



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination Community Plan Evaluation

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

Case No.: 2016-001514ENV
 Project Address: 1950 Mission
 Zoning: Mission NCT (Neighborhood Commercial Transit) District
 45-X (along Wiese Street)/85-X (along Mission Street) Height and Bulk
 District
 Block/Lot: 3554/005
 Lot Size: 36,400 square feet
 Plan Area: Eastern Neighborhoods Area Plan
 Project Sponsor: BRIDGE Housing Corporation, Alicia Gaylord, 415-321-3569
 Staff Contact: Chris Thomas, 415-575-9036, christopher.thomas@sfgov.org

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PROJECT DESCRIPTION

The proposed project includes demolition of 11 one-story modular wood frame buildings currently serving as a City of San Francisco Navigation Center that provides shelter and services for homeless individuals, and construction of two mixed-use buildings containing 157 affordable housing units. The nine story, 85-foot-tall (94-foot-tall with elevator penthouse), approximately 98,050 gross-square-foot (gsf) Mission Street building would provide 93 dwelling units in about 90,980 gsf of residential space over 1,910 gsf of ground-floor retail space and, additionally, the building lobby, an art studio, a laundry, and various meeting and building utility rooms. Level 1 of the Mission Street building would also include space for six Class 1 bicycle parking spaces, while eighteen Class 2 bicycle parking spaces would be


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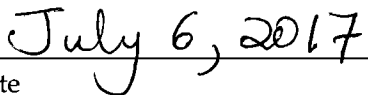
CEQA DETERMINATION

The project is eligible for streamlined environmental review per section 15183 of the California Environmental Quality Act (CEQA) Guidelines and CEQA section 21083.3

DETERMINATION

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

for 
 Lisa Gibson
 Environmental Review Officer


 Date

cc: BRIDGE Housing Corporation, Project Sponsor; Supervisor Ronen, District 9; Kimberly Durandet, Current Planning Division; Virna Byrd, M.D.F.; Exemption/Exclusion File

PROJECT DESCRIPTION (CONTINUED)

provided on the Mission and Wiese Streets sidewalks.¹ Due west and across a courtyard from the Mission Street building would be the five story, 44-foot-tall (54-foot-tall with proposed shade structure), approximately 60,650 gsf Wiese Street building that would provide 64 dwelling units in about 52,340 gsf of residential space over ground-floor space for artist studios, youth/media, community and multi-purpose rooms, and an infant/toddler childcare facility. A five-level bridge would allow for pedestrian access between the two buildings. The total dwelling unit mix for both buildings would include 24 studio, eight junior one-bedroom, 36 one-bedroom, 73 two-bedroom and 16 three-bedroom units. In addition to the ground-floor bicycle parking spaces, 114 Class 1 bicycle parking spaces would be provided for residents of both buildings in eight bicycle storage rooms located near the stairway on each residential floor of the Mission Street building. Another 114 bicycle parking spaces that do not qualify as Class 1 spaces because that would be located on the top deck of double-deck bike racks would also be provided in the eight bicycle storage rooms. No off-street vehicular parking would be provided.

In addition to providing one hundred percent of its dwelling units as affordable housing, the proposed project would include space for: four ground-floor studios for artists (totaling about 1,137 gsf); youth (Head Start and Mission Girls) programs (about 6,986 gsf); infant/toddler childcare facility (about 4,540 gsf); resident program space (about 2,281 gsf); and retail space fronting on Mission Street (2,517 gsf). The day care, which would operate from 8:00 a.m. to 5:30 p.m. for 246 days a year, is expected to host a total of 38 children, including six infants (birth to 18 months old), sixteen toddlers (18 to 36 months old) and 24 pre-K (36 months to enrollment in kindergarten) children, and a total of 10 staff members. Children would be dropped off by caretakers/guardians and access the day care facility from Mission Street via the proposed Paseo de Ninos, a pedestrian alley at the north end of the project site that would connect Mission Street with the interior courtyard area. During the school year four staff members are expected to provide a variety of services to about 35 participants in the Mission Girls program, which would operate from 9:00 a.m. to 6:00 p.m. During the summer, about six Mission Girls staff members would offer programs to about 60 participants from 9:00 a.m. to 6:00 p.m.² The proposed Paseo de Artistas, a pedestrian alley at the south end of the project site that would connect Mission Street with the interior courtyard and Wiese Street, would be available for art displays and community gatherings. The courtyard would be used at most once a week, more likely once a month, for small performances for which the audience is anticipated to be at most 50 to 75 people. A total of approximately 18,670 gsf of common open space would be provided by a courtyard between the two buildings, the pedestrian alleys at the north and south end of the project site (the Paseo de Ninos and the Paseo de Artistas), and a garden on the roof of the Wiese Street building.

The project site slopes gently downward from Wiese Street to Mission Street and the proposed project would require excavation of approximately 4,800 cubic yards to a depth of about eight feet below the ground surface, primarily below the Wiese Street building. The project site is within the mapped area identified as subject to the San Francisco Slope Protection Act (San Francisco Building Code Section

¹ Section 155.1(a) of the Planning Code defines Class 1 bicycle spaces as "spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, nonresidential occupants, and employees," and defines Class 2 bicycle spaces as "spaces located in a publicly-accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use."

² *Child Care and Mission Girls Programming Proposed by Mission Neighborhood Centers at 1950 Mission Street*. Attachment to March 20, 2017 email from Mitchell Crispell, Project Manager, Bridge Housing to Debora Dwyer, Senior Environmental Planner, San Francisco Planning Department. This document (and all other documents cited in this report, unless otherwise noted), is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2016-001514ENV.

106A.4.1.4) as well as within a state seismic hazard zone for liquefaction and subject to the requirements of the Seismic Hazard Mapping Act of 1990 (Public Resources Code [PRC] Sections 2690 to 2699.6). The Mission Street building would be constructed above the zone-of-influence for the Bay Area Rapid Transit (BART) tunnel³ and its foundation would be supported by an estimated 161 torque-down piles drilled to a depth of about 50 feet below the ground surface. No impact pile driving is proposed or required. Construction of the proposed project is anticipated to take approximately 20 months and include seven partially overlapping phases: demolition; excavation, shoring, and installation of torque-down piles; foundation and superstructure; exterior enclosure; base building (internal framing/rough-in); interior finishing; and landscaping and site work.

PROJECT APPROVAL

The 1950 Mission Street project would require permits from the Department of Building Inspection for the demolition of the existing structures and construction of the proposed structures. The proposed project is subject to notification under Planning Code section 312. If discretionary review before the Planning Commission is requested, the discretionary review decision constitutes the approval action for the proposed project. If no discretionary review is requested, the issuance of the building permit constitutes the approval action for the proposed project. 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

CEQA 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 1950 Mission Street project described above, and incorporates by reference information contained in the Programmatic EIR for the Eastern Neighborhoods Rezoning and Area Plans (PEIR)⁴. 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.

³ The BART tunnel zone-of-influence is defined as the area above a line extending upward at an inclination of 1.5:1 (horizontal:vertical) from the base of the below-grade BART tunnel structure. Construction within this area must be reviewed by BART and cannot impose any temporary or permanent adverse effects on the tunnel structure. The proposed Mission Street building would be constructed within the zone-of-influence for the BART tunnel that runs beneath Mission Street.

⁴ Planning Department Case No. 2004.0160E and State Clearinghouse No. 2005032048

After several years of analysis, community outreach, and public review, the Eastern Neighborhoods PEIR was adopted in December 2008. The Eastern Neighborhoods PEIR was adopted in part to support housing development in some areas previously zoned to allow industrial uses, while preserving an adequate supply of space for existing and future production, distribution, and repair (PDR) employment and businesses. The Eastern Neighborhoods PEIR also included changes to existing height and bulk districts in some areas, including the project site at 1950 Mission Street.

The Planning Commission held public hearings to consider the various aspects of the proposed Eastern Neighborhoods Rezoning and Area Plans and related Planning Code and Zoning Map amendments. On August 7, 2008, the Planning Commission certified the Eastern Neighborhoods PEIR by Motion 17659 and adopted the Preferred Project for final recommendation to the Board of Supervisors.^{5,6}

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

The Eastern Neighborhoods PEIR is a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the Eastern Neighborhoods Rezoning and Area Plans, as well as the potential impacts under several proposed alternative scenarios. The Eastern Neighborhoods Draft EIR evaluated three rezoning alternatives, two community-proposed alternatives which focused largely on the Mission District, and a “No Project” alternative. The alternative selected, or the Preferred Project, represents a combination of Options B and C. The Planning Commission adopted the Preferred Project after fully considering the environmental effects of the Preferred Project and the various scenarios discussed in the PEIR. The Eastern Neighborhoods PEIR estimated that implementation of the Eastern Neighborhoods Plan could result in approximately 7,400 to 9,900 net dwelling units and 3,200,000 to 6,600,000 square feet of net non-residential space (excluding PDR loss) built in the Plan Area throughout the lifetime of the Plan (year 2025). The Eastern Neighborhoods PEIR projected that this level of development would result in a total population increase of approximately 23,900 to 33,000 people throughout the lifetime of the plan.⁷

A major issue of discussion in the Eastern Neighborhoods rezoning process was the degree to which existing industrially-zoned land would be rezoned to primarily residential and mixed-use districts, thus reducing the availability of land traditionally used for PDR employment and businesses. Among other topics, the Eastern Neighborhoods PEIR assesses the significance of the cumulative land use effects of the rezoning by analyzing its effects on the City's ability to meet its future PDR space needs as well as its ability to meet its housing needs as expressed in the City's General Plan.

As a result of the Eastern Neighborhoods rezoning process, the project site has been rezoned to the Mission Street Neighborhood Commercial Transit District (Mission Street NCT District). The Mission

⁵ San Francisco Planning Department. Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (FEIR), Planning Department Case No. 2004.0160E, certified August 7, 2008. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed June 14, 2017.

⁶ San Francisco Planning Department. San Francisco Planning Commission Motion 17659, August 7, 2008. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=1268>, accessed August 17, 2012.

⁷ Table 2 Forecast Growth by Rezoning Option Chapter IV of the Eastern Neighborhoods Draft EIR shows projected net growth based on proposed rezoning scenarios. A baseline for existing conditions in the year 2000 was included to provide context for the scenario figures for parcels affected by the rezoning.

Street NCT District is intended to promote moderate-scale buildings and uses, protecting rear yards above the ground story and at residential levels. 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, under Land Use. The 1950 Mission Street site, which is located in the Mission District of the Eastern Neighborhoods, was designated as a site allowing buildings up to 85 feet in height along Mission Street and 45 feet in height along Wiese Street.

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 1950 Mission Street is consistent with and was encompassed within the analysis in the Eastern Neighborhoods PEIR, including the Eastern Neighborhoods PEIR development projections. This determination also finds that the Eastern Neighborhoods PEIR adequately anticipated and described the impacts of the proposed 1950 Mission Street project, and identified the mitigation measures applicable to the 1950 Mission Street project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.^{8,9} Therefore, no further CEQA evaluation for the 1950 Mission 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 evaluation necessary for the proposed project.

PROJECT SETTING

The approximately 182-foot by 200-foot project site is located on the west side of Mission Street, mid-way between 15th and 16th streets and bounded by Mission Street on the east and Wiese Street on the west. The project site is located in an intensively and long-developed block of Mission Street characterized by two to four story buildings with multi-unit residential, office and retail uses; many of the residential buildings have various ground-floor commercial uses. Immediately to the north of the project site is a four-story mixed-use building with 15 units above ground-floor retail space. To the immediate south is a two-story office building. Across Mission Street from the project site are a drug store (adjacent to the northeast 16th Street Mission BART plaza) and two- and three-story multi-unit residential buildings with ground-floor retail space. To the west, across Wiese Street and opposite the proposed Wiese Street building, are the rear sides of several two to four story multi-unit residential buildings that front on Julian Avenue.

The project site is about 200 feet from the 16th Street Mission BART entrances and about 2,000 feet south of the Central Freeway/Highway 101 on and off-ramps at 13th Street and South Van Ness Avenue and Mission Street, respectively. Aside from Marshall Elementary School, which is about 250 feet to the east (at the southwest corner of Capp and 15th streets), there are no other public or private schools within 1,000 feet of the project site. Kidpower Park, located about 600 feet to the south on Hoff Street (between 16th and 17th streets), is the only San Francisco Recreation and Park facility within 1,000 feet of the project site. The 16th Street Mission BART plazas are about 200 to 300 feet south at the southwest and northeast corners of 16th and Mission streets.

⁸ Steve Wertheim, San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Citywide Planning and Policy Analysis, 1950 Mission Street, April 17, 2017. This document (and all other documents cited in this report, unless otherwise noted), is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2016-001514ENV.

⁹ Jeff Joslin, San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Current Planning Analysis, 1950 Mission Street, June 22, 2017.

The current modular buildings at the project site are not historic resources, and the project site is not in a historic district, or in an area proposed for either the California or National registers for historic districts.

Cumulative development within one-quarter mile of the project site includes the following projects that are either under construction or for which the Planning Department has an active or completed Environmental Evaluation Application on file:

- 1979 Mission Street (Case No. 2013.1543E) would involve demolition of all existing improvements on the project site and construction of a five to 10 story (up to 105-foot high), 345,013 sf building with 351 residential units and off-street parking with approximately 155 off-street vehicular parking spaces and 166 Class 1 bicycle spaces and a minimum of 27 Class 2 bicycle spaces. This project is currently under review by the Planning Department.
- 1900 Mission Street (Case No. 2013.1330E) would involve demolition of an existing one-story, 1,690 sf automotive repair station and construction of a 16,022 gsf, seven-story, 75-foot-tall mixed-use building with 12 dwelling units, about 805 sf of ground-floor commercial space, and 18 Class 1 bicycle parking spaces at the basement level. This project is currently under review by the Planning Department.
- 1726 Mission Street (Case No. 2014-002026ENV) would involve demolition of an existing 3,500-sf, vacant two-story industrial building and construction of a six-story, 68-foot-tall mixed-use building with 36 dwelling units, 29 parking spaces, and approximately 900 sf of commercial space. This project is currently under review by the Planning Department.
- 344 14th Street and 1463 Stevenson Street (Case No. 2014.0948ENV) would involve removal of a surface-level parking lot and construction two buildings: at 344 14th Street, a five story (58-foot-tall) mixed-use residential building with 45 units, about 5,850 sf of ground floor retail space, 28 vehicular parking spaces and 46 bicycle parking spaces; at 1463 Stevenson, a three story, 40-foot-tall building with about 19,000 sf of small enterprise workspace uses, 19 vehicular parking spaces and two bicycle parking spaces. This project is currently under review by the Planning Department.
- 235 Valencia Street (Case No. 2016-007877ENV) would involve demolition of an existing one story, 9,210 sf commercial building and construction of a five-story, 55-foot-tall mixed-use building with 50 dwelling units, about 5,480 sf of ground-floor retail space, no vehicular parking and 51 Class 1 bicycle spaces. This project is currently under review by the Planning Department.
- 1990 Folsom Street (Case No. 2016-015092ENV) would involve demolition of an existing one-story building and construction of a 156,230 gsf, mixed-use residential building with 143 units and space devoted to a variety of community, day care and PDR uses. This project is currently under review by the Planning Department.
- 2100 Mission Street (Case No. 2009.0880E) would involve demolition of a one-story, 7,630 sf commercial building and construction of a six-story, 65-foot-tall mixed-use building with 30 dwelling units, about 3,000 sf of ground-floor commercial space, 14 vehicular and 29 bicycle parking spaces. This project is currently on hold.
- 1721 15th Street (Case No. 2016-008652ENV) would involve demolition of an existing two-story, 10,470 sf industrial building and construction of a five-story, 55-foot-tall mixed-use residential building with 23 dwelling units, 5,800 sf of ground-floor retail space, and 23 vehicular and 23

Class 1 bicycle parking spaces. This project is currently under review by the Planning Department.

- 1500 15th Street (Case No. 2016-011827ENV) would involve demolition of an existing one-story, approximately 1,200-square-foot sf automotive sales office and smog check facility (built in 1945) and construction of an eight-story, 76-foot-tall (88-feet-tall with elevator penthouse), approximately 62,085 sf residential building with 184 units, no vehicular and 44 Class 1 bicycle parking spaces. This project is currently under review by the Planning Department.
- 1801 and 1863 Mission Street (Case No. 2009.1011E_3) would involve construction of a seven-story, 68-foot-tall, 22,610 gsf mixed-use building with 17 dwelling units, 1,100 gsf of ground-floor retail space, 740 gsf of second-floor office space, seven vehicular and 28 Class 1 bicycle parking spaces at 1801 Mission Street; and a four-to seven-story (38 to 65-foot-tall) mixed-use residential building with 37 dwelling units, 1,015 gsf of retail, 18 vehicular and 40 Class 1 bicycle parking spaces. 2009.1011E_3

As indicated, these projects are all under review or (for 2100 Mission Street) on hold.

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 1950 Mission 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 1950 Mission 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 include displacement of an existing PDR use and would therefore not contribute to the significant and unavoidable land use impact identified in the Eastern Neighborhoods PEIR. Additionally, as discussed in the CPE initial study, the proposed project would not impact a historical resource, and would therefore not contribute to the significant and unavoidable historic architectural resources impact identified in the Eastern Neighborhoods PEIR; the proposed project would not generate cumulatively considerable new transit trips, and would therefore not contribute to the significant and unavoidable transportation impacts; and, as the shadow analysis contained in the CPE initial study describes, the proposed project would not cast substantial new shadow that would negatively affect the use and enjoyment of a recreational resource, and would therefore not contribute to the significant and unavoidable shadow impacts described in the Eastern Neighborhoods PEIR.

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

Table 1 – Eastern Neighborhoods PEIR Mitigation Measures

Mitigation Measure	Applicability	Compliance
F. Noise		
F-1: Construction Noise (Pile Driving)	Not Applicable: impact pile driving not proposed.	Not Applicable
F-2: Construction Noise	Applicable: temporary construction noise from use of heavy equipment would occur in proximity to noise-sensitive receptors.	The project sponsor has agreed to implement Project Mitigation Measure 2, which includes the development and implementation of a set of noise attenuation measures during construction.
F-3: Interior Noise Levels	Not Applicable: Interior noise would be required to meet acoustical standards in Title 24 of the Building Code.	Not Applicable. However, the noise study prepared for the project demonstrates that Title 24 standards can be met for all project structures.
F-4: Siting of Noise-Sensitive Uses	Not Applicable: Interior noise would be required to meet acoustical standards in Title 24 of the Building Code.	Not Applicable. However, the noise study prepared for the project demonstrates that Title 24 standards can be met for all project structures.
F-5: Siting of Noise-Generating Uses	Not Applicable: the project will not include noise-generating uses.	Not Applicable
F-6: Open Space in Noisy Environments	Not Applicable: CEQA no longer requires the consideration of the effects of the existing environment on a proposed project's future users or residents where that project would not exacerbate existing noise levels.	Not Applicable
G. Air Quality		
G-1: Construction Air Quality	Not Applicable: these requirements have been superseded by the San Francisco Dust Control Ordinance.	The project is required to comply with the San Francisco Dust Control Ordinance.

Mitigation Measure	Applicability	Compliance
G-2: Air Quality for Sensitive Land Uses	Not Applicable: superseded by applicable Health Code article 38 requirements.	Not Applicable – project site is not in the air pollutant exposure zone.
G-3: Siting of Uses that Emit Diesel Particulate Matter	Not Applicable: the project’s residential, childcare and artist uses are not expected to emit substantial levels of DPMs.	Not Applicable
G-4: Siting of Uses that Emit other Toxic Air Contaminants	Not Applicable: the project will not include a backup diesel generator or other use that emits TACs.	Not Applicable
J. Archeological Resources		
J-1: Properties with Previous Studies	Not Applicable: project is within Archeological Mitigation Zone J-3: Mission Dolores Archeological District.	Not Applicable
J-2: Properties with no Previous Studies	Not Applicable: project is within Archeological Mitigation Zone J-3: Mission Dolores Archeological District.	Not Applicable
J-3: Mission Dolores Archeological District	Applicable: project is within Archeological Mitigation Zone J-3: Mission Dolores Archeological District.	The project sponsor has agreed to implement Project Mitigation Measure 1 which includes the preparation of testing, monitoring and data recovery programs, as determined necessary by the Environmental Review Officer.
K. Historical Resources		
K-1: Interim Procedures for Permit Review in the Eastern Neighborhoods Plan area	Not Applicable: plan-level mitigation completed by Planning Department.	Not Applicable
K-2: Amendments to Article 10 of the Planning Code Pertaining to Vertical Additions in the South End Historic District (East SoMa)	Not Applicable: plan-level mitigation completed by Planning Commission.	Not Applicable
K-3: Amendments to Article 10 of the Planning Code Pertaining to Alterations and Infill Development in the Dogpatch Historic District	Not Applicable: plan-level mitigation completed by Planning Commission.	Not Applicable

Mitigation Measure	Applicability	Compliance
(Central Waterfront)		
L. Hazardous Materials		
L-1: Hazardous Building Materials	Applicable: The existing modular structures that will be demolished were built before 1970 and may contain hazardous building materials.	The project sponsor has agreed to implement Project Mitigation Measure 3 which requires removal and proper disposal of hazardous building materials according to applicable federal, state, and local laws prior to the start of demolition.
E. Transportation		
E-1: Traffic Signal Installation	Not Applicable: automobile delay removed from CEQA analysis.	Not Applicable
E-2: Intelligent Traffic Management	Not Applicable: automobile delay removed from CEQA analysis.	Not Applicable
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 San Francisco Municipal Transportation Agency (SFMTA).	Not Applicable
E-6: Transit Corridor Improvements	Not Applicable: plan level mitigation by SFMTA.	Not Applicable
E-7: Transit Accessibility	Not Applicable: plan level mitigation by SFMTA.	Not Applicable
E-8: Muni Storage and Maintenance	Not Applicable: plan level mitigation by SFMTA.	Not Applicable.
E-9: Rider Improvements	Not Applicable: plan level mitigation by SFMTA.	Not Applicable
E-10: Transit Enhancement	Not Applicable: plan level mitigation by SFMTA.	Not Applicable

Mitigation Measure	Applicability	Compliance
E-11: Transportation Demand Management	Not Applicable: plan level mitigation by SFMTA.	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 January 9, 2017 to adjacent occupants and owners of properties within 300 feet of the project site. No concerns were raised by the public. One individual responded to the notice with an email to Planning Department staff indicating his full support of the proposed project. A second individual left a phone message requesting further notices regarding the project.

CONCLUSION

As summarized above and further discussed in the CPE Initial Study¹⁰:

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 CEQA section 21083.3 and CEQA Guidelines section 15183.

¹⁰ The CPE Initial Study is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2016-001514ENV.

MITIGATION MONITORING AND REPORTING PROGRAM

MONITORING AND REPORTING PROGRAM				
A. Adopted Mitigation Measures	Responsibility	Mitigation	Monitoring/Reporting	Monitoring
	for Implementation	Schedule	Responsibility	Schedule
Archeology				
<p><u>Project Mitigation Measure 1: Archeological Testing (Implementing Eastern Neighborhoods PEIR Mitigation Measure J-3)</u></p> <p>Based on the presence of archeological properties of a high level of historical, ethnic, and scientific significance within the Mission Dolores Archeological District, 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 retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. At the direction of the Environmental Review Officer (ERO), the archeology consultant may be required to have acceptable documented expertise in California Mission archeology. The scope of the archeological services to be provided may include preparation of an Archeological Data Recovery Plan/Testing Program (ARD/TP). 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 ERO. All plans and reports prepared by the consultant as specified herein shall be</p>	Project sponsor, project contractor, project archeologist.	Prior to issuance of any permit for soils-disturbing activities and during construction activities.	Project sponsor, project contractor, project archeologist, ERO.	Prior to and during soils-disturbing and construction activities.

MONITORING AND REPORTING PROGRAM

A. Adopted Mitigation Measures

Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
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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 Section 15064.5 (a)(c).

Archeological Testing Program. 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 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

MONITORING AND REPORTING PROGRAM

A. Adopted Mitigation Measures

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. 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.

Archeological Monitoring Program. If the ERO in consultation with the archeological consultant determines that an archeological monitoring program (AMP) shall be implemented the archeological monitoring program shall minimally include the following provisions:

- 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,

Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
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MONITORING AND REPORTING PROGRAM

A. Adopted Mitigation Measures

Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
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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;

- 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;
- 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;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- 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/torque-down piles/construction activities and equipment until the deposit is evaluated. If in the case of pile drilling activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile drilling activity may affect an

MONITORING AND REPORTING PROGRAM

A. Adopted Mitigation Measures

archeological resource, the pile drilling activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. 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.

Whether or not significant archeological resources are 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

Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
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MONITORING AND REPORTING PROGRAM

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

nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* 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.

Human Remains and Associated or Unassociated Funerary Objects.

The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the

MONITORING AND REPORTING PROGRAM

A. Adopted Mitigation Measures

Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
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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 archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines Section 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. If non-Native American human remains are encountered, the archeological consultant, the ERO, and the Office of the Coroner shall consult on the development of a plan for appropriate analysis and recordation of the remains and associated burial items since human remains, both Native American and non-Native American, associated with the Mission Dolores complex (1776-1850s) are of significant archeological research value and would be eligible to the California Register of Historic Resources.

Final Archeological Resources Report. 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

MONITORING AND REPORTING PROGRAM

A. Adopted Mitigation Measures

resource shall be provided in a separate removable insert within the final report.

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 three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
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Noise

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

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:

- Erect temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-

Project Sponsor; project contractor.	During construction period.	Project Sponsor to provide monthly noise reports during construction.	During construction activities.
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MONITORING AND REPORTING PROGRAM

A. Adopted Mitigation Measures

sensitive uses;

- Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site;
- Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses;
- Monitor the effectiveness of noise attenuation measures by taking noise measurements; and
- Post signs on-site pertaining to permitted construction days and hours and complaint procedures and whom to notify in the event of a problem, with telephone numbers listed.

Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
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Hazardous Materials

Project Mitigation Measure 3 - Hazardous Building Materials (Eastern Neighborhoods Mitigation Measure L-1)

The sponsor shall ensure that any equipment containing PCBs or DEHP, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.

Project sponsor; project contractor	Prior to any demolition or construction activities.	Project Sponsor; Planning Department	Prior to any demolition or construction activities.
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MONITORING AND REPORTING PROGRAM

B. Adopted Improvement Measures

Transportation

Project Improvement Measure TR-1: Coordination of Move-in/Move-Out Operations and Large Deliveries

To reduce the potential for double parking of delivery vehicles within the travel lane adjacent to the curb lane on Mission Street, residential move-in and move-out activities and larger deliveries shall be scheduled and coordinated through building management. Such scheduled activities will avoid the weekday am and pm peak periods of travel (generally 7:00 am to 9:00 am and 4:00 pm to 6:00 pm). Appropriate move-in/move-out procedures shall be enforced to avoid any blockages of Mission Street over an extended period of time and reduce any potential conflicts between delivery vehicles, movers and other users of adjacent roadway (e.g., transit vehicles, bicyclists) and pedestrians walking along these adjacent streets.

Curb parking on Mission Street shall be reserved through SFMTA or by directly contacting the local 311 service.

Project Improvement Measure TR-2: Develop Transportation Management Plan (TMP)

The project sponsor should ensure that the lease agreements for the daycare facility and Mission Girls (or other youth activity program) include provisions for the development of transportation management plans for each facility that include

	Improvement		
Responsibility for Implementation	Measure Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
Project sponsor or building manager	Ongoing	Project sponsor or building manager and San Francisco Municipal Transportation Agency (SFMTA)	Ongoing
Project sponsor, management of daycare facility and youth activity space (Mission Girls)	Prior to operation of the daycare and/or youth activity space (Mission Girls)	Submit initial TMP to Planning Department	Prior to operation of the daycare and/or Mission Girls (or other youth activity space) and

MONITORING AND REPORTING PROGRAM

	Improvement		
Responsibility for Implementation	Measure Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule

B. Adopted Improvement Measures

Transportation

the following provisions. The project sponsor may substitute additional transportation management provisions with the approval of the Planning Department.

ongoing

- Notify parents/guardians of the daycare and Mission Girls (or other youth activity program) about pick-up and drop-off procedures in writing and through orientations.
- Staff members for the daycare and Mission Girls (or other youth activity program) would locate at the curbside adjacent to the Mission Street loading zone to coordinate vehicle entries and exits into and out of the loading zone and facilitate children exiting or entering vehicles on the vehicle curbside during drop-off/pick-up activities.
- Discourage parents/guardians from parking in the adjacent loading space on Mission Street for longer than one (1) minute to five (5) minutes.
- Enforce a restriction that would prohibit parents/guardians from exiting their vehicles and entering the daycare facility or youth activity space while stopped/parked at the loading zone.
- Provide a detailed map of the drop-off and pick-up zones adjacent to the proposed site, potential secondary the loading zones, and short-term on-street parking spaces in the project site vicinity.

MONITORING AND REPORTING PROGRAM

	Improvement		
Responsibility for Implementation	Measure Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule

B. Adopted Improvement Measures

Transportation

- The daycare and Mission Girls (or other youth activity program) should maintain a log (inventory) of complaints from neighbors and/or Muni in order to work with these neighbors and/or Muni to address unforeseen problems with drop off/pick-up activities, and maintain an ongoing, constructive relationship with the neighboring residents and businesses; and make adjustments as needed.
- Provide parents/guardians with an information guide regarding how to reach the daycare and Mission Girls (or other youth activity program) by walking, bicycling, and transit. The guide may include:
 - A detailed map of nearby transit facilities (stops and routes) in vicinity of the project site;
 - A detailed map of bicycle routes in the vicinity of the school site; and
 - Provide online links and phone numbers to transit providers that serve the project site.
- Develop a volunteer carpooling program for parents/guardians.
- Provide parents/guardians with the TMP as part of the enrollment application, orientation manual, and/or related information packet.

MONITORING AND REPORTING PROGRAM

B. Adopted Improvement Measures

	Improvement		
	Measure	Monitoring/Reporting	Monitoring
Transportation	Schedule	Responsibility	Schedule
Responsibility for Implementation			
<p><u>Project Improvement Measure TR-3: Construction Management</u></p> <p>The project sponsor should develop and implement a construction management plan (CMP) addressing transportation-related circulation, access, staging, and hours for deliveries. The CMP should include, but not be limited to, the following additional measures:</p> <ul style="list-style-type: none"> • Identify ways to reduce construction worker vehicle-trips through transportation demand management programs and methods to manage construction worker parking demands, including encouraging and rewarding alternate modes of transportation (transit, walk, bicycle, etc.), carpooling, or providing shuttle service from nearby off-street parking facility. • Identify ways to consolidate truck delivery trips, minimizing delivery trips. • The project sponsor and/or their contractor should avoid deliveries and truck trips to the project site during peak commute hours (generally 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.). • The project sponsor and/or their contractor should limit construction activities where the use of a travel lane is required to between the weekday hours of 9:00 a.m. and 3:00 p.m. • Consultation with the surrounding community, including business and property owners near the project site, to assist coordination of construction traffic 	<p>Project sponsor or contractor</p> <p>Prior to and during construction</p>	<p>Project sponsor, San Francisco Municipal Transportation Agency</p>	<p>CMP considered complete upon approval of CMP by San Francisco Municipal Transportation Agency; obligation complete at completion of construction.</p>

MONITORING AND REPORTING PROGRAM

	Improvement		
Responsibility for Implementation	Measure Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule

B. Adopted Improvement Measures

Transportation

management strategies as they relate to the needs of other users adjacent to the project site.

- Develop a public information plan to provide adjacent residents and businesses with regularly updated information regarding project construction activities and duration, peak construction vehicle activities, (e.g. concrete pours), and lane closures, and provide a construction management contact to log and address community concerns.