



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

Case No.: 2014.1279ENV
 Project Address: 249 Pennsylvania Avenue
 Zoning: UMU (Urban Mixed Use)
 40-X Height and Bulk District
 Block/Lot: 3999/010, 3999/013, 3999/ 014
 Lot Size: 21,625 square feet
 Plan Area: Eastern Neighborhoods Area Plan (Showplace Square/Potrero Hill)
 Project Sponsor: Juancho C. Isidoro, D-Scheme Design, (415) 252-0888
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PROJECT DESCRIPTION

The project site consists of three contiguous lots located at the southeast corner of Mariposa Street and Pennsylvania Avenue in the Potrero Hill neighborhood. Lot 13 (249 Pennsylvania Avenue) contains a one-story, 3,825-square-foot, industrial building which is currently occupied by film and video production business ("Brickley Production Services"). Lot 14 (935 Mariposa Street) contains a two-story, 15,300-square-foot industrial building which is currently occupied by a wholesale hardware sales operation ("Center Hardware and Supply"). Lot 10 contains seven off-street parking spaces for customers of the adjacent hardware store. Both buildings on the project site were constructed in 1953. Immediately east of the project site is the elevated Interstate 280 (I-280) freeway structure and on-ramp on Mariposa Street while immediately south of project site is Pennsylvania Garden and an I-280 off-ramp on Pennsylvania Avenue. The proposed project involves demolition of the two existing industrial buildings, removal of the surface parking lot, and construction of a 40-foot-tall (52-foot-tall including the elevator penthouse), four-story, mixed-use building approximately 76,100 square feet in size.

(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.

for 
 SARAH B. JONES
 Environmental Review Officer

7/1/16
 Date

cc: Juancho C. Isidoro, Project Sponsor
 Supervisor Malia Cohen, District 10
 Chris Townes, Current Planning Division

Virna Byrd, M.D.F
 Exemption/Exclusion File

PROJECT DESCRIPTION (continued)

The proposed building would include 59 dwelling units and 3,450 square feet of ground-floor Production, Distribution, and Repair (PDR) use. The proposed project would include an underground garage that would be accessed via Pennsylvania Avenue. The garage would include 46 off-street vehicle parking spaces (including two car share spaces) and 60 Class I bicycle spaces. Twelve additional Class I bicycle parking spaces would be located on the ground floor and eight Class II bicycle spaces would be located on the sidewalk in front of the project site (four on Mariposa Street and four on Pennsylvania Avenue).

The project would reconstruct the existing 14-foot-wide sidewalk (currently asphalt) along Pennsylvania Avenue in front of the project site with a new 15-foot-wide sidewalk that includes two bulb-outs. The proposed project would construct a new 12-foot-wide sidewalk along Mariposa Street in front of the project site, where none currently exists. The proposed project would remove the existing 49-foot wide curb cut on Mariposa Street and the three existing curb cuts on Pennsylvania Avenue that total approximately 42 feet in width. The project would create a new 12-foot-wide curb cut on Pennsylvania Avenue for garage access. Approximately four existing on-street parking spaces would be eliminated as a result of these proposed streetscape improvements.

The proposed project would include a landscaped encroachment buffer at the eastern end of the south Mariposa Street sidewalk to physically prevent pedestrians from walking across the I-280 freeway on-ramp. A 12-foot-wide linear planter would cover the entire width of the proposed Mariposa Street sidewalk to deter pedestrians from walking further east on the south side of the street. In addition, a landscaped storm drain would be located beyond the linear planter to further dissuade pedestrians. The proposed buffer would encourage pedestrians to follow signage and utilize the crosswalk at the corner of Mariposa Street and Pennsylvania Avenue to access the north Mariposa Street sidewalk.

The proposed project would include a 2,080-square-foot rear yard and a 6,080-square-foot roof deck, for a total of 8,160 square feet of common open space. The proposed roof deck would be approximately 8 to 16 feet taller than the adjacent I-280 elevated structure and would include a four-foot-tall parapet. The rear yard would include an approximately 30-foot-tall "Green Wall" sound barrier along the eastern property line. During the 18-month construction period, the proposed project would require excavation of up to approximately 25 feet below ground surface for the underground parking garage and 8,000 cubic yards of soil would be removed from the project site. Construction of the proposed building would require a shallow building foundation and may require drilled piers along the northern portion of the proposed building.

PROJECT APPROVAL

The proposed project at 249 Pennsylvania Avenue would require the following approvals:

Actions by the Planning Commission

- Approval of a Large Project Authorization from the Planning Commission for development of a building greater than 25,000 gross square feet. The approval of the Large Project 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 Administrative Code.

Actions by City Departments and Agencies

- Approval of a Site Mitigation Plan from the San Francisco Department of Public Health (DPH) prior to the commencement of any excavation work.
- Approval of Street and Sidewalk Permits from San Francisco Public Works.
- Approval of a Building Permit from the Department of Building Inspection (DBI) for demolition and new construction.
- Encroachment permit may be required from the California Department of Transportation (Caltrans) if project construction encroaches on Caltrans' State Right-of-Way.

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 249 Pennsylvania Avenue project described above, and incorporates by reference information contained in the Programmatic EIR for the Eastern Neighborhoods Rezoning and Area Plans (PEIR)¹. Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Eastern Neighborhoods PEIR.

After several years of analysis, community outreach, and public review, the Eastern Neighborhoods PEIR was adopted in December 2008. The Eastern Neighborhoods PEIR was adopted in part to support housing development in some areas previously zoned to allow industrial uses, while preserving an adequate supply of space for existing and future production, distribution, and repair (PDR) employment and businesses. The Eastern Neighborhoods PEIR also included changes to existing height and bulk districts in some areas, including the project site at 249 Pennsylvania Avenue.

The Planning Commission held public hearings to consider the various aspects of the proposed Eastern Neighborhoods Rezoning and Area Plans and related Planning Code and Zoning Map amendments. On

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

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

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

The Eastern Neighborhoods PEIR is a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the Eastern Neighborhoods Rezoning and Area Plans, as well as the potential impacts under several proposed alternative scenarios. The Eastern Neighborhoods Draft EIR evaluated three rezoning alternatives, two community-proposed alternatives which focused largely on the Mission District, and a "No Project" alternative. The alternative selected, or the Preferred Project, represents a combination of Options B and C. The Planning Commission adopted the Preferred Project after fully considering the environmental effects of the Preferred Project and the various scenarios discussed in the PEIR. The Eastern Neighborhoods PEIR estimated that implementation of the Eastern Neighborhoods Plan could result in approximately 7,400 to 9,900 net dwelling units and 3,200,000 to 6,600,000 square feet of net non-residential space (excluding PDR loss) built in the Plan Area throughout the lifetime of the Plan (year 2025).

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 from C-M (Heavy Commercial) to UMU (Urban Mixed Use). The UMU District is intended to promote a vibrant mix of uses and 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 249 Pennsylvania Avenue project site, which is located in the Showplace Square/Potrero Hill area of the Eastern Neighborhoods, was designated as a site with a building up to 40 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 249 Pennsylvania Avenue 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 249 Pennsylvania Avenue project, and identified the

² San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (PEIR)*, August 7, 2008. Case No. 2004.0160E. Available at <http://www.sf-planning.org/index.aspx?page=1893>, accessed on January 13, 2016. This document also is available for review at 1650 Mission Street, Suite 400, San Francisco, CA, as part of Case No. 2004.0160E.

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

mitigation measures applicable to the 249 Pennsylvania Avenue 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 249 Pennsylvania Avenue project is required. In sum, the Eastern Neighborhoods PEIR and this Certificate of Exemption for the proposed project comprise the full and complete CEQA evaluation necessary for the proposed project.

PROJECT SETTING

The project site consists of three contiguous lots located at the southeast corner of Mariposa Street and Pennsylvania Avenue in the Potrero Hill neighborhood. Lot 13 (249 Pennsylvania Avenue) contains a one-story, 3,825-square-foot, industrial building which is currently occupied by film and video production business ("Brickley Production Services"). Lot 14 (935 Mariposa Street) contains a two-story, 15,300-square-foot industrial building which is currently occupied by a wholesale hardware sales operation ("Center Hardware and Supply"). Lot 10 contains seven off-street parking spaces for customers of the adjacent hardware store. Immediately east of the project site is the elevated Interstate 280 (I-280) freeway structure and the I-280 southbound on-ramp while immediately south of project site is Pennsylvania Garden (a community garden) and an I-280 southbound off-ramp on Pennsylvania Avenue. Buildings on the west side of Pennsylvania Avenue from Mariposa Street to 18th Street include a three-story building with 45 live/work units, a three story building with 26 live/work units, a three-story building with two dwelling units, a two-story building with two dwelling units, and a three-story building with four dwelling units.

There is a proposed project one block north of the project site at 98 Pennsylvania Avenue (Case 2013.0517E) that would remove of a surface parking lot for the construction of a five-story residential building with 46 residential units and 25 off-street parking spaces. Two blocks north of the project site at 901 16th Street/1200 17th Street (Case No. 2011.1300E) is an approved project that involves the demolition of two industrial buildings and a modular office structure for the construction of two new buildings with a total of 395 dwelling units, 24,668 square feet of retail use, and 388 vehicular parking spaces. Approximately 0.3 miles to the east of the project site is the Golden State Warriors' approved project (Case No. 2014.1441E), which is located on Assessor's Block 8722, Lots 001 and 008. The Warriors' project would construct a multi-purpose event center and a variety of mixed uses, including office, retail, open space and structured parking on an approximately 11-acre site. The proposed event center would host the Golden State Warriors basketball team during the NBA season, as well as provide a year-round venue for a variety of other uses, including concerts, family shows, other sporting events, cultural events, conferences and conventions.

The project site is served by transit lines (Muni lines 22-Fillmore, 55-16th Street, and T-Third) and bicycle facilities (there are bicycle routes on Mariposa, Mississippi, 16th, and Indiana streets). Mariposa Park is located approximately 220 feet northeast of the project site. The area surrounding the project site is composed of mixed uses including commercial, industrial, office, and residential land uses in buildings ranging in height from one to three stories. All of the surrounding parcels are within the 40-X height and

⁴ San Francisco Planning Department, *Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 249 Pennsylvania Avenue*, October 27, 2015. This document (and all other documents cited in this report, unless otherwise noted), is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2013.0517E.

⁵ San Francisco Planning Department, *Community Plan Exemption Eligibility Determination, Current Planning Analysis, 249 Pennsylvania Avenue*, October 22, 2015.

bulk district, except for parcels on the east side of I-280 which are 58-X. Zoning districts in the vicinity of the project site are UMU, P (Public), and RH-2 (Residential-House, Two Family).

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 249 Pennsylvania Avenue 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 249 Pennsylvania Avenue 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 loss of 15,675 square feet of existing PDR uses represents a considerable contribution to the cumulative loss of PDR space analyzed in the Eastern Neighborhoods PEIR, but would not result in significant impacts that were previously not identified or a more severe adverse impact than analyzed in the PEIR. The proposed project does not involve demolition of an historic resource and the project site is not located within a historic district or immediately adjacent to an historic resource. Therefore, the proposed project would not contribute to the significant historic resource impact identified in the Eastern Neighborhoods PEIR. Transit ridership generated by the project would not considerably contribute to the transit impacts identified in the Eastern Neighborhoods PEIR. The proposed project would not contribute to the shadow impact, because it would not cast net new shadow on any parks or open spaces.

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 required	N/A
F-2: Construction Noise	Applicable: temporary construction noise from use of heavy equipment	The project sponsor has agreed to develop and implement a set of noise attenuation measures during construction as part of Project Mitigation Measure 2.
F-3: Interior Noise Levels	Not Applicable: CEQA generally no longer requires the	N/A

Mitigation Measure	Applicability	Compliance
	consideration of the effects of existing environmental conditions on a proposed project's future users or residents	
F-4: Siting of Noise-Sensitive Uses	Not Applicable: CEQA generally no longer requires the consideration of the effects of existing environmental conditions on a proposed project's future users or residents	N/A
F-5: Siting of Noise-Generating Uses	Not Applicable: proposed project would not include noise-generating uses	N/A
F-6: Open Space in Noisy Environments	Not Applicable: CEQA generally no longer requires the consideration of the effects of existing environmental conditions on a proposed project's future users or residents	N/A
G. Air Quality		
G-1: Construction Air Quality	Applicable: only the construction exhaust emissions portion of this mitigation measure is applicable because construction would occur within an Air Pollutant Exposure Zone	The project sponsor has agreed to comply with the construction exhaust emissions reduction requirements as part of Project Mitigation Measure 3.
G-2: Air Quality for Sensitive Land Uses	Not Applicable: superseded by applicable Article 38 requirements	N/A
G-3: Siting of Uses that Emit DPM	Not Applicable: proposed project does not include uses that would emit substantial levels of DPM	N/A
G-4: Siting of Uses that Emit other TACs	Not Applicable: proposed project does not include uses that would emit substantial levels of other TACs	N/A
J. Archeological Resources		
J-1: Properties with Previous Studies	Not Applicable: project site does not contain any previous archaeological studies	N/A

Mitigation Measure	Applicability	Compliance
J-2: Properties with no Previous Studies	Applicable: project site is located in an area with no previous archaeological studies	The project sponsor has agreed to implement the Planning Department's Standard Mitigation Measure #1 (Accidental Discovery), as Project Mitigation Measure 1.
J-3: Mission Dolores Archeological District	Not Applicable: project site is not located within the Mission Dolores Archeological District	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	Applicable: project involves demolition of two buildings	Project Mitigation Measure 4, which the sponsor has agreed to, requires removal and disposal of any equipment containing PCBs or DEHP according to applicable federal, state, and local laws prior to the start of demolition.
E. Transportation		
E-1: Traffic Signal Installation	Not Applicable: automobile delay removed from CEQA analysis	N/A
E-2: Intelligent Traffic Management	Not Applicable: automobile delay removed from CEQA analysis	N/A

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

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

PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on September 18, 2015 to adjacent occupants and owners of properties within 300 feet of the project site. No comments were received from members of the public. Due to the project's close proximity to nearby I-280 on- and off-ramps, the California Department of Transportation (Caltrans) raised concerns related to potential safety issues for road users, including bicycle and pedestrian travel conditions at the project site. Overall, concerns and issues raised in response to the notice were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis.

Transportation impacts of the proposed project are discussed in the Transportation and Circulation section of the attached CPE Checklist. The proposed project would include a series of landscape features to improve pedestrian safety in the vicinity of the project. These include wider sidewalks along Mariposa Street and Pennsylvania Avenue, as well as an encroachment buffer at the eastern end of the south Mariposa Street sidewalk to physically prevent pedestrians from walking across the I-280 freeway on-ramp. Most of the existing bicycle travel occurs along Mariposa Street where no vehicle access onto the project site would be provided. In addition, the proposed project would result in a decrease in the

number of vehicles traveling in the vicinity of the project site, compared to the current use. There would be an increase in project vehicle activity at the driveway garage entrance on Pennsylvania Avenue; however, this increase would not, in itself, be substantial enough to affect bicycle travel in the area, as minimal bicycle activity has been reported traveling southbound on Pennsylvania Avenue. In addition, eight improvement measures have been identified to help improve transportation and circulation at the project site. These improvement measures have been agreed to by the project sponsor and are provided in the Improvement Measures Section at the end of the CPE Checklist

The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Eastern Neighborhoods PEIR.

CONCLUSION

As summarized above and further discussed in the CPE Checklist⁶:

1. The proposed project is consistent with the development density established for the project site in the Eastern Neighborhoods Rezoning and Area Plans;
2. The proposed project would not result in effects on the environment that are peculiar to the project or the project site that were not identified as significant effects in the Eastern Neighborhoods PEIR;
3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Eastern Neighborhoods PEIR;
4. The proposed project would not result in significant effects, which, as a result of substantial new information that was not known at the time the Eastern Neighborhoods PEIR was certified, would be more severe than were already analyzed and disclosed in the PEIR; and
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.

⁶ The CPE Checklist is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2014.1279E.

MITIGATION MONITORING AND REPORTING PROGRAM

MONITORING AND REPORTING PROGRAM				
Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
<p><u>Project Mitigation Measure 1: Accidental Discovery (Implementing Eastern Neighborhoods PEIR Mitigation Measure J-2)</u></p> <p>The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in <i>CEQA Guidelines</i> Section 15064.5(a) and (c). The project sponsor shall distribute the Planning Department archeological resource “ALERT” sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm 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, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) 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</p>	Project sponsor, project archeologist.	Prior to issuance of any permit for soils-disturbing activities and during construction activities.	Project sponsor, project archeologist, ERO.	During soils-disturbing and construction activities.

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>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 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 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 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</p>				

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
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actions.

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 describing 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.

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 (1) copy, and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning Division of the Planning Department shall receive one bound copy, one unbound copy and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures

Project Mitigation Measure 2 – Construction Noise (Eastern Neighborhoods PEIR Mitigation Measure F-2)

Where environmental review of a development project undertaken subsequent to the adoption of the proposed zoning controls determines that construction noise controls are necessary due to the nature of planned construction practices and the sensitivity of proximate uses, the Planning Director shall require that the sponsors of the subsequent development project develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:

- Erect temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-sensitive uses;
- Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site;
- Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses;
- Monitor the effectiveness of noise attenuation measures by taking noise measurements; and

Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
Project Sponsor; contractor(s).	During construction period.	Project Sponsor to provide monthly noise reports during construction.	Considered complete upon final monthly report.

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
<ul style="list-style-type: none"> Post signs on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem, with telephone numbers listed. 				
<p><u>Project Mitigation Measure 3: Construction Air Quality (Implementing Eastern Neighborhoods PEIR Mitigation Measure G-1)</u></p> <p>A. <i>Engine Requirements.</i></p> <ol style="list-style-type: none"> All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards, and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement. Where access to alternative sources of power are available, portable diesel engines shall be prohibited. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than 	Project sponsor, construction contractor(s).	Prior to the start of and during use of on-site heavy diesel equipment.	Project sponsor, Planning Department.	During demolition and construction activities. The project sponsor shall submit quarterly reports to the ERO during the construction period and a final report at the end of the construction period.

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two-minute idling limit.</p> <p>4. The Contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications.</p> <p>B. <i>Waivers.</i></p> <p>1. The Planning Department’s Environmental Review Officer (ERO) or designee may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation that the equipment used for on-site power generation meets the requirements of Subsection (A)(1).</p> <p>2. The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-</p>				

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road equipment with an ARB Level 3 VDECS is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS. If the ERO grants the waiver, the Contractor must use the next cleanest piece of off-road equipment, according to the table below.

Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
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Table – Off-Road Equipment Compliance Step-down Schedule

Engine Emission Standard	Emissions Control
Tier 2	ARB Level 2 VDECS
Tier 2	ARB Level 1 VDECS
Tier 2	Alternative Fuel*

How to use the table: If the ERO determines that the equipment requirements cannot be met, then the project sponsor would need to meet Compliance Alternative 1. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 1, then the Contractor must meet Compliance Alternative 2. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the Contractor must meet Compliance Alternative 3. Alternative fuels are not a VDECS.

- C. *Construction Emissions Minimization Plan.* Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the

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<p>Contractor will meet the requirements of Section A.</p> <ol style="list-style-type: none"> 1. 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. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: 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, the description shall also specify the type of alternative fuel being used. 2. The ERO shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the Contractor agrees to comply fully with the Plan. 3. The Contractor shall make the Plan available to the public for review on-site during working hours. The Contractor shall post at the construction site a legible and visible sign 				

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<p>summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way.</p> <p><i>Monitoring.</i> After start of construction activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.</p>				

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<p><u>Project Mitigation Measure 4 – Hazardous Building Materials (Eastern Neighborhoods Mitigation Measure L-1)</u></p> <p>The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing PCBs or DEHP, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.</p>	Project Sponsor	Prior to any demolition or construction activities.	Project Sponsor; Planning Department.	Prior to any demolition or construction activities.

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Improvement Measures	Responsibility for Implementation	Improvement Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
<u>Improvement Measure TR-1 – Transportation Demand Management (TDM) Measures</u>	Project Sponsor.	Ongoing.	Project Sponsor; Building Management.	Ongoing.

As an improvement measure to encourage use of alternate modes, the project sponsor would develop and implement a Transportation Demand Management (TDM) Plan that would be designed to reduce use of single-occupant vehicles and to increase the use of rideshare, transit, bicycle, and walk modes for trips to and from the Proposed Project. The TDM Plan checklist would include such measures as the following to reduce single occupancy vehicles and encourage alternate modes of travel:

- Provide a transportation insert for the move-in packet that would provide up-to-date information on transit service (e.g., nearby Muni and regional transit routes such as Caltrain, Muni routes used to access regional transit, Muni routes to nearby parks, supermarkets, and other attractions), information on where FastPasses could be purchased, and information on the regional 511 Regional Rideshare Program.
- Increase the number of on-site secured bicycle parking beyond Planning Code requirements and provide additional bicycle facilities the sidewalks, adjacent to the project site.
- Provide additional car share spaces beyond the minimum Planning Code requirements.

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Improvement Measures	Responsibility for Implementation	Improvement Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
<p><u>Improvement Measure TR-2: Installation of Keep Clear Signage</u> As an improvement measure to minimize traffic congestion and queuing in front of the project driveway on Pennsylvania Avenue, the project sponsor should request that the SFMTA consider installing a “KEEP CLEAR” sign marking on the southbound Pennsylvania Avenue lane, in front of the project driveway.</p>	Project Sponsor; SFMTA.	Prior to building occupancy.	Project Sponsor; SFMTA.	Considered complete upon installation.
<p><u>Improvement Measure TR-3: Installation of Pedestrian Signage</u> In addition to the landscaped barrier proposed by the project on the Mariposa Street sidewalk, the project sponsor shall request that the SFMTA consider installing as a supplementary measure “No Pedestrian Crossing” signs (CA signs R9-3 and R9-3a) in advance of the planter. Similar signs will be installed on the east side of the I-280 freeway northbound off-ramp by Caltrans, as part of freeway improvements currently underway.</p>	Project Sponsor; SFMTA.	Prior to building occupancy.	Project Sponsor; SFMTA.	Considered complete upon installation.
<p><u>Improvement Measure TR-4: Installation of Pedestrian Alerting Devices</u> To reduce potential conflicts between pedestrian and vehicles in front of the proposed project driveway on Pennsylvania Avenue, the project sponsor should install an audible and visual device at the underground garage entrance/exit to automatically alert pedestrians when a vehicle is exiting the facility.</p>	Project Sponsor.	Prior to building occupancy.	Project Sponsor.	Considered complete upon installation.

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Improvement Measures	Responsibility for Implementation	Improvement Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
<p><u>Improvement Measure TR-5: Installation of Bicycle Markings</u></p> <p>The project sponsor shall request that the SFMTA reinstalls the existing bicycle sharrow markings on Mariposa Street in front of the project site, after the proposed bulb outs and new handicapped ADA access ramps are installed at the southeast corner of the intersection of Pennsylvania Avenue and Mariposa Street, in order to make it clear that bicyclists could be present on the shared lane.</p>	Project Sponsor; SFMTA.	Prior to building occupancy.	Project Sponsor; SFMTA	Considered complete upon installation.
<p><u>Improvement Measure TR-6: Curb Parking Reservation for Residential Move-in and Move-out Activities</u></p> <p>The project sponsor should ensure that parking spaces on Pennsylvania Avenue, adjacent to the Proposed Project site, are reserved as needed through SFMTA by calling the San Francisco Customer Service Center (311) prior to move-in and move-out activities. This would reduce the potential for double parking on Pennsylvania Avenue during move-in and move-out activities. The project sponsor could also require tenants to schedule and coordinate move-in and move-out activities with building management to space out loading activities.</p>	Project Sponsor.	Ongoing.	Project Sponsor; Building Management.	Ongoing.
<p><u>Improvement Measure TR-7: Non-Peak Construction Traffic Hours</u></p> <p>To minimize the construction-related disruption of the general traffic flow on adjacent streets during the AM and PM peak periods, truck movements and deliveries requiring lane closures should be limited to occur between 9:00 AM to 3:30 PM, outside</p>	Project Sponsor.	During Construction.	Project Sponsor; Contractors	Upon completion of project construction.

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Improvement Measures	Responsibility for Implementation	Improvement Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
of peak morning and evening hours.				
<p><u>Improvement Measure TR-8: Construction Management Plan Additions</u></p> <p>To reduce potential conflicts between construction activities and pedestrians, transit and autos at the project site, the contractor should add certain measures to the required traffic control plan for project construction. In addition to the standard requirements for a construction traffic control/management plan, the following measures should also be included:</p> <ul style="list-style-type: none"> • Alternative Transportation for Construction Workers – To minimize parking demand and vehicle trips associated with construction workers, the construction contractor shall include in their contracts methods to encourage carpooling and transit access, as well as walking and bicycling, to the site by construction workers. Construction workers should also be encouraged to consider cycling and walking as alternatives to driving alone to and from the site. • Project Construction Updates for Adjacent Businesses and Residents – To minimize construction impacts on access for nearby residences and businesses, the project sponsor should provide nearby residences and adjacent businesses, such as through a website with regularly-updated information regarding Project construction, including a Project construction contact person, construction activities, duration, peak construction activities (e.g., concrete pours), travel lane closures, and lane closures. 	Project Sponsor, Contractors.	Prior to and during construction.	Project Sponsor, Contractors.	Upon completion of project construction.