lots 036, 037, and 038; construct two new school buildings; and make interior and exterior alterations to the rectory (Lot 034) and convert the space from group housing to educational uses. No interior or exterior alterations are proposed for the parish hall (Lot 037) which serves as a multi-purpose room. The proposed improvements would create an approximately 81,600-gsf school campus that could accommodate an additional 295 students (274 elementary and middle school students and 21 preschool students) and 45 faculty/staff, resulting in a maximum enrollment of approximately 550 students supported by 117 faculty/staff.

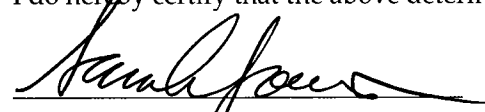
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EXEMPT STATUS

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

DETERMINATION

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


 SARAH B. JONES
 Environmental Review Officer

June 29, 2016
 Date

cc: Lee Drolet, Project Sponsor; Supervisor Jane Kim, District 6; Rich Sucre, Current Planning Division;
 Virna Byrd, M.D.F.; Exemption/Exclusion File

PROJECT DESCRIPTION (continued)

Project Site

The subject lots form a roughly L-shaped project site located on the block bounded by 10th Street to the northeast, Folsom Street to the southeast, Howard Street to the northwest, and 11th Street to the southwest. Kissling Street, which runs parallel to Howard and Folsom Streets, divides the western half of the subject block and dead ends at approximately the middle of the southwestern lot line of the project site. The project site is located in the South of Market (SoMa) neighborhood and within the Western SoMa Light Industrial and Residential Historic District. The project site is located within the St. Joseph's Church complex (the complex). The complex is comprised of St. Joseph's Church (constructed in 1913), rectory (constructed in 1908), parish hall (constructed in 1907), convent (constructed in 1961), school (constructed in 1960), and garage (constructed in 1960). The five structures comprising the Presidio Knolls School campus include:

- Presidio Knolls School elementary school building (formerly St. Joseph's Convent) – an approximately 5,485-gsf, 30-foot-tall, two-story building.
- Presidio Knolls School preschool building (formerly St. Joseph's School) – an approximately 8,935-gsf, 16-foot-tall, one-story building.
- St. Joseph's parish hall – an approximately 11,300-gsf, 50-foot tall, two-story building.
- St. Joseph's rectory – an approximately 9,300-gsf, 45-foot-tall, two-story-over basement building.
- St. Joseph's garage – an approximately 1,130-gsf, 12-foot-tall, single-story structure. The garage can accommodate two off-street parking spaces, but is currently used for storage.

St. Joseph's Church, located on the northeast corner of the subject block on Lot 035, is not a part of the Presidio Knolls School campus and is not a part of the project site.

Project Characteristics

The proposed project would demolish the elementary school building, preschool building, and garage, which total approximately 15,550-gsf of space; merge Lots 036, 037, and 038; and construct two new buildings:

- An approximately 48-foot-tall, 60,000-gsf, three-story school building. The building would be sited where the existing preschool and elementary school buildings are located. The new building would abut the eastern, southern and western lot lines of the southern half of the project site, enclosing a courtyard with a preschool play area.
- An approximately 19-foot-tall, 1,000-gsf, one-story music building. The building would be sited where the existing garage is located.

The vacant rectory, which was previously used for group housing, would be converted to educational uses. Proposed uses include classrooms, a break room, administrative offices, and storage. Exterior alterations to the rectory would include removing non-historic windows on the east façade and replacing them with new windows that match existing historic windows, and lowering the sills of the existing window openings on the western façade of the building approximately 42 inches in order to create a new doorway and install two new doors. All alterations to the rectory would be consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties. While the parish hall is part of the project site, there are no proposed interior or exterior alterations to the building under this project proposal. Alterations to the school campus would also include a new playground, new toddler yards, and a new curved concrete wall to create separation between portions of the campus.

The proposed project would provide space for new classrooms, toddler rooms, preschool rooms, and shared common space, including the library, music room, gymnasium, art room, multi-purpose room, language classrooms, and administrative space. Five Class I bicycle lockers (10 Class I bicycle parking spaces) would be installed along the south side of the parish hall, 20 Class II bicycle racks (40 Class II bicycle parking spaces) would be installed along the eastern side of the rectory, and two bicycle racks (four Class II bicycle parking spaces) would be installed on 10th Street near the main entrance, for a total of 54 bicycle parking spaces. The proposed project would also include excavation of approximately 1,050 cubic yards of material to a maximum depth of approximately three feet below grade. Student drop-off and pick-up areas would be located on 10th and Howard Streets.

The proposed project would be implemented in three phases:

- Phase 1 – Exterior and interior alterations to the rectory.
- Phase 2 – Partial demolition of the existing preschool building, full demolition of the elementary school building, and construction of the western portion of the new school building, including the playground.
- Phase 3 – Demolition of the remainder of the existing preschool building, construction of the remainder of the new school building, demolition of the existing garage, and construction of the new music building.

School operations continue during the construction phases. During Phase 2 students who currently use the classrooms in the elementary school building and the portion of the preschool building proposed for demolition during this construction phase would receive instruction in temporary classrooms located in the Parish Hall. During Phase 3 students who currently use the classrooms in the elementary school building and the portion of the preschool building proposed for demolition during this construction phase would receive instruction in the western portion of the new school building and in temporary classrooms in the Parish Hall.

PROJECT APPROVAL

The proposed project would require a Conditional Use Authorization (CUA) and a Planned Unit Development (PUD) from the Planning Commission pursuant to Planning Code Sections 303 and 304. The proposed project requires the CUA for (1) the development of a lot larger than 10,000 square feet in an RCD District pursuant to Planning Code Section 121.1; (2) merging lots in an RCD District with a lot frontage greater than 100 feet pursuant to Planning Code Section 121.7; (3) removal of ten group housing units pursuant to Planning Code Section 317; (4) establishing a child care facility (a preschool with more than 13 children) in an RCD District pursuant to Planning Code Section 744.82a; and (5) establishment of a non-residential use (school and child care) larger than 10,000 square feet in the RCD & WMUG Zoning Districts, pursuant to Planning Code Section 121.2. The project is seeking exceptions to the code for:

- **Rear Yard** (Planning Code Section 134)
- **Street Frontage** (Planning Code Section 145.1)
- **Bicycle Parking, Shower and Locker Facilities** (Planning Code Sections 155.2 and 155.4)

Other approvals that would be required in order to implement the proposed project include approval of demolition, grading, building and occupancy permits for demolition of the existing structures and new construction from the Department of Building Inspection; approval of a Site Mitigation Plan pursuant to the Maher Ordinance prior to the commencement of any excavation work, and approval of a Soil Mitigation Plan and Dust Control Plan prior to construction-period activities from the Department of

Public Health; approval of all proposed changes in curb cuts and parking zones pursuant to the San Francisco Municipal Transportation Agency's (SFMTA) Color Curb Program; coordination with the SFMTA Interdepartmental Staff Committee on Traffic and Transportation to coordinate temporary construction-related changes to the transportation network; approval of a lot merger, and modifications to public sidewalks, street trees, curb cuts, and bulb out extensions from San Francisco Public Works; and approval of a stormwater control plan and an erosion and sediment control plan prior to commencing construction from the San Francisco Public Utilities Commission.

Approval Action: The Conditional Use Authorization would be 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 Administration 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 250 10th 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 Eighth Street Project (Western SoMa 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 Western SoMa PEIR.

After several years of analysis, community outreach, and public review, the Western SoMa Community Plan was adopted by the Board of Supervisors on March 19, 2013, and effective as of April 27, 2013. The Community Plan included changes to existing zoning, height and bulk districts in some areas, including the project site at 250 10th Street. The Planning Commission certified the Western SoMa PEIR on December 6, 2012.²

The 250 10th Street site is located in the Western SoMa Community Plan area. As a result of the Western SoMa rezoning process, the majority of the project site was rezoned to a 55/65-X Height and Bulk District,

¹ San Francisco Planning Department, Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project Final Environmental Impact Report (FEIR), Planning Department Case Nos. 2008.0877E and 2007.1035E, State Clearinghouse No. 2009082031, certified December 6, 2012. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>. This document is available for review at 1650 Mission Street, Suite 400, as part of Case Nos. 2008.0877E and 2007.1035E.

² Ibid.

as well as to a Regional Commercial District (RCD). However, the portion of the project site where the rectory is located was rezoned to a Western SoMa Mixed-Use General (WMUG) zoning district and a 55-X Height and Bulk District. The portion of the project site where the garage and elementary school are located were also rezoned to a 55-X Height and Bulk District as a result of the Western Soma rezoning process.

The RCD zoning district is located along the 9th and 10th Street corridors running, generally, from Mission Street to Harrison Street. The zoning district provides a variety of commercial and institutional uses and services, such as schools, restaurants, retail, offices, storage, production, distribution and repair (PDR), and arts activities, to the immediate neighborhood. As the area serves as a thoroughfare into and out of the City, the RCD zoning district also serves the broader community. Residential uses are also encouraged. The proposed project's school use is consistent with uses permitted within the RCD zoning district. The WMUG zoning district is largely comprised of low-scale PDR uses mixed with housing and small-scale retail, and is designed 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 proposed project's school use is consistent with uses permitted within the WMUG zoning district.

Individual projects that could occur in the future under the Western SoMa Community Plan would undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal and the site at the time of development, and to assess whether additional environmental review would be required. This determination concludes that the proposed project at 250 10th 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 250 10th Street project, and identified the mitigation measures applicable to the 250 10th Street project. The proposed project is consistent with the General Plan, Western SoMa Plan, zoning controls and the provisions of the Planning Code applicable to the project site.^{3,4} Therefore, no further CEQA evaluation for the 250 10th 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 project vicinity is characterized by a mix of commercial (auto repair shops, restaurants, bars, storage facilities), residential, and institutional uses. The portions of the blocks that abut 10th Street, including the eastern half of the subject block, are zoned RCD. The northwestern corner of the subject block and a small portion of the southern perimeter of the subject block are zoned WMUG. RED (South of Market Residential Enclave), RED-MX (Residential Enclave-Mixed), and WMUO (WSoMa Mixed Use-Office) zoning districts are all located on portions of the subject block and throughout the project vicinity. The project site, as previously noted, is within the Western SoMa Plan area. The irregularly shaped Plan area is comprised of two connected areas. Area 1 is roughly bounded by Minna Street to the north, Bryant Street to the south, Seventh Street to the east, and 13th Street to the west. Area 2 is roughly bounded by

³ Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 250 10th Street, June 27, 2016. This document (and all other documents cited in this report, unless otherwise noted), is available for review at 1650 Mission Street, Suite 400, San Francisco, CA, as part of Case No. 2014.0831E.

⁴ Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 510-520 Townsend Street, June 6, 2016.

Harrison Street to the north, Townsend Street to the south, Fourth Street to the east, and Seventh Street to the west. Outlying parcels, roughly bounded by Folsom, Clementina, Fifth, and Fourth Streets, are also part of the Plan area.

The density of development in the project vicinity is primarily comprised of low- and mid-rise buildings. On the subject block, a three-story self-storage facility fronts Folsom and 10th Streets (southeast corner), a three-story apartment building fronts Folsom Street at the mid-block, a one-story auto repair shop fronts 11th and Folsom Streets (southwest corner), a three-story building housing a community service organization and a three-story building with a restaurant on the ground floor front 11th Street at the mid-block, and a one-story building housing PDR and retail uses fronts Howard and 11th Streets (northwest corner). One- and two-story-over-basement houses front Kissling Street.

As previously discussed, the subject block is bounded by 10th, Folsom, 11th, and Howard Streets, and intersected by Kissling Street. Tenth Street is a southbound four-lane, one-way street with a bike lane on the west side of the street and parking on both sides of the street. Folsom Street is an east-bound, three-lane, one-way street with a bike lane on the south side of the street and parking on both sides of the street. Eleventh Street is a northbound three-lane, two-way street with a bike lane on the west side of the street and parking on both sides of the street. Two lanes travel southbound and one lane travels northbound. Howard Street is a west-bound, three-lane, one-way street with a bike lane on the south side of the street and parking on both sides of the street. Along the subject block, the far left lane is left turn only.

POTENTIAL ENVIRONMENTAL EFFECTS

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 proposed 250 10th Street project is in conformance with the height, use and density for the site described in the Western SoMa PEIR and would represent a portion of the growth that was forecast for the Western SoMa Plan area. Thus, the Plan analyzed in the Western SoMa PEIR considered the incremental impacts of the proposed 250 10th 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 in the Western SoMa PEIR for the following topics: historic resources, transportation and circulation, noise, air quality, and shadow. The proposed project would not contribute to significant and unavoidable impacts on historic resources, transportation and circulation, noise, air quality, or shadow.

In regards to significant and unavoidable impacts on historic resources, the project site is located within the Western SoMa Light Industrial and Residential Historic District (the Historic District), and two of the structures on the project site (the rectory and parish hall) were found to be historic resources in the South of Market Historic Resource Survey. However, the proposed project would not demolish a historic structure and the proposed alterations to the rectory and new construction would not materially alter the significance of the historic resources on the project site or be incompatible with the Historic District. In addition, implementation of the proposed project adversely impact a contributor to an identified historic district. As such, the proposed project would not result in a significant adverse impact on historic

resources, and therefore would not contribute to any significant and unavoidable impacts on historic resources.

The proposed project would not considerably contribute to the significant and unavoidable transportation and circulation impacts identified in the Western SoMa PEIR. The proposed project meets the State Office of Planning and Research's (OPR) screening criteria for transportation impacts. Furthermore, the project's estimated 682 daily person trips would be distributed among different modes of transportation, including public transportation, bicycling, and walking. Implementation of *Project Improvement Measure 2: Construction Management Plan* would further reduce the project's less-than-significant impacts on transportation and circulation. As the proposed project could generate excessive construction noise, Western SoMa PEIR Mitigation Measure M-NO-2a would ensure that project noise from construction activities is minimized to the maximum extent feasible. Therefore, the proposed project would not considerably contribute to construction noise impacts identified in the Western SoMa PEIR. The Western SoMa PEIR identified potential air quality impacts due to Plan-generated development. The proposed project would be required to comply with the provisions of Article 38 of the San Francisco Health Code and the Construction Dust Ordinance. In addition, implementation of Western SoMa PEIR Mitigation Measure M-AQ-7: Construction Emissions Minimization Plan for Health Risks and Hazards would reduce construction-related air quality impacts. Therefore, the proposed project would not considerably contribute to air quality impacts identified in the Western SoMa PEIR. A shadow fan was prepared as the proposed project would construct a building greater than 40 feet in height. The analysis found that the proposed project would not cast new shade on property under the jurisdiction of the Recreation and Parks Commission or any other public park or open space. Therefore, the proposed project would not considerably contribute to shadow 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: the project would not demolish a historical resource.	N/A.
M-CP-1b: Oral Histories	Not Applicable: the project would not demolish a historical resource.	N/A.
M-CP-1c: Interpretive Program	Not Applicable: the project would not demolish a historical resource.	N/A.
M-CP-4a: Project-Specific Preliminary Archeological Assessment	Applicable: soil disturbing activities are proposed.	The Planning Department Archeologist conducted a Preliminary Archeological

Mitigation Measure	Applicability	Compliance
		Review of the proposed project.
M-CP-4b: Procedures for Accidental Discovery of Archeological Resources	Applicable: soil disturbing activities are proposed.	The project sponsor has agreed to implement the Planning Department's Standard Mitigation Measure #1 (Accidental Discovery) in compliance with this mitigation measure.
M-CP-7a: Protect Historical Resources from Adjacent Construction Activities	Applicable: the project would include construction using heavy equipment within 25 feet of a historic resource.	The project sponsor has agreed to use all feasible means protect adjacent historic resources from damage caused by project-related construction activities.
M-CP-7b: Construction Monitoring Program for Historical Resources	Applicable: the project would include construction within 25 feet of a historic resource.	The project sponsor has agreed to implement a program to monitor adjacent historic resources for damage caused by project-related construction activities and to ensure any damage is documented and repaired.
E. Transportation and Circulation		
M-TR-1c: Traffic Signal Optimization (8 th /Harrison/I-80 WB off-ramp)	Not Applicable: plan level mitigation to be implemented by SFMTA.	N/A
M-TR-4: Provision of New Loading Spaces on Folsom Street	Not Applicable: the project would not remove loading spaces along Folsom Street.	N/A
M-C-TR-2: Impose Development Impact Fees to Offset Transit Impacts	Not Applicable: transit ridership generated by the proposed project would not considerably contribute to transit impacts.	N/A
F. Noise and Vibration		
M-NO-1a: Interior Noise Levels for Residential Uses	Not Applicable: the project does not include residential use.	N/A
M-NO-1b: Siting of Noise-Sensitive Uses	Not Applicable: the project would be subject to the interior noise standards set forth in the California Building Code.	N/A

Mitigation Measure	Applicability	Compliance
M-NO-1c: Siting of Noise-Generating Uses	Not Applicable: the project does not include noise generating uses.	N/A
M-NO-1d: Open Space in Noisy Environments	Not Applicable: the project would be subject to the interior noise standards set forth in the California Building Code.	N/A
M-NO-2a: General Construction Noise Control Measures	Applicable: the project would generate construction noise.	The project sponsor has agreed to develop and implement a set of construction noise attenuation measures.
M-NO-2b: Noise Control Measures During Pile Driving	Not Applicable: the project would not include pile driving.	N/A
G. Air Quality		
M-AQ-2: Transportation Demand Management (TDM) Strategies for Future Development Projects	Not Applicable: the project would not generate more than 3,500 daily vehicle trips.	N/A
M-AQ-3: Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors	Not Applicable: the regulations set forth in Article 38 of the San Francisco Health Code supersede the provisions of this mitigation measure.	N/A
M-AQ-4: Siting of Uses that Emit PM _{2.5} or other DPM and Other TACs	Not Applicable: the project would not include a back-up diesel generator.	N/A
M-AQ-6: Construction Emissions Minimization Plan for Criteria Air Pollutants	Not Applicable: the project would not exceed Bay Area Air Quality Management District screening criteria.	N/A
M-AQ-7: Construction Emissions Minimization Plan for Health Risks and Hazards	Applicable: the project would generate emissions of diesel particulate matter and other toxic air contaminants in an Air Pollutant Exposure Zone.	The project sponsor has agreed to develop and implement a Construction Emissions Minimization Plan for Health Risks and Hazards.
I. Wind and Shadow		
M-WS-1: Screening-Level Wind Analysis and Wind Testing	Not Applicable: the project would not result in a building greater than 80 feet in height.	N/A
L. Biological Resources		
M-BI-1a: Pre-Construction Special-	Applicable: the project includes	The project sponsor has agreed

Mitigation Measure	Applicability	Compliance
Status Bird Surveys	the demolition of three buildings.	to retain a qualified biologist to conduct a pre-construction bird survey.
M-BI-1b: Pre-Construction Special-Status Bat Surveys	Not Applicable: the project does not include the removal of large trees or demolition of any vacant or seasonally used buildings.	N/A
O. Hazards and Hazardous Materials		
M-HZ-2: Hazardous Building Materials Abatement	Applicable: the project would include renovation and demolition of existing buildings that may include hazardous building materials.	The project sponsor has agreed to remove and properly dispose of any hazardous building materials in accordance with applicable federal, state, and local laws prior to commencing with building renovations.
M-HZ-3: Site Assessment and Corrective Action	Not Applicable: the regulations set forth in Article 22A of the San Francisco Health Code (Maher Ordinance) supersede the provisions of this mitigation measure.	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 Western SoMa PEIR. In addition to the mitigation measures identified in **Table 1**, above, the Western SoMa PEIR also identified improvement measures for impacts found to be less than significant. Improvement measures from the Western SoMa PEIR applicable to the proposed project include night lighting minimization (Improvement Measure I-BI-2 from the Western SoMa PEIR). Other project-specific improvement measures were also identified for the project to improve transportation-related conditions. Please see the attached MMRP for the complete text of the applicable improvement measures.

PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on November 16, 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 and inquiries were received from one individual and a neighborhood association. The neighborhood association requested to receive a hard copy of all environmental review documents for the proposed project. A commenter requested information regarding whether the proposed project was connected to a separate proposed project within

the site vicinity, how the physical environmental effects of the proposed project would be analyzed, and to receive a copy of all environmental review notices and documents for the proposed project. No comments were received regarding the physical environmental effects of the proposed project.

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 Checklist:⁵

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;
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.

⁵ San Francisco Planning Department, *Community Plan Exemption Checklist, 250 10th Street, June 29, 2016.*
SAN FRANCISCO
PLANNING DEPARTMENT

Attachment A: MITIGATION MEASURES AND IMPROVEMENT 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 WESTERN SOMA EIR				
<p>PMM 1: Protect Historical Resources from Adjacent Construction Activities (Mitigation Measure M-CP-7a of the Western SoMa PEIR). The project sponsor shall consult with Planning Department environmental planning/preservation staff to determine whether adjacent or nearby buildings constitute historical resources that could be adversely affected by construction-generated vibration. For purposes of this measure, nearby historic buildings shall include those within 100 feet of a construction site if pile driving would be used in a subsequent development project; otherwise, it shall include historic buildings within 25 feet if heavy equipment would be used on the subsequent development project. (No measures need be applied if no heavy equipment would be employed.) If one or more historical resources is identified that could be adversely affected, the project sponsor shall incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to adjacent and nearby historic buildings. Such methods may include maintaining a safe distance between the construction site and the historic buildings (as identified by the Planning Department preservation staff), using construction techniques that reduce vibration, appropriate excavation shoring methods to prevent movement of adjacent structures, and providing adequate security to minimize risks of vandalism and fire.</p>	<p>Project sponsor, contractor, qualified historic preservation professional, ERO.</p>	<p>Prior to and during construction activities using heavy equipment.</p>	<p>Planning Department Preservation Technical Specialist shall review and approve construction monitoring program</p>	<p>Considered complete upon ERO's approval of construction specifications.</p>
<p>PMM 2: Construction Monitoring Program for Historical Resources (Mitigation Measure M-CP-7b of the Western SoMa PEIR). The project sponsor shall undertake a monitoring program to minimize damage to adjacent historic buildings and to ensure that any such damage is documented and repaired. The monitoring program, which shall apply within 100 feet where pile driving would be used and</p>	<p>Project sponsor, contractor(s), Planning Department.</p>	<p>Prior to the start of demolition, earth moving, or construction activity proximate to a designated</p>	<p>Planning Department Preservation Technical Specialist shall review and approve</p>	<p>Considered complete upon submittal to ERO of post-construction report on construction</p>

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<p>within 25 feet otherwise, shall include the following components. Prior to the start of any ground-disturbing activity, the project sponsor shall engage a historic architect or qualified historic preservation professional to undertake a preconstruction survey of historical resource(s) identified by the Planning Department within 125 feet of planned construction to document and photograph the buildings' existing conditions. Based on the construction and condition of the resource(s), the consultant shall also establish a maximum vibration level that shall not be exceeded at each building, based on existing condition, character-defining features, soils conditions, and anticipated construction practices (a common standard is 0.2 inch per second, peak particle velocity). To ensure that vibration levels do not exceed the established standard, the project sponsor shall monitor vibration levels at each structure and shall prohibit vibratory construction activities that generate vibration levels in excess of the standard.</p> <p>Should vibration levels be observed in excess of the standard, construction shall be halted and alternative techniques put in practice, to the extent feasible. The consultant shall conduct regular periodic inspections of each building during ground-disturbing activity on the project site. Should damage to either building occur, the building(s) shall be remediated to its pre-construction condition at the conclusion of ground-disturbing activity on the site.</p>		historical resource.	construction monitoring program	monitoring program and effects, if any, on proximately historical resources.
<p>PMM 3: Procedures for Accidental Discovery of Archeological Resources (Mitigation Measure M-CP-4b of the Western SoMa PEIR) The project sponsor shall distribute the San Francisco Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); and to utilities firms</p>	Project sponsor, contractor(s), Planning Department.	Prior to issuance of any permit for soil-disturbing activities and during construction.	Sponsor, contractor(s), sponsor's archeologist (if applicable), ERO.	Considered complete upon ERO's approval of FARR, if required. Otherwise considered

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<p>involved in soils-disturbing activities within the project site. Prior to any soils-disturbing activities being undertaken, each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, and supervisory personnel. The project sponsor shall provide the ERO with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firms) to the ERO confirming that all field personnel have received copies of the "ALERT" sheet.</p> <p>Should any indication of an archeological resource be encountered during any soils-disturbing activity of the project, the project head foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils-disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.</p> <p>If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the San Francisco Planning Department archeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.</p> <p>Measures might include preservation in situ of the archeological</p>				<p>complete upon submittal of signed affidavit and completion of construction activities.</p>

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<p>resource, an archeological monitoring program, or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Environmental Planning (EP) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.</p> <p>The project archeological consultant shall submit a 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 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>Copies of the Draft FARR shall be sent to the ERO for review and approval. 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 copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning Division of the San Francisco Planning Department shall receive one bound copy, one unbound copy, and one unlocked, searchable PDF copy on a 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 or interpretive value, the ERO may require a different final report content, format, and distribution from that presented above.</p>				

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<p>PMM 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 project sponsor shall undertake the following:</p> <ul style="list-style-type: none"> • Ensure that equipment and trucks used for project construction use the best available noise control techniques (e.g., improved mufflers, equipment redesign, and use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds, wherever feasible). • 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. • 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. • 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 	Project sponsor, contractor(s).	Prior to and during construction activities.	Project sponsor, contractor(s), Department of Building Inspection (DBI). Project sponsor to provide monthly noise reports during construction.	Considered complete upon receipt of final monitoring report at completion of construction.

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<p>minimizes noise to the extent feasible; undertaking the noisiest 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.</p> <ul style="list-style-type: none"> • 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. 				

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<p>PMM 5: Construction Emissions Minimization Plan for Health Risks and Hazards (Implementation of Mitigation Measure M-AQ-7 of the Western SoMa PEIR). 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. 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 (hp) 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 United States Environmental Protection Agency or California Air Resources Board (ARB) 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).¹ c) Exceptions: <ol style="list-style-type: none"> i. Exceptions to A(1)(a) <i>may</i> 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, 	Project sponsor, contractor(s), Planning Department.	Prior to the start of construction activities using diesel equipment.	Project sponsor, contractor(s), Planning Department. 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 use.	Submit Plan for review prior to construction. Monthly reports during construction period and final report at the conclusion of construction activities.

¹ Equipment with engines meeting Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement, therefore a VDECS would not be required.

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<p>the sponsor shall submit documentation of compliance with A(1)(b) for onsite power generation.</p> <p>ii. Exceptions to A(1)(b)(ii) <i>may</i> 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 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>iii. If an exception is granted pursuant to A(1)(c)(ii), the project sponsor shall provide the next cleanest piece of off-road equipment as provided by the step down schedules in Table A1 below.</p>				
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TABLE: A1 - OFF-ROAD EQUIPMENT COMPLIANCE STEP DOWN SCHEDULE*

Compliance Alternative	Engine Emission Standard	Emissions Control
1	Tier 2	ARB Level 2

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<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 15%;"></td> <td style="width: 75%;">VDECS</td> </tr> <tr> <td style="text-align: center;">2</td> <td style="text-align: center;">Tier 2</td> <td>ARB Level 1 VDECS</td> </tr> <tr> <td style="text-align: center;">3</td> <td style="text-align: center;">Tier 2</td> <td>Alternative Fuel*</td> </tr> </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. **Alternative fuels are not a VDECS</p> <p>The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than <i>two</i> 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> <ol style="list-style-type: none"> 2. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications. 3. 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: 			VDECS	2	Tier 2	ARB Level 1 VDECS	3	Tier 2	Alternative Fuel*				
		VDECS											
2	Tier 2	ARB Level 1 VDECS											
3	Tier 2	Alternative Fuel*											

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<p>equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For 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>4. 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 to members of the public as requested.</p> <p>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> <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>				

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<p>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>				
<p>PMM 6: Pre-Construction Special-Status Bird Surveys (Mitigation Measure M-BI-1a of the Western SoMa PEIR). The project sponsor shall conduct a preconstruction special-status bird survey 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, contractor(s), qualified biologist.</p>	<p>Prior to issuance of demolition or buildings permits when trees or shrubs would be removed or buildings would be demolished.</p>	<p>Project sponsor, qualified biologist, Planning Department, DBI.</p>	<p>Considered complete upon ERO approval of bird survey study and conclusion of construction activities in accordance with recommendations in the study.</p>

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<p>PMM 7: Hazardous Building Materials Abatement (Mitigation Measure M-HZ-2 of the Western SoMa PEIR). 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. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.</p>	<p>Project sponsor, contractor(s).</p>	<p>Prior to and during demolition or alteration of structures.</p>	<p>Project sponsor, contractor(s), DBI.</p>	<p>Considered complete when equipment containing PCBs or DEHP or other hazardous materials is properly disposed in accordance with local, state, and federal regulations.</p>

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Transportation and Circulation Improvement Measures				
<p>Project Improvement Measure 1: Transportation Management Plan (TMP). The project sponsor should develop and implement a comprehensive Transportation Management Plan (TMP) as part of the proposed school expansion project. The overall purpose of the TMP is to provide guidelines for student drop-off and pick-up procedures and to improve the student drop-off and pick up operations and encourage the use of carpooling and alternative modes of transportation to reduce vehicle and parking demand. The elements of the TMP would include:</p> <ul style="list-style-type: none"> ▪ Notify parents/guardians about current pick-up and drop-off procedures in writing and through orientations; ▪ Presidio Knolls School shall continue to require faculty/staff to directly assist in getting students out of the vehicle and into their respective on-site meeting place during drop-off activities and directly assist students from the on-site meeting place to the vehicle during pick-up activities. ▪ Establish a policy to prohibit parents/guardians from stopping in the school loading zone for longer than two (2) minutes; ▪ Install school zone signage on Howard Street near the proposed passenger loading zone to address speeding vehicles and help improve safety. ▪ Maintain a log (inventory) of complaints from neighbors and work with those neighbors to resolve unforeseen problems with student drop-off/pick-up activities, and maintain an ongoing, constructive relationship with the neighboring residents and businesses; ▪ Establish a monitoring program for the first year of the schools' expansion to conduct observations and circulation along 10th Street, Howard Street, and surrounding streets during student drop-off and pick-up activities. The monitoring reports shall be 	Project sponsor, property owner.	Following project occupancy.	Planning Department.	Following project occupancy.

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<p>distributed to staff and parents/guardians up to three times during the academic school year (between September and June). Potential improvements and adjustments to the student drop-off and pick-up procedures and other related school operations should be conducted based on the monitoring reports.</p> <ul style="list-style-type: none"> ▪ Post the TMP on the Presidio Knolls School website for public access to the document; ▪ Provide parents/guardians with the TMP as part of the enrollment application, orientation manual, and/or related information packet; ▪ Provide a detailed map of student drop-off and pick-up zones along 10th Street and Howard Street; ▪ Provide a detailed vehicle routing map to the Presidio Knolls School location; ▪ Provide parents/guardians with Multimodal Access Guide to describe how to reach the school by walking, bicycling, and transit. The guide will include: <ul style="list-style-type: none"> ○ A detailed map of nearby transit facilities (stops and routes) in vicinity of the proposed school; ○ A detailed map of bicycle routes in the vicinity of the proposed school; and ○ Provide online links and phone numbers to transit providers that serve the proposed Presidio Knolls School site. ▪ Encourage parent/guardians to utilize on-street parking in the immediate vicinity of the proposed school for long-term parking; ▪ Enforce parents/guardians to not exit their vehicles and enter the school while stopped/parked at the loading zone; ▪ Develop a volunteer carpooling program for 				

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<p>parents/guardians; and</p> <ul style="list-style-type: none"> ▪ Appoint a Transportation Management Coordinator who is in charge of overseeing the implementation of TMP as well as various programs that encourage the use of alternative mode of transportation. <ul style="list-style-type: none"> ○ The Transportation Management Coordinator would establish model split goals for Presidio Knolls School staff members and students, and monitor progress each year; and ○ The Transportation Management Coordinator would periodically survey parents/guardians and faculty/staff to determine travel patterns, reasons for travel choices, barriers and potential opportunities for change. 				
<p>Project Improvement Measure 2: Construction Management Plan. The construction contractor(s) shall develop a detailed Construction Management Plan. The Construction Management Plan would, at a minimum, include the following provisions:</p> <ul style="list-style-type: none"> ▪ Circulation routes shall be developed to minimize impacts on local street circulation, as appropriate. In the event of parking and/or travel lane closures, flaggers or signs or both shall be used to guide vehicles through or around the construction zone. Roadside construction safety protocols shall be implemented. ▪ Truck routes shall be identified. Haul routes that minimize truck traffic on local roadways and residential streets shall be used to the extent possible. ▪ Sufficient staging areas shall be developed for trucks accessing construction zones so as to minimize disruption of access to adjacent land uses, particularly at entries to the project site. 	Project sponsor and construction contractor.	During construction period.	Project sponsor and construction contractor.	Approval by Transportation Advisory Committee and commencement of construction activities.

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<ul style="list-style-type: none"> ▪ Construction vehicle movement shall be controlled and monitored by on-site inspectors enforcing standard construction specifications. ▪ Truck trips shall be scheduled outside the peak morning and evening commute hours, to the extent possible. ▪ All equipment and materials shall be stored in designated contractor staging areas on or next to the worksite to the extent possible, such that vehicle, pedestrian, and bicycle traffic obstruction is minimized. ▪ Construction shall be coordinated with facility owners or administrators of police and fire stations (including all fire protection agencies) and transit stations or stops. Emergency service vehicles shall be given priority for access. ▪ The contractor shall be encouraged to reduce the number of construction workers' vehicle trips by facilitating the use of public transportation and minimizing construction worker parking availability. ▪ The contractor shall coordinate with other contractor(s) for projects in the vicinity and share information regarding schedule, duration of activities, vehicle routing and detouring (if applicable), staging of vehicles, etc. ▪ The contractor shall provide regularly-updated information (typically in the form of website, news articles, on-site posting, etc.) regarding project construction and schedule, as well as contact information for specific construction inquiries or concerns. <p>The Construction Management Plan shall be reviewed by the TAC to adequately address issues of circulation (traffic, pedestrians, and bicycle), safety, parking and other project construction in the area.</p>				

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Biological Resources Improvement Measure				
<p>Project Improvement Measure 3: Night Lighting Minimization (Implementation of Improvement Measure I-BI-2 of the Western SoMa PEIR). To further reduce the less-than-significant effects on birds from night lighting, the Planning Department could encourage buildings developed pursuant to the Draft Plan and Rezoning of Adjacent Parcels to implement bird-safe building operations to prevent and minimize bird strike impacts, including but not limited to the following measures:</p> <ul style="list-style-type: none"> ▪ Reduce building lighting from exterior sources by: <ul style="list-style-type: none"> - Minimizing amount and visual impact of perimeter lighting and façade up- lighting and avoid up-lighting of rooftop antennae and other tall equipment, as well as of any decorative features; - Installing motion-sensor lighting; and - Utilizing minimum wattage fixtures to achieve required lighting levels. ▪ Reduce building lighting from interior sources by: <ul style="list-style-type: none"> - Dimming lights in lobbies, perimeter circulation areas, and atria; - Turning off all unnecessary lighting by 11:00 p.m. through sunrise, especially during peak migration periods (mid-March to early June and late August through late October); - Utilizing automatic controls (motion sensors, photo-sensors, etc.) to shut off lights in the evening when no one is present; - Encouraging the use of localized task lighting to 	Project sponsor, architect, property owner.	During project design and prior to building occupancy.	Project sponsor, property owner, Planning Department.	Ongoing.

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reduce the need for more extensive overhead lighting; - Scheduling nightly maintenance to conclude by 11:00 p.m.; and - Educating building users about the dangers of night lighting to birds				