



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

Case No.: 2015-000453ENV
 Project Address: 88 Arkansas Street
 Zoning: UMU (Urban Mixed-Use) Zoning District
 48-X Height & Bulk District
 Block/Lot: 3953/002 & 002A
 Lot Size: 29,998 square feet
 Plan Area: Eastern Neighborhoods Area Plan (Showplace Square/Potrero Hill)
 Project Sponsor: Julie Heinzler, Martin Building Company, (415) 348-4644
 Staff Contact: Jenny Delumo – (415) 575-9146, Jenny.Delumo@sfgov.org

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PROJECT DESCRIPTION

The project site is an approximately 30,000-square-foot (sf) area located in the Potrero Hill neighborhood and within the Showplace Square/Potrero Hill subarea of the Eastern Neighborhoods Area Plan. The project site is comprised of two adjacent lots: 88 Arkansas Street/1500 17th Street (Lot 002) and 1530 17th Street (Lot 002A). The lots are located on Assessor's Block 3953, which is bounded by 17th Street to the south, 16th Street to the north, Arkansas Street to the east, and Wisconsin Street to the west. The project site currently contains two industrial buildings. Lot 002A is developed with an approximately 9,485-gross-square-foot (gsf), 19-foot-tall, one-story-with-mezzanine industrial building. The building was constructed in 1923 and is currently vacant. Lot 002 is developed with an approximately 16,075-gsf, 24-foot-tall, two-story industrial building and a 4,440-sf surface parking lot, which provides space for approximately 13 vehicles. The rearmost portion of the building is approximately 31 feet tall. The building was constructed in 1906. Approximately 6,000 sf of the building on Lot 002 is currently occupied by Volta Industries. Collectively, the buildings provide approximately 25,560 gsf of Production, Distribution, and Repair (PDR) space.

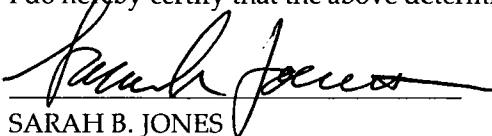
(Continued on next page.)

EXEMPT STATUS

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

DETERMINATION

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


 SARAH B. JONES

Environmental Review Officer

January 19, 2016
 Date

cc: Julie Heinzler, Project Sponsor; Supervisor Malia Cohen, District 10; Kate Conner, Current Planning Division; Virna Byrd, M.D.F.; Exemption/Exclusion File

PROJECT DESCRIPTION (continued)

Vehicular access to the buildings on the project site is provided by three curb cuts: two curb cuts along the 17th Street frontage (approximately 14 feet and 18 feet wide) and one curb cut along the Arkansas Street frontage (approximately 38 feet wide). An approximately 42-foot-wide curb cut, located on Arkansas Street, is inactive and has been painted white. It currently serves as two, perpendicular on-street parking spaces. Access to the surface parking lot is provided via an approximately 38-foot-wide curb cut off Arkansas Street. Approximately four parallel parking spaces are located along the 17th Street frontage and approximately 15 perpendicular parking spaces are provided along the Arkansas Street frontage. There are no on-street loading spaces.

The proposed project would demolish the two, one-story-over-basement buildings and surface parking lot on the project site. The sponsor proposes to construct an approximately 143,990-gsf, five-story mixed-use building. The proposed building would be approximately 48 feet tall (up to 65 feet tall with staircase and elevator penthouses) and include approximately 111,695 gsf of residential space and 3,275 gsf of retail space. An approximately 29,020-gsf, below-grade parking garage would provide off-street parking for about 98 vehicles, including one car share space and two Americans with Disabilities Act (ADA) - accessible spaces. The project would provide 127 Class I bicycle parking spaces and 1 Class II bicycle parking space in the garage, which would be accessed via an approximately 12-foot-wide curb cut on Arkansas Street that would be created by reducing an existing, roughly 42-foot-wide curb cut. Approximately 12 Class II bicycle spaces would be placed on the southwest corner of the project site.

The residential component of the proposed project would include approximately 25 studio apartments, 51 one-bedroom apartments, 41 two-bedroom apartments, and 10 three-bedroom apartments, for a total of 127 residential dwelling units. Twenty-five of the dwelling units (twenty percent) would be designated affordable units. Two entrances to the residential portion of the building would be located along the Arkansas Street frontage. On the ground floor, five of the residential units fronting Arkansas Street would have direct street access. The retail component of the proposed project would be located on the ground floor with pedestrian access provided via three entrances along the 17th Street frontage. Proposed open space would be comprised of private balconies, two interior courtyards on the ground floor, an approximately 1,295-sf solarium on the fifth floor, and an approximately 2,515-sf artificial turf area and 2,315-sf deck on the roof. The approximately 185-sf north courtyard would be located in the northwest corner of the project site and the approximately 2,790-sf south courtyard would be located along the western perimeter of the project site.

A new bulb-out extension is proposed for the northwest corner of the project site at the 17th Street and Arkansas Street intersection. The bulb-out would not extend into traffic lanes. A fire hydrant exists at this location, and may need to be relocated in order to accommodate the proposed bulb-out. The project also proposes to widen the portion of the sidewalk along Arkansas Street not included in the bulb-out to approximately 24 feet wide. Roughly six on-street parallel parking spaces would be provided on 17th Street and four on-street parallel parking spaces would be provided on Arkansas Street, one of the spaces on Arkansas Street would be ADA accessible. On-street loading space would be provided by an approximately 45-foot-long loading zone located between the parallel parking spaces and garage entrance on Arkansas Street. The on-street parking spaces that would be located along 17th Street would be created by removing a 14-foot-long curb cut and an 18-foot-long curb cut, for a total of 32 feet of restored curb length. The on-street parking and loading spaces that would be located along Arkansas Street would be created by reducing a 42-foot-long curb cut to 24 feet in length.

Approximately 18,000 cubic yards of excavation, to a maximum depth of approximately 20 feet below grade, is proposed in order to accommodate the garage. Construction activities would last approximately 19 months. The project site includes approximately eight street trees along the Arkansas Street frontage and four street trees along the 17th Street frontage. The proposed project would retain all of the existing street trees on the project site and provide an additional three street trees on 17th Street and two street trees on Arkansas Street. The proposed project is also seeking Leadership in Energy and Environmental Design (LEED) ® for Homes Platinum certification from the U.S. Green Building Council.

Project Approval

The proposed project would require approval of a Large Project Authorization (LPA) by the Planning Commission, pursuant to *Planning Code* Section 329. LPAs are required for new construction greater than 25,000 gross square feet in Urban Mixed Use Zoning (UMU) Districts. The LPA would also authorize project-specific modifications to the following *Planning Code* requirements:

- Rear Yard (*Planning Code* Section 134)
- Exposure (*Planning Code* Section 140)
- Loading (*Planning Code* Section 152.1)
- Dwelling Unit Mix (*Planning Code* Section 207.6; Interpretation of *Planning Code* Section 102.29)

Other approvals that would be required in order to implement the proposed project include the following:

- **Department of Building Inspection (DBI).** Approval of demolition, grading, building and occupancy permits for demolition of the existing structures and new construction.
- **Department of Public Health (DPH).** 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.
- **San Francisco Fire Department (SFFD).** Approval of any changes to the location of existing fire hydrants and water valves.
- **San Francisco Municipal Transportation Agency (SFMTA).** Approval of all proposed changes in curb cuts and parking zones pursuant to the 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.
- **San Francisco Public Works Department (Public Works), Bureau of Streets and Mapping.** Approval of modifications to public sidewalks, street trees, curb cuts, and bulb out extensions.
- **San Francisco Public Utilities Commission (SFPUC).** Approval of a stormwater control plan and an erosion and sediment control plan prior to commencing construction.

Approval of the Large Project Authorization by the Planning Commission 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.

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

After several years of analysis, community outreach, and public review, the Eastern Neighborhoods PEIR was adopted in December 2008. The Eastern Neighborhoods PEIR was adopted in part to support housing development in some areas previously zoned to allow industrial uses, while preserving an adequate supply of space for existing and future production, distribution, and repair (PDR) employment and businesses. The Eastern Neighborhoods PEIR also included changes to existing height and bulk districts in some areas, including the project site at 88 Arkansas Street.

The Planning Commission held public hearings to consider the various aspects of the proposed Eastern Neighborhoods Rezoning and Area Plans and related Planning Code and Zoning Map amendments. On August 7, 2008, the Planning Commission certified the Eastern Neighborhoods PEIR by Motion 17659 and adopted the Preferred Project for final recommendation to the Board of Supervisors.^{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

¹ Planning Department Case No. 2004.0160E and State Clearinghouse No. 2005032048. This material is available for review at the Planning Department, 1650 Mission Street, Suite 400, under the aforementioned Case No..

² San Francisco Planning Department. Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (FEIR), Planning Department Case No. 2004.0160E, certified August 7, 2008. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed August 17, 2012.

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

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 to UMU (Urban Mixed Use) District. The UMU District is intended to promote a vibrant mix of uses while maintaining the characteristics of this formerly industrially-zoned area. It is also intended to serve as a buffer between residential districts and PDR districts in the Eastern Neighborhoods. The proposed project and its relation to PDR land supply and cumulative land use effects is discussed further in the Community Plan Exemption (CPE) Checklist, under Land Use. The 88 Arkansas Street site, which is located in the Potrero Hill neighborhood of the Eastern Neighborhoods, was designated as a site allowing buildings up to 48 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 88 Arkansas Street is consistent with and was encompassed within the analysis in the Eastern Neighborhoods PEIR, including the Eastern Neighborhoods PEIR development projections. This determination also finds that the Eastern Neighborhoods PEIR adequately anticipated and described the impacts of the proposed 88 Arkansas Street project, and identified the mitigation measures applicable to the 88 Arkansas Street project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.^{4,5} Therefore, no further CEQA evaluation for the 88 Arkansas Street project is required. In sum, the Eastern Neighborhoods PEIR and this Certificate of Exemption for the proposed project comprise the full and complete CEQA evaluation necessary for the proposed project.

PROJECT SETTING

The project site vicinity is characterized by a mix of industrial, PDR, educational, retail, office, and open spaces uses. The subject block, along with the blocks to the east and west of the project site between 16th and 17th Streets, is zoned UMU (Urban Mixed Use). The block north of the project site on the north site of

⁴ Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 88 Arkansas Street, June 10, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2015-000453ENV.

⁵ Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 88 Arkansas Street, December 30, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2015-000453ENV.

16th Street is zoned PDR-1-D (Production, Distribution, and Repair – 1 Design). The block directly south of the project site is occupied by Jackson Playground and Recreation Center and is zoned P (Public). The majority of the block southwest of the project site is zoned RH-3 (Residential-House, Three Family). RH-2 (Residential-House, Two Family) districts are also located in the site vicinity. The project site, along with adjacent lots to the east and west of the site, are within a 48-X height and bulk district. The project vicinity includes 68-X height and bulk districts (on lots north of the project site) and 40-X height and bulk districts (on lots south of the project site).

As previously mentioned, the subject block is bounded by 16th, 17th, Arkansas, and Wisconsin Streets. Running east/west, 16th and 17th Streets are two-lane, two-way streets with parallel parking on both sides. 16th and 17th Streets are part of Citywide Bicycle Route 40. Running north/south, Arkansas and Wisconsin Streets are unstriped two-lane, two-way streets with parallel parking on the east side of each street and perpendicular parking on the west side of each street. Arkansas and Wisconsin Streets are not part of the Citywide Bicycle Network. With regards to the subject block, the sidewalks along 16th and 17th Streets are approximately 10 feet wide and the sidewalks along Arkansas and Wisconsin Streets are approximately 15 feet wide. Roughly 379 on-street parking spaces are located within the area bounded by 16th Street to the north, 17th Street to the south, Arkansas Street to the east, and Carolina Street to the west, with additional on-street parking provided throughout the project site vicinity. The site vicinity does not contain any city-owned or public off-street parking facilities. The off-street parking facilities in the vicinity of the project site primarily serve employees and patrons of private businesses.

The low-density scale of development in the project site vicinity includes one- to three-story-tall residential and commercial buildings. An approximately 15-foot-tall, one-story building is located on the southwest corner of the block just west of the project site and the one-story portion of a commercial building on the southeast corner of the subject block is also approximately 15 feet tall; however, the remainder of the buildings on the subject block and in the site vicinity are approximately 20 to 40 feet tall. On the subject block, retail and warehouse buildings sit adjacent to the portion of the project site fronting 17th Street. One-story office and warehouse buildings front Arkansas Street and Wisconsin Street, including a retail store and warehouse space with frontage on Wisconsin and 16th Streets. A surface parking lot, with frontage on Wisconsin Street and Arkansas Street, is located in the middle of the subject block. An abandoned rail spur is located between the parking lot and the project site. As previously mentioned, Jackson Playground and Recreation Center is located on the south side of 17th Street across from the project site. A one-story industrial building sits opposite the project site's Arkansas Street frontage. A one-story auto body shop and one-story warehouse are located on the west side of Wisconsin Street. Other uses in the area include Live Oak School (one block south of the project site), Anchor Steam Brewery (one block southwest), The Parkside bar and music venue (one block west), and The Connecticut Yankee restaurant (one block east).

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 88 Arkansas Street project is in conformance with the height, use and density for the site described in the Eastern Neighborhoods PEIR and would represent a small part of the growth that was forecast for the Eastern Neighborhoods plan areas. Thus, the plan analyzed in the Eastern Neighborhoods PEIR considered the incremental impacts of the proposed 88 Arkansas Street project. As a result, the proposed

project would not result in any new or substantially more severe impacts than were identified in the Eastern Neighborhoods PEIR.

Significant and unavoidable impacts were identified in the Eastern Neighborhoods PEIR for the following topics: land use, historic architectural resources, transportation and circulation, and shadow. The proposed project would not contribute to significant and unavoidable impacts on transportation, historic resources, and shadow. In regards to significant and unavoidable transportation impacts related to traffic and transit, the proposed project would not considerably contribute to project-specific and cumulative traffic and transit impacts identified in the Eastern Neighborhoods PEIR. The existing buildings on the project site were not found to be historic resources, nor is the project site located in or adjacent 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 to historic resources. The Eastern Neighborhoods PEIR determined that projects developed in the Potrero Hill neighborhood on lots adjacent to the Jackson Playground and Recreation Center (Jackson Playground) could result in significant and unavoidable shadow impacts. However, shadow on Jackson Playground generated by the proposed project would not be expected to substantially affect the use and enjoyment of the park as the shade would primarily occur in the early morning and would be of short duration. Therefore, the proposed project would not considerably contribute to shadow impacts identified in the Eastern Neighborhoods PEIR. The proposed project would contribute to significant and unavoidable impacts on land use. The existing buildings on the project site are zoned UMU, which allows for PDR uses. Approximately 6,000 sf of the building on Lot 002 is currently occupied by Volta Industries. The building on Lot 002A has been vacant since 2014, but was previously occupied by the Flynn and Enslow Wire Products and Screening Company. Thus the proposed project would remove approximately 25,600 gsf of existing PDR use. In addition, the PEIR considers the presence of PDR businesses and activities and how they may operate as PDR clusters. The roughly 25,560 sf of industrial use on the project site, combined with uses in the PDR-1-D district located north of the project site, may form a PDR cluster. The existing PDR business at the project site would be required to relocate and may not be able to relocate near other similar PDR businesses. This effect of the project, combined with the loss of approximately 25,560 sf of PDR space would contribute to the significant and unavoidable land use impacts identified in the PEIR.

The Eastern Neighborhoods PEIR identified feasible mitigation measures to address significant impacts related to noise, air quality, archeological resources, historical resources, hazardous materials, and transportation. **Table 1** below lists the mitigation measures identified in the Eastern Neighborhoods PEIR and states whether each measure would apply to the proposed project.

Table 1 – Eastern Neighborhoods PEIR Mitigation Measures

Mitigation Measure	Applicability	Compliance
F. Noise		
F-1: Construction Noise (Pile Driving)	Not Applicable: pile driving is not required or proposed.	Not applicable.
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 construction noise attenuation measures.
F-3: Interior Noise Levels	Not Applicable: the project is	Not applicable.

Mitigation Measure	Applicability	Compliance
	subject to Title 24 interior noise standards.	
F-4: Siting of Noise-Sensitive Uses	Applicable: project includes noise-sensitive uses located along streets where existing noise levels exceed 60 dBA (Ldn).	The project sponsor has conducted and submitted a detailed analysis of noise reduction requirements to meet Title 24 interior noise levels. The project sponsor shall submit building plans consistent with the recommendations included in the noise analysis.
F-5: Siting of Noise-Generating Uses	Not Applicable: no noise-generating uses.	Not applicable.
F-6: Open Space in Noisy Environments	Applicable: the project would include shared courtyards, a solarium, and a roof deck.	The project sponsor has conducted and submitted a detailed acoustical analysis for proposed open spaces and determined that the open spaces meet the requirements of Mitigation Measure F-6 in the PEIR. No further mitigation is required to comply with this measure. .
G. Air Quality		
G-1: Construction Air Quality	Not applicable: the project sponsor could be required to comply with the San Francisco Dust Control Ordinance.	Not applicable.
G-2: Air Quality for Sensitive Land Uses	Not Applicable: the project site is not in the Air Pollutant Exposure Zone.	Not Applicable.
G-3: Siting of Uses that Emit DPM	Not Applicable: the proposed residential uses are not uses that would emit substantial levels of DPM.	Not Applicable.
G-4: Siting of Uses that Emit other TACs	Not Applicable: the proposed project would not emit substantial levels of other TACs.	Not Applicable.
J. Archeological Resources		

Mitigation Measure	Applicability	Compliance
	mitigation by the San Francisco Municipal Transportation Agency.	
E-3: Enhanced Funding	Not Applicable: plan level mitigation by the San Francisco Municipal Transportation Agency and the San Francisco Transit Authority.	Not Applicable.
E-4: Intelligent Traffic Management	Not Applicable: plan level mitigation by the San Francisco Municipal Transportation Agency & Planning Department.	Not Applicable.
E-5: Enhanced Transit Funding	Not Applicable: plan level mitigation by the San Francisco Municipal Transportation Agency.	Not Applicable.
E-6: Transit Corridor Improvements	Not Applicable: plan level mitigation by the San Francisco Municipal Transportation Agency.	Not Applicable.
E-7: Transit Accessibility	Not Applicable: plan level mitigation by the San Francisco Municipal Transportation Agency.	Not Applicable.
E-8: Muni Storage and Maintenance	Not Applicable: plan level mitigation by the San Francisco Municipal Transportation Agency.	Not Applicable.
E-9: Rider Improvements	Not Applicable: plan level mitigation by the San Francisco Municipal Transportation Agency.	Not Applicable.
E-10: Transit Enhancement	Not Applicable: plan level mitigation by the San Francisco Municipal Transportation Agency.	Not Applicable.
E-11: Transportation Demand Management	Not Applicable: plan level mitigation by the San Francisco Municipal Transportation Agency.	Not Applicable.

Mitigation Measure	Applicability	Compliance
J-1: Properties with Previous Studies	Not Applicable: the project site was not evaluated in any previous studies.	Not applicable.
J-2: Properties with no Previous Studies	Applicable: the project site is located in an area with no previous studies.	The project sponsor has agreed to implement the Planning Department's Standard Mitigation Measure #1 (Accidental Discovery) in compliance with this mitigation measure.
J-3: Mission Dolores Archeological District	Not Applicable: the project site is not located within the Mission Dolores Archeological District.	Not Applicable.
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.	Not Applicable.
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.	Not Applicable.
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.	Not Applicable.
L. Hazardous Materials		
L-1: Hazardous Building Materials	Applicable: the project involves the demolition of existing buildings.	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 demolishing the existing buildings.
E. Transportation		
E-1: Traffic Signal Installation	Not Applicable: plan level mitigation by the San Francisco Municipal Transportation Agency.	Not Applicable.
E-2: Intelligent Traffic Management	Not Applicable: plan level	Not Applicable.

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 April 30, 2015 to adjacent occupants and owners of properties within 300 feet of the project site. Overall, concerns and issues raised by the public in response to the notice were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis. Comments were received from individuals and a neighborhood association. Concerns related to physical environmental effects include the methodology for analyzing potential cumulative conditions in the Transportation Impact Study, the potential presence of subsurface contamination and serpentine soil, excavation activities (soil excavation and materials transport), and potential impacts to vistas. Concerns regarding the analysis of cumulative conditions is addressed the Transportation section of the CPE Checklist. In regards to the potential presence of serpentine soil and subsurface contamination on the project site, the project is subject to Health Code Article 22A, which requires soil remediation for subsurface contamination. The project site is not located on serpentine soil. This is further discussed in the Hazards and Hazardous Materials section of the CPE Checklist. The Hazards and Hazardous Materials section also includes a discussion of the protocol for excavation activities, which is dictated by DPH pursuant to Health Code Article 22A. In regards to potential impacts to vistas, pursuant to Public Resources Code 21099(d) visual effects, analyzed under the topic of Aesthetics in CEQA, are not to be considered significant CEQA impacts for mixed-use residential development projects on in-fill sites in a transit priority area. The proposed project meets the criteria, as discussed on page 20 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

⁶ The CPE Checklist is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2015-000453ENV.

5. The project sponsor will undertake feasible mitigation measures specified in the Eastern Neighborhoods PEIR to mitigate project-related significant impacts.

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

Attachment A: MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL				
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
MITIGATION MEASURES FROM THE EASTERN NEIGHBORHOODS AREA PLAN EIR				
<p>PMM 1: Properties with No Previous Studies (Mitigation Measure J-2 of the Eastern Neighborhoods PEIR) 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 CEQA Guidelines 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 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</p>	<p>Project sponsor, contractor, Planning Department's archeologist or qualified archaeological consultant, and Planning Department's Environmental Review Officer.</p>	<p>Prior to issuance of any permit for soil-disturbing activities and during construction.</p>	<p>Sponsor, contractor(s), sponsor's archeologist (if applicable), Environmental Review Officer.</p>	<p>Considered complete upon ERO's approval of FARR, if required. Otherwise considered complete upon submittal of signed affidavit and completion of construction activities.</p>

Attachment A: MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL				
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>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 archaeological 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 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.</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 (1) copy and</p>				

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<p>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; three copies 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.</p>				
<p>PMM 2: Construction Noise (Mitigation Measure F-2 of the Eastern Neighborhoods PEIR). The project sponsor shall develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection (DBI) to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:</p> <ul style="list-style-type: none"> • Erect temporary plywood noise barriers around the construction site, particularly where a site adjoins noise-sensitive uses; • Utilize noise control blankets on the 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 	Project sponsor, contractor(s).	Prior to and during construction activities.	Project sponsor, contractor(s).	Considered complete upon receipt of final monitoring report at completion of construction.

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<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>PMM 3: Siting of Noise-Sensitive Uses (Mitigation Measure F-4 of the Eastern Neighborhoods PEIR). To reduce potential conflicts between existing noise-generating uses and new sensitive receptors, for new development including noise-sensitive uses, the project sponsor was required to provide an analysis that included, at a minimum, a site survey to identify potential noise-generating uses within 900 feet of, and that have a direct line-of-sight to, the project site, and including at least one 24-hour noise measurement (with maximum noise level readings taken at least every 15 minutes), prior to the first project approval action. The analysis which was prepared by persons qualified in acoustical analysis and/or engineering, demonstrated with reasonable certainty that Title 24 standards, where applicable, can be met, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels in the vicinity. The report concluded that if its recommendations are incorporated into the design and construction of the proposed building, the project would achieve compliance with Title 24. Recommendations include the following: (1) on the ground floor, exterior windows and doors should have an STC rating of 32 along Arkansas Street, an STC rating of 35 along 17th Street, and an STC rating of 28 for all other locations; (2) on the second floor, exterior windows and doors should have an STC rating of 32 along Arkansas Street, an STC rating of 35 on the northeast corner of the project site, and an STC rating of 28 for all other locations; (3) on the third through fifth floors exterior windows and doors should have an STC rating of 32 along Arkansas Street, an STC rating of 35 along 17th Street, an STC rating of 32 on the eastern half of the northern façade of the building, an STC rating of 30 on the a portion of the western half of the northern</p>	Project sponsor, contractor(s).	Prior to project approval.	San Francisco Planning Department, San Francisco Department of Building Inspection.	Considered complete upon finalization of the noise study and incorporation of acoustical requirements into final construction drawing set.

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<p>façade of the building, an STC rating of 38 on the southwest and southeast corners of the building, an STC rating of 35 on the northwest and northeast corners of the building, and an STC rating of 28 for all other locations. Overall, the proposed project would achieve compliance with the Title 24 standard of DNL 45 dBA for interior noise by installing exterior windows and doors with STC ratings between 28 and 38, depending on the location. The STC ratings shall be incorporated into the final construction drawings.</p> <p>PMM 4: Open Space in Noisy environments (Mitigation Measure F-6 of the Eastern Neighborhoods PEIR). The project sponsor shall ensure that open space required under the Planning Code for such uses be protected, to the maximum feasible extent, from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Implementation of this measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open space, and appropriate use of both common and private open space in multi-family dwellings, and implementation would also be undertaken consistent with other principles of urban design. This mitigation measure has been complied with as part of this environmental review process. No further actions are required to comply with Mitigation Measure F-6 of the Eastern Neighborhoods PEIR.</p>	<p>Project sponsor, architect.</p>	<p>Design measures to be incorporated into project design and included in the building permit.</p>	<p>San Francisco Planning Department, San Francisco Department of Building Inspection.</p>	<p>Considered complete upon approval of final construction drawing set.</p>

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<p>PMM 5: Hazardous Building Materials (Mitigation Measure L-1 of the Eastern Neighborhoods PEIR). The project sponsor shall ensure that any equipment containing PCBs or DEPH, 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>	<p>Project sponsor, contractor(s).</p>	<p>Prior to demolition of structures.</p>	<p>Project sponsor, contractor(s), DPH, various federal and state agencies.</p>	<p>Considered complete when equipment containing PCBs or DEHP or other hazardous materials is properly disposed.</p>

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<p>Transportation and Circulation</p> <p>Project Improvement Measure 1: Implementation of Transportation Demand Management Strategies. The project sponsor would implement a Transportation Demand Management (TDM) program to encourage the use of alternative forms of transportation for trips to and from the project vicinity, such as transit, bicycle, rideshare, and walking. Components of the improvement measure are as follows:</p> <p>IM-1a TDM Coordinator: The project sponsor would identify a TDM Coordinator for the project site who would be responsible for the implementation and ongoing operation of all other TDM measures included in the proposed Project. The TDM Coordinator should be the single point of contact for all transportation-related questions from residents and City staff. The project sponsor may use an existing transportation management association (e.g., the Transportation Management Association of San Francisco) to supply the TDM Coordinator, or the TDM Coordinator may be an existing staff member (e.g., property manager). In either case, the TDM Coordinator does not have to work full-time at the Project site. The TDM coordinator would be the single point of contact for all transportation-related questions from building occupants and City staff. The TDM Coordinator should provide TDM training to other building staff about the transportation amenities and options available in the project vicinity.</p> <p>IM-1b Transportation and Trip Planning Information Move-In</p>	<p>Project sponsor, property owner, TDM Coordinator.</p>	<p>Following project occupancy.</p>	<p>San Francisco Planning Department, San Francisco Municipal Transportation Agency, San Francisco Department of Public Works, and/or Bay Area Bike Share.</p>	<p>Following project occupancy.</p>

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<p>Packet: Provide a transportation insert for the move-in packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes may be purchased, information on the 511 Regional Rideshare Program, and nearby bike and car share programs, and information on where to find additional web-based alternative transportation materials. The move-in packet should be continuously updated as transportation options change, and the packet should be provided to each new building occupant. Muni maps as well as San Francisco Bicycle and Pedestrian maps should be provided upon request.</p> <p>IM-1c City Access to Data Collection: As part of an ongoing effort to quantify the efficacy of TDM measures, City staff may need to access the project site (including the garage) to perform trip counts, and/or intercept surveys and/or other types of data collection. All on-site activities shall be coordinated through the TDM Coordinator. The project sponsor assures future access to the site by City staff. Providing access to existing developments for data collection purposes is also encouraged.</p> <p>IM-1d Bicycle Parking: Increase the number of on-site secured bicycle parking beyond Planning Code requirements and/or provide additional bicycle facilities in the public right-of-way adjacent to or within a quarter mile of the project site (e.g., sidewalks, on-street parking spaces).</p> <p>IM-1e Car-Share Parking: Provide optional car share spaces as described in Planning Code Section 166(g).</p>				

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<p>IM-1f Transit Pass: Offer free or subsidized Muni passes to tenants. For example, the project sponsor may offer a 50 percent subsidy for one Muni monthly pass for new residents (one per household), and employees for up to one year. The recipient would be responsible for the remainder of the costs associated with the Muni monthly pass.</p>				
<p>Project Improvement Measure 2: Pedestrian Safety Improvements. Install audible and visual warning devices to alert pedestrians of vehicles exiting the parking garage.</p>	Project sponsor, construction contractor	Prior to project occupancy.	San Francisco Planning Department, San Francisco Department of Building Inspection,	Prior to project occupancy.
<p>Project Improvement Measure 3: On-Street Loading Management.</p> <p>IM-3a Schedule and coordinate loading activities through building management to ensure that trucks can be accommodated in the curbside loading spaces. All regularly scheduled activities requiring use of the loading space (e.g., building supply deliveries) should be coordinated directly with building management.</p> <p>IM-3b Trucks should be discouraged from parking illegally or obstructing vehicle, transit, bicycle, or pedestrian traffic flow along any of the streets adjacent to the project site.</p>	Project sponsor, property owner, building management.	Following project occupancy.	San Francisco Municipal Transportation Agency.	Following project occupancy.
<p>Project Improvement Measure 4: Construction-Related Traffic Management.</p> <p>IM-4a Limit hours of construction-related traffic, including, but not</p>	Project sponsor, construction contractor.	Prior to initiation of construction and during construction	Sustainable Streets Division of the San Francisco Municipal Transportation Agency,	Complete upon completion of construction.

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<p>limited to, truck movements, to avoid the weekday AM and PM peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.; or other times, if approved by SFMTA).</p> <p>IM4b Construction contractor(s) should coordinate construction activities with other potential projects that may be constructed in the vicinity of the project site.</p>		activities.	San Francisco Fire Department, Muni, and the Planning Department.	
<p>Project Improvement Measure 5: Off-Street Parking Traffic Enhancements</p> <p>IM-5a Install a traffic signal on both the inside and outside of the garage opening to indicate the presence of approaching vehicles from the opposite direction. The traffic signal would operate on sensors/detectors, and alternate with two beacons, with one indicating a solid red signal or marked with "STOP" and another indicating a solid green signal or marked with "GO." The signals would be installed facing outward at the garage opening outside of the security gate, and at the interior of the garage facing inward into the garage ramp, and facing inward at the interior of the garage on the basement level, at the entry to the garage ramp.</p> <p>IM-5b The owner/operator of any off-street parking facility, as determined by the Planning Director, with more than 20 parking spaces (excluding loading and car-share spaces) could ensure that recurring vehicle queues¹ do not occur on the public right of way. If a recurring queue occurs, the parking facility's owner/operator could implement abatement measures as needed to abate the queue.</p>	Project sponsor, property owner, parking garage operator.	Following project occupancy.	Planning Director or designee.	Following project occupancy.

¹ Vehicle Queue: When one or more vehicles blocking any portion of a public street, alley or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis.

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<p>Suggested abatement methods include but are not limited to the following: redesign of facility layout to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; installation of LOT FULL signs with active management by parking attendants; use of valet parking or other space-efficient parking techniques; use of off-site parking facilities or shared parking with nearby uses; use of parking occupancy sensors and signage directing drivers to available spaces; travel demand management strategies such those discussed in IM-1, customer shuttles or delivery services; and/or parking demand management strategies such as parking time limits, paid parking or validated parking.</p> <p>If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Department may notify the property owner in writing. Upon request, the owner/operator could hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant could prepare a monitoring report to be submitted to the Planning Department for review. If the Planning Department determines that a recurring queue does exist, the facility owner/operator could abate the queue.</p>				