



# SAN FRANCISCO PLANNING DEPARTMENT

## Certificate of Determination COMMUNITY PLAN EVALUATION

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*Case No.:* **2013.1856E**  
*Project Address:* **923-939 Kansas Street**  
*Zoning:* **RH-2 (Residential, House, Two-Family) District**  
**40-X Height and Bulk District**  
*Block/Lot:* **4094/044 through 048**  
*Lot Size:* **12,475 square feet**  
*Plan Area:* **Eastern Neighborhoods (Showplace Square/Potrero Hill)**  
*Project Sponsor:* **Ryan Borman – Dawson & Clinton**  
**(415) 359-9991, [ryan@dawson-clinton.com](mailto:ryan@dawson-clinton.com)**  
*Staff Contact:* **Michael Li**  
**(415) 575-9107, [michael.j.li@sfgov.org](mailto:michael.j.li@sfgov.org)**

### PROJECT DESCRIPTION

The project site, which is on the east side of Kansas Street between 20th and 22nd streets in San Francisco’s Potrero Hill neighborhood, consists of five adjacent parcels: Assessor’s Block 4094, Lots 044 through 048. Each lot is 2,495 square feet, rectangular, and slopes up from west to east (front property line to rear property line). In addition, each lot slopes up laterally from south to north. All five lots are occupied by a large rock outcrop and have never been developed.


(Continued on next page.)

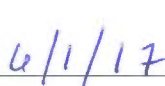
### CEQA DETERMINATION

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

  
\_\_\_\_\_  
Date

cc: Ryan Borman, Project Sponsor  
Doug Vu, Current Planning Division  
Supervisor Malia Cohen, District 10

Virna Byrd, M.D.F.  
Exclusion/Exemption Dist. List

## PROJECT DESCRIPTION (continued)

The proposed project consists of excavating the project site and constructing five buildings, one on each lot, containing a total of nine dwelling units and nine off-street parking spaces. Lot 044 would have a four-level, single-family home with a one-car garage. Lots 045 and 046 would each have a four-level, two-unit building with a two-car garage. Lots 047 and 048 would each have a five-level, two-unit building with a two-car garage. A new sidewalk and five new driveways and curb cuts would be provided along the east side of Kansas Street in front of the project site. A total of 10 Class 1 bicycle parking spaces would be provided; each building's garage would include dedicated and secure space for bicycle parking. Private usable open space would be provided for each dwelling unit in the form of a rear yard or one or more roof decks.

Construction of the proposed project is expected to last 24 months. Each of the proposed buildings would be supported by a mat slab foundation; pile driving would not be required. Construction of the proposed project would require excavation to depths ranging from 12 to 37 feet below ground surface and the removal of about 6,334 cubic yards of soil and rock.

## PROJECT APPROVAL

Each of the five proposed buildings would require the following approvals:

- **Site/Building Permit** (*Planning Department and Department of Building Inspection*)

Each of the five proposed buildings is subject to notification under Planning Code Section 311. If discretionary review before the Planning Commission is requested, the discretionary review action constitutes the Approval Action for the specific building being reviewed. If no discretionary review is requested, the issuance of the building permit application by the Department of Building Inspection constitutes the Approval Action for the specific building being reviewed. The Approval Action date establishes the start of the 30-day appeal period for this CEQA 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 923-939 Kansas Street project described above, and incorporates by reference information contained in the Programmatic EIR for the Eastern Neighborhoods Rezoning and Area Plans (PEIR).<sup>1</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 Eastern Neighborhoods PEIR.

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

The Planning Commission held public hearings to consider the various aspects of the proposed Eastern Neighborhoods Rezoning and Area Plans and related Planning Code and Zoning Map amendments. On August 7, 2008, the Planning Commission certified the Eastern Neighborhoods PEIR by Motion No. 17659 and adopted the Preferred Project for final recommendation to the Board of Supervisors.<sup>2,3</sup>

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

The Eastern Neighborhoods PEIR is a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the Eastern Neighborhoods Rezoning and Area Plans, as well as the potential impacts under several proposed alternative scenarios. The *Eastern Neighborhoods Draft EIR* evaluated three rezoning alternatives, two community-proposed alternatives that 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.

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*.

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<sup>1</sup> San Francisco Planning Department Case No. 2004.0160E and State Clearinghouse No. 2005032048.

<sup>2</sup> San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report*, Case No. 2004.0160E, certified August 7, 2008. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed May 4, 2017.

<sup>3</sup> San Francisco Planning Commission Motion No. 17659, August 7, 2008. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=1268>, accessed May 4, 2017.

The project site is in an RH-2 (Residential, House, Two-Family) District. The underlying zoning of the project site was not reclassified as a result of the Eastern Neighborhoods rezoning process. RH-2 Districts are devoted to one- and two-family houses. Structures are finely scaled and usually do not exceed 25 feet in width or 40 feet in height. RH-2 districts may have easy access to shopping facilities and transit lines, but nonresidential uses within RH-2 Districts tend to be limited. The proposed project and its relation to PDR land supply and cumulative land use effects is discussed further in the Community Plan Evaluation (CPE) Initial Study Checklist under Topic 1, Land Use and Land Use Planning. The 923-939 Kansas Street site, which is located in the Showplace Square/Potrero Hill Plan Area of the Eastern Neighborhoods program, was designated as a 40-X Height and Bulk District. This designation allows a building up to 40 feet in height.

Individual projects that could occur in the future under the Eastern Neighborhoods Rezoning and Area Plans will undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development and to assess whether additional environmental review would be required. This determination concludes that the proposed project at 923-939 Kansas Street is consistent with and was encompassed within the analysis in the Eastern Neighborhoods PEIR. This determination also finds that the Eastern Neighborhoods PEIR adequately anticipated and described the impacts of the proposed 923-939 Kansas Street project and identifies the mitigation measures applicable to the 923-939 Kansas Street project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.<sup>4,5</sup> Therefore, no further CEQA evaluation for the 923-939 Kansas Street project is required. In sum, the Eastern Neighborhoods PEIR and this Certificate of Determination and accompanying project-specific initial study comprise the full and complete CEQA determination necessary for the proposed project.

## PROJECT SETTING

The project vicinity is characterized by residential uses. The scale of development in the project vicinity varies in height from 20 to 40 feet. There is a three-story residential building (905 Kansas Street) adjacent to and north of the project site, and there is a one-story residential building (953 Kansas Street) adjacent to and south of the project site. The properties that are adjacent to and east of the project site are occupied by two- and three-story residential buildings that front on Rhode Island Street. Other land uses on the project block include two-, three-, and four-story residential buildings, a small deli/grocery store, and City View Church.

The properties on the west side of Kansas Street across from the project site are occupied by two-story residential buildings. McKinley Square, which is a 2.8-acre park, is about 0.1 mile northwest of the project site. Other land uses in the project vicinity include U.S. Highway 101 (0.07 mile west), San Francisco General Hospital (0.1 mile southwest), and the Potrero Hill Recreation Center (0.3 mile southeast).

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<sup>4</sup> Steve Wertheim, San Francisco Planning Department, *Community Plan Evaluation Eligibility Determination, Citywide Planning and Policy Analysis, Case No. 2013.1856E, 923-939 Kansas Street, February 23, 2017.*

<sup>5</sup> Jeff Joslin, San Francisco Planning Department, *Community Plan Evaluation Eligibility Determination, Current Planning Analysis, Case No. 2013.1856E, 923-939 Kansas Street, April 13, 2017.*

The project site is served by public transportation. Within one-quarter mile of the project site, the San Francisco Municipal Railway (Muni) operates the following bus lines: the 10 Townsend, 19 Polk, and the 48 Quintara/24th Street.

**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 923-939 Kansas 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 923-939 Kansas 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 the land use impact, because it would not remove any existing PDR uses, and it would not make a considerable contribution to the loss of PDR development opportunities. The proposed project would not contribute to the impact on historic architectural resources, because it would not result in the demolition or alteration of any such resources. The volume of transit ridership generated by the proposed project would not contribute considerably to the transit impacts identified in the Eastern Neighborhoods PEIR. The proposed project would not contribute to the shadow impact, because it would not cast shadow on any outdoor recreation facilities.

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** 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
<b>E. Transportation</b>		
E-1: Traffic Signal Installation	Not Applicable: Automobile delay removed from CEQA analysis	Not Applicable
E-2: Intelligent Traffic Management	Not Applicable: Automobile delay removed from CEQA analysis	Not Applicable

<b>Mitigation Measure</b>	<b>Applicability</b>	<b>Compliance</b>
E-3: Enhanced Funding	Not Applicable: Automobile delay removed from CEQA analysis	Not Applicable
E-4: Intelligent Traffic Management	Not Applicable: Automobile delay removed from CEQA analysis	Not Applicable
E-5: Enhanced Transit Funding	Not Applicable: Plan level mitigation by the San Francisco Municipal Transportation Agency (SFMTA)	Not Applicable
E-6: Transit Corridor Improvements	Not Applicable: Plan level mitigation by the SFMTA	Not Applicable
E-7: Transit Accessibility	Not Applicable: Plan level mitigation by the SFMTA	Not Applicable
E-8: Muni Storage and Maintenance	Not Applicable: Plan level mitigation by the SFMTA	Not Applicable
E-9: Rider Improvements	Not Applicable: Plan level mitigation by the SFMTA	Not Applicable
E-10: Transit Enhancement	Not Applicable: Plan level mitigation by the SFMTA	Not Applicable
E-11: Transportation Demand Management	Not Applicable: Superseded by TDM Ordinance	Not Applicable
<b>F. Noise</b>		
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 noise attenuation measures during construction (see Project Mitigation Measure 2)
F-3: Interior Noise Levels	Not Applicable: Impacts of the environment on proposed projects removed from CEQA analysis	Not Applicable
F-4: Siting of Noise-Sensitive Uses	Not Applicable: Impacts of the environment on proposed projects removed from CEQA analysis	Not Applicable

<b>Mitigation Measure</b>	<b>Applicability</b>	<b>Compliance</b>
F-5: Siting of Noise-Generating Uses	Not Applicable: The proposed project does not include noise-generating uses	Not Applicable
F-6: Open Space in Noisy Environments	Not Applicable: Impacts of the environment on proposed projects removed from CEQA analysis	Not Applicable
<b>G. Air Quality</b>		
G-1: Construction Air Quality	Applicable: The project site is in an Air Pollutant Exposure Zone	The project sponsor has agreed to implement a mitigation measure related to minimizing exhaust emissions from construction equipment and vehicles (see Project Mitigation Measure 3).
G-2: Air Quality for Sensitive Land Uses	Not Applicable: Superseded by Health Code Article 38	Not Applicable
G-3: Siting of Uses that Emit DPM	Not Applicable: The project does not include uses that emit DPM	Not Applicable
G-4: Siting of Uses that Emit other TACs	Not Applicable: The project does not include uses that emit TACs	Not Applicable
<b>J. Archeological Resources</b>		
J-1: Properties with Previous Studies	Not Applicable: The project site is not in an area for which a previous archeological study has been conducted	Not Applicable
J-2: Properties with no Previous Studies	Applicable: The project site is in an area for which no previous archeological study has been conducted	The Planning Department has conducted a Preliminary Archeological Review. The project sponsor has agreed to implement a mitigation measure related to the accidental discovery of archeological resources (see Project Mitigation Measure 1).

<b>Mitigation Measure</b>	<b>Applicability</b>	<b>Compliance</b>
J-3: Mission Dolores Archeological District	Not Applicable: The project site is not in the Mission Dolores Archeological District	Not Applicable
<b>K. Historical Resources</b>		
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
<b>L. Hazardous Materials</b>		
L-1: Hazardous Building Materials	Not Applicable: The project does not include the demolition or renovation of an existing building	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 November 30, 2016 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.

The Planning Department received comments regarding the proposed project's environmental impacts related to emergency vehicle access, construction noise, construction air quality, shadow, and hazardous materials. These impacts are addressed in the attached initial study checklist as follows: emergency vehicle access (Topic 4, Transportation and Circulation, pp. 23-28), construction noise (Topic 5, Noise, pp. 28-31), construction air quality (Topic 6, Air Quality pp. 31-34), shadow (Topic 8, Wind and Shadow, pp. 37-38), and hazardous materials (Topic 15, Hazards and Hazardous Materials, pp. 46-49).



The Planning Department received comments expressing concerns over the proposed improvements to the Kansas Street right-of-way and how those improvements could necessitate the potential removal of existing trees on the opposite side of the street and affect the stability of the hillside on which they are located. Any work proposed in the public right-of-way is subject to review and approval by San Francisco Public Works (SFPW), the San Francisco Fire Department, and the San Francisco Municipal Transportation Agency. As part of that review process, SFPW may require the preparation of an arborist's report or a geotechnical report to address issues related to the removal of existing trees in the public right-of-way or to address issues related to the stability of the hillside on which those trees are located. The SFPW review process is separate from the environmental review process.

The Planning Department received comments expressing opposition to the height and massing of the proposed project and to the proposal to relocate an existing utility pole instead of placing utilities underground. These comments are related to the design of the proposed project and do not address the physical environmental impacts of the proposed project. These comments are acknowledged and may be considered by City decision-makers during their deliberations on whether to approve or disapprove the proposed project.

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

## CONCLUSION

As summarized above and further discussed in the initial study checklist:<sup>6</sup>

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

Therefore, 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>6</sup> The initial study checklist is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1856E.

**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 Schedule</b>	<b>Monitoring and Reporting Actions and Responsibility</b>	<b>Status / Date Completed</b>
<b>MITIGATION MEASURES</b>				
<p><b>Project Mitigation Measure 1: Accidental Discovery (Implementing Eastern Neighborhoods PEIR Mitigation Measure J-2)</b></p> <p>The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in <i>CEQA Guidelines</i> Section 15064.5(a) and (c). The project sponsor shall distribute the Planning Department archeological resource “ALERT” sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils-disturbing activities within the project site. Prior to any soils-disturbing activities being undertaken, each contractor is responsible for ensuring that the “ALERT” sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.</p> <p>Should any indication of an archeological resource be</p>	<p>Project sponsor, contractor(s), a qualified archeological consultant, the Planning Department archeologist, and the Environmental Review Officer (ERO).</p>	<p>Prior to the issuance of any permit for soils-disturbing activities and during construction.</p>	<p>Project sponsor to notify the ERO of an accidental discovery. Based on information provided by the qualified archeological consultant, the ERO shall determine what measures shall be implemented to address the archeological resource.</p>	<p>Considered complete upon the ERO’s approval of the FARR.</p>

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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.

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the Planning Department archeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource retains sufficient integrity and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include: preservation in situ of the archeological resource; an archeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Environmental Planning Division guidelines for such programs. The ERO may also require that the project

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sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy, and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning Division of the Planning Department shall receive one bound copy, one unbound copy and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format,

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<p>and distribution than that presented above.</p> <p><b>Project Mitigation Measure 2: Construction Noise (Implementing Eastern Neighborhoods PEIR Mitigation Measure F-2)</b></p> <p>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 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"> <li>• Erect temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-sensitive uses;</li> <li>• Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site;</li> <li>• Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses;</li> <li>• Monitor the effectiveness of noise attenuation measures by taking noise measurements; and</li> <li>• Post signs on-site pertaining to permitted construction days and hours and complaint</li> </ul>	Project sponsor, contractor(s).	Prior to the start of demolition or construction activities and during the construction period.	Project sponsor, contractor(s) to submit noise attenuation plan to the Department of Building Inspection and monthly reports to the Planning Department.	Considered complete upon submittal of final monthly report.

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<p>procedures and who to notify in the event of a problem, with telephone numbers listed.</p> <p><b>Project Mitigation Measure 3: Construction Air Quality (Implementing Eastern Neighborhoods PEIR Mitigation Measure G-1)</b></p> <p>The project sponsor or the project sponsor's Contractor shall comply with the following:</p> <p><i>A. 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> <li>3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for</li> </ol>	Project sponsor, contractor(s).	Prior to construction activities requiring the use of off-road equipment.	Project sponsor, contractor(s) to submit certification statement to the ERO.	Considered complete upon submittal of certification statement.

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<p>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 the equipment used for on-site power generation meets the requirements of</p>				

**MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation/Improvement Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Monitoring and Reporting Actions and Responsibility</b>	<b>Status / Date Completed</b>
<p>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**

<b>Engine Emission Standard</b>	<b>Emissions Control</b>
Tier 2	ARB Level 2 VDECS
Tier 2	ARB Level 1 VDECS
Tier 2	Alternative Fuel*

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



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meet Compliance Alternative 3. Alternative fuels are not a VDECS.				
<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> <p>1. The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the</p>	Project sponsor, contractor(s).	Prior to issuance of a permit specified in Section 106A.3.2.6 of the Francisco Building Code.	Project sponsor, contractor(s) to prepare and submit a Plan to the ERO.	Considered complete upon findings by the ERO that the Plan is complete.

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<p>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 summarizing construction activities, including the</p>	<p>Project sponsor, contractor(s).</p>	<p>Quarterly.</p>	<p>Project sponsor, contractor(s) to submit quarterly reports to the ERO.</p>	<p>Considered complete upon findings by the ERO that the Plan is being/has been implemented.</p>

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start and end dates and duration of each construction phase, and the specific information required in the Plan.