



# SAN FRANCISCO PLANNING DEPARTMENT

## Certificate of Determination Community Plan Evaluation

1650 Mission St.  
Suite 400  
San Francisco,  
CA 94103-2479

**Case No.:** 2016-001738ENV  
**Project Address:** 1144-1150 Harrison Street  
**Zoning:** Western SoMa Mixed Use - General (WMUG) District  
Western SoMa Special Use District  
55/65-X Height and Bulk District  
**Block/Lot:** 3755/023  
**Lot Size:** 75,625 square feet  
**Plan Area:** Western SoMa Community Plan  
**Project Sponsor:** Scott Youdall, 1140 Harrison Associates, LP, (925) 490-2990  
**Staff Contact:** Alesia Hsiao, (415) 575-9044, alesia.hsiao@sfgov.org

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### PROJECT DESCRIPTION

The project site is located midblock along the north side of Harrison Street, between 8<sup>th</sup> Street and Langton Street, in San Francisco's South of Market neighborhood. The project site consists of a roughly square-shaped parcel on the block bounded by Harrison Street to the south, 8<sup>th</sup> Street to the west, Folsom Street to the north and 7<sup>th</sup> Street to the east. There are several alleys in the immediate project vicinity. Berwick Place abuts the project site to the west. Hallam Street terminates at the northern boundary of the project site, and Heron Street terminates at the western boundary of the project site. The project site is within the Western SoMa Light Industrial and Residential Historic District (historic district). The 75,625 square foot site is currently occupied by a 25-foot tall, one-story plus mezzanine industrial building constructed in 1907 that is a contributor to the historic district. The existing building varies in building height at 26 feet and 6 inches along Harrison Street to 33 feet along Berwick Street and the northeastern

(Continued on next page).

### CEQA DETERMINATION

The project is eligible for streamlined environmental review 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.

  
\_\_\_\_\_  
Lisa Gibson  
Environmental Review Officer

4/19/18  
\_\_\_\_\_  
Date

cc: Scott Youdall, Project Sponsor  
Doug Vu, Current Planner  
Supervisor Jane Kim, District 6

Project Distribution  
Historic Distribution List

## PROJECT DESCRIPTION (continued)

side of the building. The existing building covers the entire parcel and operated as an auto repair business until August 2017. The auto repair business has since relocated to other existing industrial buildings in San Francisco, although it continues to use the project property for limited overflow vehicle inventory storage.

The proposed project would demolish the majority of the existing masonry building and construct a six- to seven-story, 65-foot tall<sup>1</sup>, approximately 430,000 gross square foot (gsf), mixed-use apartment building containing 341,780 square feet (sf) of residential uses (371 units), 6,600 sf of commercial uses, 12,250 sf of amenity and leasing space, and 69,547 sf of garage space. The proposed dwelling units would range in size from approximately 425 sf to approximately 1,328 sf and would include 131 studios, 90 one-bedroom units, 146 two-bedroom units, and four three-bedroom units. Approximately 29,724 sf of public and private open space would be provided with private balconies and decks, three common courtyards, a widened Harrison Street sidewalk, a 30-foot wide public midblock passage from Harrison Street to Hallam Street, and two common roof decks on the sixth floor.

The project site has a grade change of 7.5 feet from Harrison Street upward to its northwest corner along Berwick Place, allowing a courtyard level at the interior of the site to be inserted between the ground floor and the basement level garage, resulting in the building containing seven stories within the interior and six stories within the perimeter of the project site. The project would provide a 30-foot wide publicly accessible north-south midblock passage directly connecting Hallam Street with Harrison Street. The alley would enhance pedestrian and bicycle connections between Harrison Street, Hallam Street and Folsom Street, while also providing a visual break in the massing of the project.

The project would provide 172 on-site vehicle parking spaces (167 vehicle spaces, three car share vehicle spaces, and two service vehicle spaces), as well as utility, trash, and electrical rooms within the basement level garage. The project would provide 372 Class 1 and 41 Class 2 bicycle parking spaces, approximately 3,766 sf of bicycle storage on the ground floor. The project would also provide approximately 650 sf of bicycle lounge space. Primary pedestrian access for the residential use would be provided from the midblock passage, with pedestrian access for the commercial uses provided along Berwick Place and along Harrison Street. Vehicular access to the basement level garage would be through a proposed driveway at the southeast corner of the site with an 18-foot-wide curb cut on Harrison Street. The sponsor would request that the San Francisco Municipal Transportation Agency (SFMTA) designate a 52-foot long on-street commercial loading zone along the north side of Harrison Street west of the driveway between the driveway and the midblock passageway, and a 66-foot long passenger loading zone west of the commercial loading zone. The proposed project would reduce the number of travel lanes from five lanes to four along Harrison Street between 7<sup>th</sup> Street and 8<sup>th</sup> Street, widen the sidewalk from 8 to 15 feet along Harrison Street between Langton Street and Berwick Place, install a raised crosswalk across Berwick Place at Harrison Street, reconstruct the existing sidewalks along both sides of Berwick Place, and add curb ramps at the intersection of Berwick Place and Heron Street. In addition, the proposed project includes additional transportation demand management measures such as providing car-share parking

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<sup>1</sup> Exceptions from the provisions of the Planning Code with respect to height are confined to minor deviations from the provisions for measurement of height in Sections 260 and 261 of this Code, and no such deviation shall depart from the purposes or intent of those sections. A minor deviation in the measurement of building height is allowed under Planning Code Section 304(d)(6).

and memberships, providing delivery package lockers, providing multimodal wayfinding signage, real-time transportation information displays and information about travel options, unbundling parking costs, and providing less accessory parking than the neighborhood parking rate.

Construction of the proposed project would occur for approximately 30 months, and is anticipated to commence in November 2018 and be completed by May 2021. Project construction is expected to require excavation of approximately 52,947 cubic yards of soil to a depth of 20 feet below grade for the proposed basement level. The proposed building would be supported by a structural mat foundation, thick enough to resist hydrostatic uplift pressures with the installation of pre-drilled soldier piles; use of pile driving hammers is not proposed.

## PROJECT APPROVALS

The proposed project would require the following approvals:

### *San Francisco Planning Commission*

- Conditional Use (CUA) Authorization pursuant to Planning Code Sections 263.29, 303, 304 and 823(c)(11) for a major development in the Western SoMA Special Use District requesting a height exception above the base height limit of 55-X to the maximum height limit of 65-X.

### *Department of Building Inspection*

- Review and approval of demolition and building permits.

### *Department of Public Health*

- Review for compliance with the Maher Ordinance, article 22A of the Health Code.
- Review for compliance with article 38 of the Health Code for enhanced ventilation.
- Review and approval of a Demolition and Construction Dust Control Plan.

### *Bay Area Air Quality Management District*

#### *San Francisco Fire Department*

#### *San Francisco Department of Public Works*

- Review and approval of permits for removal of Underground Storage Tanks identified in the Harrison Street sidewalk.

### *San Francisco Board of Supervisors*

- Review and approval of sidewalk legislation to widen the sidewalk on Harrison Street.

### *San Francisco Municipal Transportation Agency*

- Review and approval of an on-street commercial loading zone and an on-street passenger loading zone along the north side of Harrison Street between the proposed driveway and Berwick Place.
- Approval of construction within the public right-of-way (e.g., sidewalk widening) to ensure consistency with the Better Streets Plan

*San Francisco Public Utilities Commission*

- Approval of a stormwater management plan that complies with the City's stormwater design guidelines.
- Review and approval of a dewatering permit.

The conditional use authorization is the Approval Action. 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 EVALUATION OVERVIEW**

California Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 provide that 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, shall not be subject to additional environmental review 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 1144-1150 Harrison Street project described above, and incorporates by reference information contained in the Programmatic EIR for the *Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project* (Western SoMa PEIR).<sup>2</sup> Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Western SoMa PEIR.

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

As a result of the *Western SoMa Community Plan*, the project site was rezoned from SLR (Service/Light Industrial/Residential) to Western SoMa Mixed-Use - General (WMUG) and the height and bulk district from 50-X to 55/65-X. The WMUG district permits residential uses and supports a flexible mix of smaller neighborhood serving, commercial, institutional, and industrial/PDR uses, such as bars, restaurants,

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<sup>2</sup> San Francisco Planning Department, *Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project* Final Environmental Impact Report (PEIR), Planning Department Case Nos. 2008.0877E and 2007.1035E, State Clearinghouse No. 2009082031, certified December 6, 2012. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed February 26, 2018.

retail, business services, and light manufacturing. All types of residential uses are permitted, some requiring CU authorization. Large-scale commercial uses, loft-style live/work spaces, and research and development (R&D) facilities are not be permitted within this district.

Individual projects that could occur in the future under the *Western SoMa Community Plan* will undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development and to assess whether additional environmental review would be required. This determination concludes that the proposed project at 1144-1150 Harrison Street is consistent with, and was encompassed within, the analysis in the Western SoMa PEIR. This determination also finds that the Western SoMa PEIR adequately anticipated and described the impacts of the proposed 1144-1150 Harrison Street project, and identified the mitigation measures applicable to the project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.<sup>3,4</sup> Therefore, no further CEQA evaluation for the 1144-1150 Harrison Street project is required. In sum, the Western SoMa PEIR and this Certificate of Determination and accompanying project-specific initial study comprise the full and complete CEQA evaluation necessary for the proposed project.

## PROJECT SETTING

The square-shaped project site is located on the north side of Harrison Street, between 8<sup>th</sup> Street and Langton Street in the South of Market neighborhood. The 75,625-square-foot project site is occupied by a one-story plus mezzanine industrial building (1126 Harrison Street constructed in 1907). The property immediately adjacent to the east of the project site is a two-story residential building (constructed in 1901) that fronts on Harrison Street. The properties across Berwick Place to the west of the project site are a one-story warehouse with mezzanine industrial building (1170 Harrison Street constructed in 1900) that fronts on Harrison Street and a one-story art gallery space with mezzanine (7 Heron Street constructed in 1900). There is a proposed project at 1170 Harrison Street (Case No. 2015-016239ENV) that involves interior alterations to the existing building to transform the existing one-story warehouse with mezzanine into two stories of office space with no expansion of the building envelope. It is approximately 20 feet west of the project site. The surrounding area around the project site is characterized by a variety of uses, including commercial, residential, and light industrial uses. Harrison Street and Berwick Place contain light industrial buildings, while Hallam Street and Langton Street consist of integrated residential and commercial buildings.

Harrison Street is an east-west roadway with four lanes travelling west, two parking lanes, and sidewalks on both sides of the street. The project site is served by the 27-Bryant, 47-Van Ness, and the Bayshore Expresses (8-Bayshore, 8AX-Bayshore "A" Express, and 8BX-Bayshore "B" Express) bus lines, and the closest bus stops are approximately 280 feet away near the intersection of 8<sup>th</sup> and Harrison streets. Other Muni lines near the project site include the 12-Folsom-Pacific and 19-Polk. Routes slightly further away include the 9-San Bruno, 9R-San Bruno Rapid, 10-Townsend, 14-Mission, 14R-Mission Rapid, 14X-Mission Express, 83X-Mid-Market Express, 30-Stockton, and 45-Union-Stockton. There are bicycle lanes

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<sup>3</sup> San Francisco Planning Department, *Community Plan Evaluation Eligibility Determination, Citywide Planning Analysis*, 1144-1150 Harrison Street, April 3, 2018. This document, and other cited documents, are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2016-001738ENV.

<sup>4</sup> San Francisco Planning Department, *Community Plan Evaluation Eligibility Determination, Current Planning Analysis*, 1144-1150 Harrison Street, August 21, 2017.

on Howard, Folsom, 7<sup>th</sup> and 8<sup>th</sup> streets. The surrounding parcels are within the WMUG, RED (Residential Enclave), SALI (Service/Arts/Light Industrial, and P (Public) zoning districts. Height and bulk districts within a one-block radius include 30-X, 40-X, 55-X, and 55/65-X.

## POTENTIAL ENVIRONMENTAL EFFECTS

The Western SoMa PEIR included analyses of environmental issues including: Land Use; Aesthetics, Population and Housing; Cultural and Paleontological Resources; Transportation and Circulation; Noise and Vibration; Air Quality; Greenhouse Gas Emissions; Wind and Shadow; Recreation; Public Services, Utilities, and Service Systems; Biological Resources; Geology and Soils; Hydrology and Water Quality; Hazards and Hazardous Material; Mineral and Energy Resources; and Agriculture and Forest Resources. The proposed 1144-1150 Harrison Street project is in conformance with the height, use and density for the site described in the Western SoMa PEIR and would represent a small part of the growth that was forecast for the *Western SoMa Community Plan*. Thus, the project analyzed in the Western SoMa PEIR considered the incremental impacts of the proposed 1144-1150 Harrison Street project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Western SoMa PEIR.

Significant and unavoidable impacts were identified in the Western SoMa PEIR for the following topics: historic resources, transportation and circulation, noise, air quality, and shadow. The project building is not individually eligible for listing in the California Register but is a contributor to the Western SoMa Light Industrial and Residential Historic District.<sup>5,6</sup> Although the proposed project involves demolition of a contributor to the historic district, the proposed project is compatible with the historic district and the loss of the existing structure was determined not to materially impair the historic district such that it would not convey its significance. In addition, the proposed project would not cause a significant impact to other offsite historic resources in the project vicinity. Mitigation Measures M-CP-7a and M-CP-7b would ensure that project contractors use all feasible means to avoid damage to the historic buildings in the vicinity during demolition and construction, and undertake a monitoring program to ensure that any such damage is documented and repaired. Therefore, the project would not contribute to any historic resource impact. Transit ridership generated by the project would not considerably contribute to the transit impacts identified in the Western SoMa PEIR. As the proposed project would involve noise-generating uses, Mitigation Measure M-NO-1c would ensure that project generated noise from rooftop mechanical equipment meets the requirements of the Noise Ordinance. Since the proposed project could generate excessive construction noise, Mitigation Measure M-NO-2a would ensure that project noise from construction activities is minimized to the maximum extent feasible. The proposed project is required to comply with the Construction Dust Control Ordinance, and implementation of Mitigation Measure M-AQ-7 would reduce construction-related air quality impacts by requiring a Construction Emissions Minimization Plan for health risks and hazards. The shadow fan analysis for the proposed project determined that the proposed building would not shade outdoor recreation facilities or other public areas. The proposed project would shade nearby streets, sidewalks, and private property at times within the project vicinity, but at levels commonly expected in urban areas.

The Western SoMa PEIR identified feasible mitigation measures to address significant impacts related to cultural and paleontological resources, transportation and circulation, noise and vibration, air quality,

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<sup>5</sup> Page & Turnbull, *1140-1150 Harrison Street Historic Resource Evaluation- Parts One and Two*, March 2, 2017.

<sup>6</sup> San Francisco Planning Department, *Historic Resource Evaluation Response for 1144-1150 Harrison Street*, February 28, 2018.

wind, biological resources, and hazards and hazardous materials. **Table 1** below lists the mitigation measures identified in the Western SoMa PEIR and states whether the mitigation measure would apply to the proposed project.

**Table 1 – Western SoMa PEIR Mitigation Measures**

Mitigation Measure	Applicability	Compliance
<b>D. Cultural and Paleontological Resources</b>		
M-CP-1a: Documentation of a Historical Resource	Not Applicable: The existing building is a not an individual historic resource.	Not Applicable
M-CP-1b: Oral Histories	Not Applicable: The existing building is a not an individual historic resource.	Not Applicable
M-CP-1c: Interpretive Program	Not Applicable: The existing building is a not an individual historic resource.	Not Applicable
M-CP-4a: Project-Specific Preliminary Archeological Assessment (PAR)	Applicable: The project would require more than five feet of below grade excavation.	Pursuant to the results of the PAR, the project sponsor has agreed to implement the Planning Department's Standard Mitigation Measure #3 (Archeological Testing), as Project Mitigation Measure 3.
M-CP-4b: Procedures for Accidental Discovery of Archeological Resources	Not Applicable: This is superseded by implementation of M-CP-4a, archeological testing.	Not Applicable
M-CP-7a: Protect Historical Resources from Adjacent Construction Activities	Applicable: Adjacent historic resources are present.	The project sponsor has agreed to implement practices to protect adjacent historic resources from damage caused by project-related construction activities (see Project Mitigation Measure 1).
M-CP-7b: Construction Monitoring Program for Historical Resources	Applicable: Historic resources are present in project vicinity.	The project sponsor has agreed to implement a program to monitor adjacent historic resources for damage caused by project-related construction activities and to repair such damage (see Project Mitigation Measure 2).

Mitigation Measure	Applicability	Compliance
<b>E. Transportation and Circulation</b>		
M-TR-1c: Traffic Signal Optimization (8 <sup>th</sup> /Harrison/I-80 WB off-ramp)	Not applicable: Automobile delay is removed from CEQA analysis.	Not Applicable
M-TR-4: Provision of New Loading Spaces on Folsom Street	Not Applicable: The project would not involve any physical changes to Folsom Street and is expected to generate negligible demand for freight loading/service vehicle activities along Folsom Street.	Not Applicable
M-C-TR-2: Impose Development Impact Fees to Offset Transit Impacts	Not Applicable: This measure is superseded by Planning Code Section 423, Eastern Neighborhoods Impact Fees and Public Benefits Fund.	The project is subject to Eastern Neighborhoods Tier 2 impact fee, a portion of which funds transit improvements.
<b>F. Noise and Vibration</b>		
M-NO-1a: Interior Noise Levels for Residential Uses	Not applicable: Impacts of the environment on the project is no longer a CEQA topic.	Not Applicable
M-NO-1b: Siting of Noise-Sensitive Uses	Not applicable: Impacts of the environment on the project is no longer a CEQA topic.	Not Applicable
M-NO-1c: Siting of Noise-Generating Uses	Applicable: The project proposes noise-generating uses.	The project sponsor has prepared a noise study that demonstrates compliance with the San Francisco General Plan and the San Francisco Noise Ordinance requirements with implementation of noise attenuation measures. The project sponsor has agreed to implement noise attenuation measures during siting of future noise-generating uses (Project Mitigation Measure 4).
M-NO-1d: Open Space in Noisy Environments	Not applicable: Impacts of the environment on the project is no longer a CEQA topic.	Not Applicable
M-NO-2a: General Construction Noise Control Measures	Applicable: The project proposes new construction that could generate	The project sponsor has agreed to develop and implement a set



Mitigation Measure	Applicability	Compliance
	excessive construction noise.	of noise attenuation measures during construction (Project Mitigation Measure 5).
M-NO-2b: Noise Control Measures During Pile Driving	Not Applicable: The project does not include pile-driving activities.	Not Applicable
<b>G. Air Quality</b>		
M-AQ-2: Transportation Demand Management Strategies for Future Development Projects	Not Applicable: The project would not generate more than 3,500 daily vehicle trips.	Not applicable, but project is subject to the Transportation Demand Management Ordinance.
M-AQ-3: Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors	Not Applicable: This measure is superseded by San Francisco Health Code Article 38 (Air Pollutant Exposure Zone).	Not Applicable
M-AQ-4: Siting of Uses that Emit PM <sub>2.5</sub> or other DPM and Other TACs	Not Applicable: The project-related construction and operation would not result in substantial emissions.	Not Applicable
M-AQ-6: Construction Emissions Minimization Plan for Criteria Air Pollutants	Not Applicable: The project would not exceed the BAAQMD construction thresholds of significance.	Not Applicable
M-AQ-7: Construction Emissions Minimization Plan for Health Risks and Hazards	Applicable: The project includes construction in an area of poor air quality.	The project sponsor has agreed to implement a Construction Emissions Minimization Plan for Health Risk and Hazards (Project Mitigation Measure 6).
<b>I. Wind and Shadow</b>		
M-WS-1: Screening-Level Wind Analysis and Wind Testing	Not Applicable: The project would not exceed 80 feet in height.	Not Applicable
<b>L. Biological Resources</b>		
M-BI-1a: Pre-Construction Special-Status Bird Surveys	Applicable: The project includes building demolition.	The project sponsor has agreed to conduct pre-construction special-status bird surveys by a qualified biologist between January 15 and August 15 if building demolition is scheduled to take place during that period (Project Mitigation Measure 7).

Mitigation Measure	Applicability	Compliance
M-BI-1b: Pre-Construction Special-Status Bat Surveys	Applicable: The project involves removal of trees and demolition of a vacant building.	The project sponsor has agreed to conduct pre-construction special-status bat surveys by a qualified bat biologist when large trees are to be removed or vacant buildings are to be demolished (Project Mitigation Measure 8).
<b>O. Hazards and Hazardous Materials</b>		
M-HZ-2: Hazardous Building Materials Abatement	Applicable: The project includes demolition of a pre-1970s building.	The project sponsor has agreed to ensure that any equipment containing polychlorinated biphenyls (PCBs) or mercury, such as fluorescent light ballasts, are removed and properly disposed, and that any fluorescent light tube fixtures, which could contain mercury, are similarly removed intact and properly disposed of (Project Mitigation Measure 8).
M-HZ-3: Site Assessment and Corrective Action	Not Applicable: This is superseded by San Francisco Health Code Article 22A (Maher Ordinance).	Not Applicable

## PUBLIC NOTICE AND COMMENT

A “Notification of Project Receiving Environmental Review” was mailed on July 5, 2017 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.

Six members of the public were interested in learning more about the project with two members of the public interested in historic resources and one member of the public interested in whether PDR space would be preserved as part of the project. These issues raised by the public are addressed in the CPE Initial Study Checklist under Section 1 (Land Use and Land Use Planning) and Section 3 (Cultural and Paleontological Resources). No other comments were received. The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Western SoMa PEIR.

## CONCLUSION

As summarized above and further discussed in the project-specific initial study<sup>7</sup>:

1. The proposed project is consistent with the development density established for the project site in the Western SoMa Community Plan;
2. The proposed project would not result in effects on the environment that are peculiar to the project or the project site that were not identified as significant effects in the Western SoMa PEIR;
3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Western SoMa PEIR;
4. The proposed project would not result in significant effects, which, as a result of substantial new information that was not known at the time the Western SoMa PEIR was certified, would be more severe than were already analyzed and disclosed in the PEIR; and
5. The project sponsor will undertake feasible mitigation measures specified in the Western SoMa PEIR to mitigate project-related significant impacts.

Therefore, no further environmental review shall be required for the proposed project pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

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<sup>7</sup> The CPE Initial Study Checklist is available for review online at <http://sf-planning.org/community-plan-exemptions> or at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2016-001738ENV.

**EXHIBIT 1: MITIGATION MONITORING AND REPORTING PROGRAM**

<b>MONITORING AND REPORTING PROGRAM</b>				
<b>Adopted Mitigation/Improvement Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Action and Schedule</b>	<b>Monitoring and Reporting Responsibility</b>	<b>Status / Date Completed</b>
<b>MITIGATION MEASURES</b>				
<p><b>Project Mitigation Measure 1: Protect Historical Resources from Adjacent Construction Activities (Implementing Western SoMa PEIR Mitigation Measure M-CP-7a)</b></p> <p>The project sponsor shall consult with Planning Department environmental planning/preservation staff to determine whether adjacent or nearby buildings constitute historical resources that could be adversely affected by construction-generated vibration. For purposes of this measure, nearby historic buildings shall include those within 100 feet of a construction site if pile driving would be used; otherwise, it shall include historic buildings within 25 feet, if heavy equipment would be used. (No measures need be applied if no heavy equipment would be employed.) If one or more historical resources is identified that could be adversely affected, the project sponsor shall incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to adjacent and nearby historic buildings. Such methods may include maintaining a safe distance between the construction site and the historic buildings (as identified by the Planning Department preservation staff),</p>	<p>Project sponsor and construction contractor(s) under the direction of the Environmental Review Officer (ERO).</p>	<p>Prior to and during demolition and construction activities.</p>	<p>Planning Department Preservation Technical Specialist to review monitoring reports provided by Project sponsor and/or contractor.</p>	<p>Considered complete upon end of construction and documentation by a qualified historic preservation profession at the direction of preservation staff that all identified protection methods were undertaken.</p>

**MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation/Improvement Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Action and Schedule</b>	<b>Monitoring and Reporting Responsibility</b>	<b>Status / Date Completed</b>
<p>using construction techniques that reduce vibration, appropriate excavation shoring methods to prevent movement of adjacent structures, and providing adequate security to minimize risks of vandalism and fire.</p> <p><b>Project Mitigation Measure 2: Construction Monitoring Program for Historical Resources (Implementing Western SoMa PEIR Mitigation Measure M-CP-7b)</b></p> <p>For those historical resources identified in Mitigation Measure M-CP-7a, and where heavy equipment would be used, the project sponsor shall undertake a monitoring program to minimize damage to adjacent historic buildings and to ensure that any such damage is documented and repaired. The monitoring program, which shall apply within 100 feet where pile driving would be used and within 25 feet otherwise, shall include the following components. Prior to the start of any ground-disturbing activity, the project sponsor shall engage a historic architect or qualified historic preservation professional to undertake a pre-construction survey of historical resource(s) identified by the San Francisco Planning Department within 125 feet of planned construction to document and photograph the buildings' existing conditions. Based on the construction and condition of the resource(s), the consultant shall also establish a maximum vibration level that shall not be exceeded at each building, based on existing condition, character-defining features, soils conditions, and anticipated construction practices (a common standard is</p>	<p>Project sponsor, construction contractor(s), and qualified historic preservation professional under the direction of the ERO.</p>	<p>Prior to and during ground-disturbing, demolition, or construction activities.</p>	<p>The project sponsor and construction contractor(s) at the direction of preservation staff shall monitor vibration levels during ground-disturbing, demolition, or construction activities and report to Planning Department Preservation Technical Specialist.</p> <p>In the event that vibration levels exceed the maximum limit established by the historic preservation professional and preservation staff, construction shall be halted and alternative construction techniques shall be implemented to the extent feasible.</p>	<p>Considered complete upon end of construction.</p>

**MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation/Improvement Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Action and Schedule</b>	<b>Monitoring and Reporting Responsibility</b>	<b>Status / Date Completed</b>
<p>0.2 inch per second, peak particle velocity). To ensure that vibration levels do not exceed the established standard, the project sponsor shall monitor vibration levels at each structure and shall prohibit vibratory construction activities that generate vibration levels in excess of the standard.</p> <p>Should vibration levels be observed in excess of the standard, construction shall be halted and alternative construction techniques put in practice, to the extent feasible. (For example, pre-drilled piles could be substituted for driven piles, if feasible based on soils conditions; smaller, lighter equipment might be able to be used in some cases.) The consultant shall conduct regular periodic inspections of each building during ground-disturbing activity on the project site. Should damage to either building occur, the building(s) shall be remediated to its pre-construction condition at the conclusion of ground-disturbing activity on the site.</p>				
<p><b>Project Mitigation Measure 3: Procedures for Archeological Testing (Implementing Western SoMa PEIR Mitigation Measure M-CP-4b)</b></p> <p>Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archaeological</p>	<p>Project sponsor/ archeological consultant at the direction of the ERO.</p>	<p>Prior to and during soil disturbing activities</p>	<p>Project sponsor to retain a qualified archeological consultant who shall report to the ERO.</p> <p>Qualified archeological consultant will scope archeological testing program with ERO.</p>	<p>Considered complete when ERO approves archeological testing plan scope.</p>

**MONITORING AND REPORTING PROGRAM**

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<p>consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archaeologist. The project sponsor shall contact the Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant’s work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a) and (c).</p> <p><i>Consultation with Descendant Communities:</i> On discovery of Project sponsor’s an archeological site<sup>1</sup> associated with descendant Native qualified</p>		<p>In the event that an</p>	<p>Consult with descendant communities to determine</p>	<p>Considered complete after</p>

<sup>1</sup> By the term “archeological site” is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

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<p>Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative<sup>2</sup> of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.</p>	<p>archeological consultant</p>	<p>archeological site is uncovered during the construction period</p>	<p>appropriate treatment of archeological finds and report findings as appropriate</p>	<p>Final Archeological Resources Report is approved and provide to descendant groups.</p>
<p><i>Archeological Testing Program.</i> The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource</p>	<p>Archeological consultant at the direction of the ERO.</p>	<p>Prior to soil disturbing activities.</p>	<p>Submittal of draft ATP to ERO for review and approval. Distribution of the ATP by the archeological consultant. Archeological consultant undertake activities specified in ATP and immediately notify ERO of any encountered archeological resource.</p>	<p>Considered complete upon completion of the archeological testing program outlined in the ATP.</p>

<sup>2</sup> An “appropriate representative” of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.



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encountered on the site constitutes an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

- A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or
- B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

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<p><i>Archeological Monitoring Program.</i> If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:</p> <ul style="list-style-type: none"> <li>▪ The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;</li> <li>▪ The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;</li> </ul>	Project sponsor/ archeological consultant at the direction of the ERO.	During soils-disturbing activities.	Project sponsor/archeological consultant shall meet and consult with ERO on scope of AMP. Archeological consultant to monitor soils-disturbing activities specified in AMP and immediately notify ERO of any encountered archeological resource.	Considered complete upon completion of archeological monitoring plan as outlined in the AMP.

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<ul style="list-style-type: none"> <li>▪ The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;</li>   <li>▪ The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;</li>   <li>▪ If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.</li> </ul>				

Whether or not significant archeological resources are

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encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

*Archeological Data Recovery Program.* The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

ERO, archeological consultant, and project sponsor

In the event that an archeological site is uncovered during the construction period

Archeological consultant to prepare an ADRP and to undertake the archeological data recovery program in consultation with ERO.

Considered complete upon completion of archeological data recovery plan as outlined in the ADRP.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and

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<p>operations.</p> <ul style="list-style-type: none"> <li>▪ <i>Cataloguing and Laboratory Analysis.</i> Description of selected cataloguing system and artifact analysis procedures.</li> <li>▪ <i>Discard and Deaccession Policy.</i> Description of and rationale for field and post-field discard and deaccession policies.</li> <li>▪ <i>Interpretive Program.</i> Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.</li> <li>▪ <i>Security Measures.</i> Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.</li> <li>▪ <i>Final Report.</i> Description of proposed report format and distribution of results.</li> <li>▪ <i>Curation.</i> Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.</li> </ul>				
<p><i>Human Remains, Associated or Unassociated Funerary Objects.</i> Archeological The treatment of human remains and of associated or</p>	<p>Archeological Consultant, ERO,</p>	<p>Following discovery of</p>	<p>Notification of ERO, Coroner and, as warranted, notification</p>	<p>Considered complete on</p>

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<p>unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner’s determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The ERO shall also be immediately notified upon discovery of human remains. The archeological consultant, project sponsor, ERO, and MLD shall have up to but not beyond six days after the discovery to make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by the archeological consultant and the ERO. If no agreement is reached State regulations shall be followed including the</p>	<p>and Coroner.</p>	<p>human remains.</p>	<p>of NAHC.</p>	<p>finding by ERO that all State laws regarding human remains/burial objects have been adhered to, consultation with MLD is completed as warranted, and that sufficient opportunity has been provided to the archeological consultant for scientific and historical analysis of remains and funerary objects.</p>

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<p>reinternment of the human remains and associated burial objects with appropriate dignity on the property in a location not subject to further subsurface disturbance (Pub. Res. Code Sec. 5097.98).</p>				
<p><i>Final Archeological Resources Report.</i> The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.</p>	<p>Archeological consultant at the direction of the ERO.</p>	<p>Following completion of cataloguing, analysis, and interpretation of recovered archeological data.</p>	<p>Archeological consultant to prepare FARR.</p>	<p>Considered complete upon review and approval of FARR by ERO.</p>
<p>Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a</p>	<p>Archeological consultant at the direction of the ERO.</p>	<p>Following completion of FARR and review and approval by ERO.</p>	<p>Following approval from the ERO, archeological consultant to distribute FARR.</p>	<p>Considered complete upon certification to ERO that copies of FARR have been distributed.</p>

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<p>different final report content, format, and distribution than that presented above.</p>				
<p><b>Project Mitigation Measure 4 – Siting of Noise – Generating Uses (Implementing Western SoMa PEIR Mitigation Measure M-NO-1c)</b></p> <p>To ensure that project noise from the mechanical equipment meets the Police Code section 2909 noise requirement, the project sponsor shall undertake the following:</p> <ul style="list-style-type: none"> <li>• For heat pumps and supply fans, the project sponsor shall construct an acoustical barrier/roof parapet along the east edge of the project building that is a minimum of two feet taller than the top of the tallest rooftop mechanical equipment; and</li> <li>• For all other rooftop mechanical equipment such as exhaust fans, future tenant equipment, air handling units, or similar equipment, the project sponsor shall incorporate a combination of noise attenuation measures into stationary equipment installed on the project building. Noise attenuation measures can include providing sound enclosures, increasing setback distances from the property plane, providing louvered vent openings, and locating vent openings away from the property plan. The final rooftop mechanical equipment configuration shall demonstrate that noise levels along the property plan to the east are reduced to 58 dBA and</li> </ul>	<p>Project sponsor, architect, acoustical consultant, and construction contractor. Project designer to incorporate mechanical equipment specifications and documentation into construction plans demonstrating compliance with Police Code section 2909 noise requirements.</p>	<p>Prior to issuance of architectural addendum and at final building inspection.</p>	<p>Planning Department and Department of Building Inspection to review and approve plans demonstrating compliance with Police Code section 2909.</p>	<p>Considered complete upon approval of final construction plan set and final building inspection.</p>



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<p>noise levels along the property plane to the north are reduced to 62 dBA.</p> <p><b>Project Mitigation Measure 5: General Construction Noise Control Measures (Implementing Western SoMa PEIR Mitigation Measure M-NO-2a)</b></p> <p>To ensure that project noise from construction activities is minimized to the maximum extent feasible, the project sponsor shall undertake the following:</p> <ul style="list-style-type: none"> <li>• The project sponsor shall conduct noise monitoring at the beginning of major construction phases (e.g., demolition, excavation) to determine the need and the effectiveness of noise-attenuation measures.</li> <li>• The project sponsor shall require the general contractor to ensure that equipment and trucks used for project construction use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds, wherever feasible).</li> <li>• The project sponsor shall require the general contractor to avoid placing stationary noise sources (such as generators and compressors) within noise-sensitive buffer areas (measured at linear 20 feet) between immediately adjacent</li> </ul>	<p>Project sponsor and construction contractor(s).</p>	<p>Prior to and during demolition or construction activities.</p>	<p>The project sponsor and construction contractor(s) shall submit a noise attenuation plan to the Department of Building Inspection and monthly reports to the Planning Department.</p>	<p>Considered complete upon final monthly report.</p>

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<p>neighbors. The project sponsor shall construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible.</p> <ul style="list-style-type: none"> <li>• The project sponsor shall require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA.</li> <li>• The project sponsor shall require that all construction equipment be in good working order and that mufflers are inspected and determined to be functioning properly. The project sponsor shall require that all construction equipment and engines be operated so as to avoid unnecessary idling.</li> <li>• The project sponsor shall include noise control requirements in specifications provided to</li> </ul>				

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<p>construction contractors. Such requirements could include, but not be limited to: performing all work in a manner that minimizes noise to the extent feasible; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise feasible.</p> <ul style="list-style-type: none"> <li>• Prior to the issuance of each building permit, along with the submission of construction documents, the sponsor shall submit to the San Francisco Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include: (1) a procedure and phone numbers for notifying DBI, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise-generating activities</li> </ul>				

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<p>(defined as activities generating noise levels of 90 dBA or greater at 50 feet) about the estimated duration of the activity.</p>				
<p><b>Project Mitigation Measure 6: Construction Emissions Minimization Plan for Health Risks and Hazards (Implementing Western SoMa PEIR Mitigation Measure M-AQ-7)</b></p> <p>The project sponsor or the project sponsor’s Contractor shall comply with the following:</p> <p style="margin-left: 20px;">A. <i>Engine Requirements.</i></p> <ol style="list-style-type: none"> <li>1. 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.</li> <li>2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited.</li> </ol>	<p>Project sponsor, contractor(s).</p>	<p>Submit certification statement prior to construction activities requiring the use of off-road equipment.</p>	<p>Project sponsor, contractor(s) to submit certification statement to the ERO.</p>	<p>Considered complete upon submittal of certification statement.</p>

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<p>3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than 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</p>				

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<p>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-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.</p>				

**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.

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<p>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.</p>				
<p>C. <i>Construction Emissions Minimization Plan.</i> 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 Contractor will meet the requirements of Section A.</p> <ol style="list-style-type: none"> <li>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</li> </ol>	<p>Project sponsor, contractor(s).</p>	<p>Prepare and submit a Plan prior to issuance of a permit specified in Section 106A.3.2.6 of the San Francisco Building Code.</p>	<p>Project sponsor, contractor(s) and the ERO.</p>	<p>Considered complete upon findings by the ERO that the Plan is complete.</p>

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<p>fuels, the description shall also specify the type of alternative fuel being used.</p> <p>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.</p> <p>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 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>D. <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</p>	<p>Project sponsor, contractor(s).</p>	<p>Submit quarterly reports.</p>	<p>Project sponsor, contractor(s) and the ERO.</p>	<p>Considered complete upon findings by the ERO that the Plan is being/has been</p>



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summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.				implemented.
<p><b>Project Mitigation Measure 7: Pre-Construction Special-Status Bird Surveys (Implementing Western SoMa PEIR Mitigation Measure M-BI-1a)</b></p> <p>Conditions of approval for building permits issued for construction within the Plan Area or on the Adjacent Parcels shall include a requirement for pre-construction special-status bird surveys when trees would be removed or buildings demolished as part of an individual project. Pre-construction special-status bird surveys shall be conducted by a qualified biologist between January 15 and August 15 if tree removal or building demolition is scheduled to take place during that period. If bird species protected under the Migratory Bird Treaty Act or the California Fish and Game Code are found to be nesting in or near any work area, an appropriate no-work buffer zone (e.g., 100 feet for songbirds) shall be designated by the biologist. Depending on the species involved, input from the California Department of Fish and Wildlife (CDFW) may be warranted. As recommended by the biologist, no activities shall be conducted within the no-work buffer zone that could disrupt bird breeding. Outside of the breeding season (August 16 – January 14), or after young birds have fledged, as determined by the biologist, work activities may proceed. Special-status</p>	Project sponsor, contractor(s), and qualified biologist.	Prior to the issuance of demolition or building permits when tree or shrub removal or demolition activities would occur.	Project sponsor/qualified biologist to report results of pre-construction surveys to ERO, if conducted.  If birds protected under the Migratory Bird Treaty Act or the California Fish and Game Code are found to be nesting in or near any work area, the qualified biologist shall designate a no-work buffer zone.	Prior to demolition or tree removal activities.

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<p>birds that establish nests during the construction period are considered habituated to such activity and no buffer shall be required, except as needed to avoid direct destruction of the nest, which would still be prohibited.</p>				
<p><b>Project Mitigation Measure 8: Pre-Construction Special-Status Bat Surveys (Implementing Western SoMa PEIR Mitigation Measure M-BI-1b)</b></p> <p>Conditions of approval for building permits issued for construction within the Draft Plan Area or on the Adjacent Parcels shall include a requirement for pre-construction special-status bat surveys by a qualified bat biologist when large trees (those with trunks over 12 inches in diameter) are to be removed, or vacant buildings or buildings used seasonally or not occupied, especially in the upper stories, are to be demolished. If active day or night roosts are found, the bat biologist shall take actions to make such roosts unsuitable habitat prior to tree removal or building demolition. A no-disturbance buffer shall be created around active bat roosts being used for maternity or hibernation purposes at a distance to be determined in consultation with the CDFW. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would be necessary.</p>	<p>Project sponsor and qualified biologist.</p>	<p>Prior to demolition and construction activities the qualified biologist shall conduct a pre-construction special-status bat survey.</p> <p>If active day or night roosts are found, the qualified biologist shall take actions to make roosts unsuitable habitat and designate a no-distance buffer zone around</p>	<p>Project sponsor, qualified biologist to provide completed surveys to Planning Department.</p>	<p>Prior to issuance of building or demolition permits.</p>

**MONITORING AND REPORTING PROGRAM**

Adopted Mitigation/Improvement Measures	Responsibility for Implementation	Mitigation Action and Schedule	Monitoring and Reporting Responsibility	Status / Date Completed
<p><b>Project Mitigation Measure 9: Hazardous Building Materials Abatement (Implementing Western SoMa PEIR Mitigation Measure M-HZ-2)</b></p> <p>The project sponsor shall ensure that any equipment containing polychlorinated biphenyls (PCBs) or mercury, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tube fixtures, which could contain mercury, are similarly removed intact and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.</p>	Project sponsor and construction contractor(s).	<p>active bat roosts used for maternity or hibernation purposes.</p> <p>During demolition and construction activities.</p>	The project sponsor and construction contractor(s) to submit a report to the Department of Public Health, with copies to the Planning Department and the Department of Building Inspection, at the end of the construction period.	Considered complete upon submittal of report.

**IMPROVEMENT MEASURES**

<p><b>Project Improvement Measure 1: Interpretive Program on Site History</b></p> <p>The project sponsor shall facilitate the development of an interpretive program focused on the history of the project site. The interpretive program should be developed and implemented by a qualified professional with demonstrated</p>	Project sponsor and museum or exhibit curator in consultation with the Planning Department Preservation	Prior to issuance of a Temporary Certificate of Occupancy	Planning Department Preservation Technical Specialist to review and approve interpretive display.	Considered complete upon installation of interpretive display.
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**MONITORING AND REPORTING PROGRAM**

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experience in displaying information and graphics to the public in a visually interesting manner, such as a museum or exhibit curator. This program shall be initially outlined in a proposal for an interpretive plan subject to review and approval by Planning Department Preservation Staff. The proposal shall include the proposed format and location of the interpretive content, as well as high-quality graphics and written narratives. The proposal prepared by the qualified consultant describing the general parameters of the interpretive program shall be approved by Planning Department Preservation staff prior to issuance of the architectural addendum to the Site Permit. The detailed content, media and other characteristics of such interpretive program shall be approved by Planning Department Preservation staff prior to issuance of a Temporary Certificate of Occupancy.

The interpretative program shall include but not be limited to the installation of permanent on-site interpretive displays or screens in publicly accessible locations. Historical photographs may be used to illustrate the site’s history.

The primary goal is to educate visitors and future residents about the property’s historical themes, associations, and lost contributing features within broader historical, social, and physical landscape contexts. These themes would include but not be limited to the subject property’s original function as the Metropolitan Laundry Company as well as the history of the surrounding neighborhood as a mixed

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<p>residential and industrial area largely reconstructed after the 1906 Earthquake and Fire.</p>				
<p><b>Project Improvement Measure 2: Management of Freight Loading/Service Vehicle Activities</b></p> <p>The project sponsor should ensure that tenants report any expected major freight loading/service vehicle activities (such as move-ins/move-outs and large deliveries) to building management and that building management coordinates these activities to the extent feasible and minimizes any scheduling conflicts. To the extent feasible, the project sponsor should avoid scheduling these activities during the weekday a.m. and p.m. peak periods to minimize disruptions to background traffic, transit, bicycle, and pedestrian circulation.</p>	<p>Project sponsor, tenants, and building management.</p>	<p>During operation of the project.</p>	<p>The project sponsor to inform tenants to contact building management on expected major freight loading/service vehicle activities. Building management to coordinate activities to minimize scheduling conflicts.</p>	<p>Ongoing during operation of the project.</p>
<p><b>Project Improvement Measure 3: Freight Loading Dock Management (Applicable to Project Loading Dock Variant only)</b></p> <p>The project sponsor should ensure that building management deploys attendant(s) during all vehicle movements into and out of the Project’s off-street freight loading dock along Harrison Street. The attendant’s primary duties would include ensuring that these movements occur without negatively affecting traffic, bicycle, and pedestrian safety and minimizing any disruptions to traffic, transit, bicycle, and pedestrian circulation.</p>	<p>Project sponsor, building management, and attendant(s).</p>	<p>During operation of the project.</p>	<p>The project sponsor to inform building management to deploy attendant(s) to ensure traffic, bicycle, and pedestrian safety and minimize disruptions to circulation.</p>	<p>Ongoing during operation of the project.</p>

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Adopted Mitigation/Improvement Measures	Responsibility for Implementation	Mitigation Action and Schedule	Monitoring and Reporting Responsibility	Status / Date Completed
<p><b>Project Improvement Measure 4: Construction Management</b></p> <p>The project sponsor should implement measures to minimize the effects of project-related construction activities on traffic, transit, bicycle, and pedestrian circulation. Potential measures could include (but are not limited to) the following:</p> <ul style="list-style-type: none"> <li>• Construction contractor(s) for the project should limit hours of construction-related traffic, including, but not limited to, truck movements, to avoid the weekday AM and PM peak hours (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM) (or other times).</li> <li>• Construction contractor(s) for the project should coordinate construction activities with other construction activities that may take place concurrently in the vicinity of the project site. Potential measures could include establishing regular coordination protocols (e.g., a weekly liaison meeting between general contractors to discuss upcoming activities and resolve conflicts); offsetting schedules (e.g., scheduling materials deliveries, concrete pours, crane assembly / disassembly, and other major activities at different hours or on different days to avoid direct</li> </ul>	Project sponsor and construction contractor(s).	During project construction.	The project sponsor and construction contractor(s) to implement measures to minimize effects of construction activities on traffic, transit, bicycle, and pedestrian circulation during the construction period.	Considered complete upon completion of construction activities at site.

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<p>overlap); shared travel and / or parking solutions for construction workers (e.g., helping establish an informal vanpool / carpool program); and other measures.</p> <ul style="list-style-type: none"> <li>• The project sponsor should provide regular construction updates to notify nearby businesses and residents of upcoming construction activities and related effects on local access and circulation, such as peak truck days (e.g., for concrete pours); travel lane, parking lane, or sidewalk closures; and transit stop relocations. The update should also provide contact information for specific inquiries or concerns regarding project-related construction activities via a web site or email list as well as a sign at the construction site..</li> <li>• The project sponsor should require that the construction contractor(s) for the Project encourage workers to take transit, rideshare, bicycle, or walk when traveling to and from the construction site.</li> </ul>				