

File No. 240047

Committee Item No. 6

Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Land Use and Transportation

Date: February 26, 2024

Board of Supervisors Meeting:

Date: _____

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OTHER

- Planning Commission Transmittal Package – January 16, 2024
- Hearing Notice – February 16, 2024
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- _____

Prepared by: John Carroll

Date: February 23, 2024

Prepared by: _____

Date: _____

Prepared by: _____

Date: _____

1 [General Plan - Potrero Bus Yard Project]

2

3 **Ordinance amending the Urban Design Element of the General Plan to facilitate the**
4 **Potrero Bus Yard Project; adopting findings under the California Environmental Quality**
5 **Act; making findings of consistency with the General Plan, and the eight priority**
6 **policies of Planning Code, Section 101.1; and making findings of public necessity,**
7 **convenience, and welfare under Planning Code, Section 340.**

8 NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.
9 **Additions to Codes** are in *single-underline italics Times New Roman font*.
10 **Deletions to Codes** are in *strikethrough italics Times New Roman font*.
11 **Board amendment additions** are in double-underlined Arial font.
12 **Board amendment deletions** are in ~~strikethrough Arial font~~.
13 **Asterisks (* * * *)** indicate the omission of unchanged Code
14 subsections or parts of tables.

12

13 Be it ordained by the People of the City and County of San Francisco:

14

15 Section 1. Environmental and Planning Code Findings.

16 (a) At its hearing on January 11, 2024, and prior to recommending the proposed
17 General Plan Amendments for approval, by Motion No. 21482 the Planning Commission
18 certified a Final Environmental Impact Report (“FEIR”) for the Potrero Bus Yard Project
19 (“Project”) pursuant to the California Environmental Quality Act (“CEQA”) (California Public
20 Resources Code Section 21000 et seq.), the CEQA Guidelines (Cal. Code Reg. Section
21 15000 et seq.), and Chapter 31 of the Administrative Code. A copy of said Motion is on file
22 with the Clerk of the Board of Supervisors in File No. 240047, and is incorporated herein by
23 reference. In accordance with the actions contemplated herein, this Board has reviewed the
24 FEIR, concurs with its conclusions, affirms the Planning Commission’s certification of the
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1 FEIR, and finds that the actions contemplated herein are within the scope of the Project
2 described and analyzed in the FEIR.

3 (b) In approving the Project at its hearing on January 11, 2024, by Motion No. 21483,
4 the Planning Commission also adopted findings under CEQA, including a statement of
5 overriding considerations, and a Mitigation Monitoring and Reporting Program (“MMRP”).
6 Copies of said Motion and MMRP are on file with the Clerk of the Board of Supervisors in File
7 No. 240047, and are incorporated herein by reference. The Board hereby adopts and
8 incorporates by reference as though fully set forth herein the Planning Commission’s CEQA
9 findings, including the statement of overriding considerations. The Board also adopts and
10 incorporates by reference as though fully set forth herein the Project’s MMRP, on file with the
11 Clerk of the Board in File No. 240047.

12 (c) Section 4.105 of the Charter provides that the Planning Commission shall
13 periodically recommend to the Board of Supervisors, for approval or rejection, proposed
14 amendments to the San Francisco General Plan (“General Plan”).

15 (d) Planning Code Section 340 provides that an amendment to the General Plan may
16 be initiated by a resolution of intention by the Planning Commission, which refers to, and
17 incorporates by reference, the proposed General Plan amendment. Section 340 further
18 provides that the Planning Commission shall adopt the proposed General Plan amendment
19 after a public hearing if it finds from the facts presented that the public necessity,
20 convenience, and general welfare require the proposed amendment or any part thereof. If
21 adopted by the Commission in whole or in part, the proposed amendment shall be presented
22 to the Board of Supervisors, which may approve or reject the amendment by a majority vote.

23 (e) Section 4.105 of the Charter further provides that if the Board of Supervisors fails
24 to act within 90 days of receipt of the proposed General Plan amendments, then the proposed
25 amendments shall be deemed approved.

1 (f) On January 11, 2024, the Planning Commission, in Resolution No. 21484, adopted
2 findings that the actions contemplated in this ordinance are consistent, on balance, with the
3 City’s General Plan and eight priority policies of Planning Code Section 101.1 and serve the
4 public necessity, convenience, and welfare. The Board adopts these findings as its own. A
5 copy of said Resolution is on file with the Clerk of the Board of Supervisors in File
6 No. 240047, and is incorporated herein by reference.

7 (g) On January 16, 2024, the Board of Supervisors received from the Planning
8 Department the proposed General Plan amendments contained in this ordinance. These
9 amendments are on file with the Clerk of the Board of Supervisors in File No. 240047 and are
10 incorporated herein by reference.

11
12 Section 2. The General Plan is hereby amended by revising the Urban Design
13 Element as follows:

14
15 Map 4 (“Urban Design Guidelines for Height of Buildings”), add to the map notes:
16 “Change Lot 001 in Assessor’s Block 3971 so that it has a height designation of 89-160 ft.”
17

18 Map 5 (“Urban Design Guidelines for Bulk of Buildings”), add to the map notes:
19 “Change the bulk limits for the site identified as the San Francisco Municipal Transportation
20 Agency Potrero Bus Yard (Assessor’s Block 3971, Lot 001), to indicate that there shall be no
21 bulk limit below 75 feet, but that bulk shall be limited between 75 feet and 150 feet as
22 determined by the following controls: (1) building area above 75 feet shall be limited to no
23 more than 50% lot coverage; (2) there shall be 10 foot setbacks above 75 feet along the west,
24 south, and east sides of the site, and a 60 foot setback above 75 feet along the north side of
25 the site; and (3) portions of the building above 75 feet may encroach into the setbacks

1 described in (2) above, but said encroachment shall be limited to no more than a total of 180
2 linear feet for the west, south, and east sides of the site.

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4 Section 3. Effective Date. This ordinance shall become effective 30 days after
5 enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the
6 ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board
7 of Supervisors overrides the Mayor's veto of the ordinance.

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9 APPROVED AS TO FORM:
10 DAVID CHIU, City Attorney

11 By: /s/ Peter R. Miljanich
12 PETER R. MILJANICH
Deputy City Attorney

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LEGISLATIVE DIGEST

[General Plan - Potrero Bus Yard Project]

Ordinance amending the Urban Design Element of the General Plan to facilitate the Potrero Bus Yard Project; adopting findings under the California Environmental Quality Act; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and making findings of public necessity, convenience, and welfare under Planning Code, Section 340.

Existing Law

The 4.4-acre parcel located at 2500 Mariposa Street in San Francisco's Mission District currently contains the San Francisco Municipal Transportation Agency's ("SFMTA") Potrero Trolley Coach Division Facility ("Potrero Yard"). Maps 4 of the Urban Design Element of the General Plan sets forth Urban Design Guidelines for building heights throughout the City. Map 5 of the Urban Design Element sets forth Urban Design Guidelines for building bulk throughout the City.

Amendments to Current Law

This ordinance would amend the Urban Design Element of the General Plan to facilitate the development of the Potrero Yard Modernization Project ("Project"). Specifically, the ordinance would amend Map 4 to designate the Project site's height limit at 89-160 feet. The ordinance would amend Map 5 to modify the site's bulk limits to accommodate the massing of the Project's buildings.

Background Information

The Potrero Yard Modernization Project ("Project") is a joint development project sponsored by the City and County of San Francisco, through the SFMTA, and a private development consortium. The Project includes demolition of the existing Potrero Yard facility and the construction and operation of a modern, multi-story, bus maintenance and storage facility equipped to serve the San Francisco Municipal Transportation Agency's growing and future needs, as well as the construction of high-density residential development and ground floor commercial space.

The project also requires amendments to the Planning Code, as well as the adoption of future agreements between the City and the private development consortium.

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January 16, 2024

Ms. Angela Calvillo, Clerk
Honorable Supervisor Ronen and Honorable Supervisor Walton
Board of Supervisors
City and County of San Francisco
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Re: Transmittal of Planning Department Case Number 2019-021884GPA / PCA / MAP:
SFMTA_Potrero Yard Modernization Project (2500 Mariposa St)
Board File No. 231256

Planning Commission Recommendation: Approval

Dear Ms. Calvillo, Supervisor Ronen, and Supervisor Walton:

On January 11, 2024, the Planning Commission conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed Planning Code Text and Zoning Map Amendment Ordinance (Board File No. 231256), as introduced by Supervisor Ronen and Supervisor Walton that would: (1) create Planning Code Section 249.98, "Potrero Yard Special Use District (SUD)", (2) assign 2500 Mariposa Street (Block 3971, Lot 001) to the Potrero Yard SUD; and (3) redesignate subject property's Height and Bulk District from 65-X to 150-PY.

This transmittal also includes an Ordinance amending General Plan Urban Design Element Map 4, "Urban Design Guidelines for the Height of Buildings" and Map 5, "Urban Design Guidelines for the Bulk of Buildings". This Ordinance (Board File No. TBD) was initiated by the Planning Commission (Resolution No. 21412) on October 19, 2024. At the January 11, 2024, hearing, the Planning Commission recommended approval for both Ordinances.

Supervisors Ronen and Walton, if you would like to take sponsorship of the General Plan Amendment Ordinance please contact the Clerk of the Board at your earliest convenience.

For the General Plan Amendment Ordinance, Planning and SFMTA are requesting that the 30-day hold period be waived so that the General Plan Ordinance can be heard concurrently with the Planning Code Text and Zoning Map Ordinance.

At the same hearing, the Planning Commission adopted Motion No. 21482, certifying the EIR for the Project, and Motion No. 21483, adopting CEQA findings.

Please find attached documents relating to the actions of the Commission. If you have any questions or require further information, please do not hesitate to contact me.

Sincerely,



Aaron D. Starr
Manager of Legislative Affairs

cc:

Gabriela Pantoja and Mat Snyder, SF Planning Senior Planners
Peter Miljanich, Deputy City Attorney
Bonnie Jean von Krogh, SFMTA
Anna Herrera, Aide to Supervisor Ronen
Percy Burch, Aide to Supervisor Walton
John Carroll, Office of the Clerk of the Board

Attachments :

Planning Commission Resolution No. 21484 for General Plan Amendment
Planning Commission Resolution No. 21485 for Planning Code Text and Zoning Map Amendments
Planning Department Executive Summary



EXECUTIVE SUMMARY

EIR CERTIFICATION / CEQA FINDINGS / CONDITIONAL USE AUTHORIZATION / GENERAL PLAN, PLANNING CODE TEXT, & ZONING MAP AMENDMENTS / SHADOW FINDINGS

HEARING DATE: JANUARY 11, 2024

90-Day MAP/PCA

Deadline: March 7, 2024
Case Number: 2019-021884CUA/ENV/GPA/MAP/PCA/SHD [Board File No. 231256]
Initiated by: Planning Commission / Introduced October 19, 2023 by Resolution No. 21412 (GPA)
Supervisors Ronen and Walton/ Introduced December 5, 2023 (MAP and PCA)
Project Address: 2500 MARIPOSA STREET (SFMTA Potrero Modernization Project)
Zoning: P (Public) Zoning District
65-X Height and Bulk District
Cultural District: N/A
Block/Lot: 3971 / 001
Project Sponsor: Chris Jauregui
Company: Plenary Americas, Potrero Neighborhood Collective LLC
Address: 555 W. Fifth St., Suite 3150
City, State: Los Angeles, CA 90013
**Property Owner/
Sponsor:** City and County of San Francisco, SFMTA
1 South Van Ness Ave., 7 Floor
San Francisco, CA 94103

Staff Contacts: Mathew Snyder, Senior Citywide Planner
Mathew.Snyder@sfgov.org, 628-652-7460
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Reviewed by: Joshua Switzky, Acting Director of Citywide Planning
Joshua.Switzky@sfgov.org, 628-652-7464
Ella Samonsky, Principal Planner
Ella.Samonsky@sfgov.org, 628-652-7417

Environmental Review: Environmental Impact Report

Recommendation: Approval with Conditions

Project Description

The proposal (“The Project”) will demolish SFMTA’s existing two-story bus yard facility and parking lot located at 2500 Mariposa Street and construct an approximately 1,240,000 square foot mixed-use building, ranging from 75-150 feet in height, that will contain Public Transportation Facility and Public Utility Yard Uses for SFMTA’s new state-of-the-art facility (approximately 710,437 square feet), 465 dwelling units (72 Studios, 159 One-Bedroom, 157 Two-Bedroom, and 77 Three-Bedroom for a total of approximately 520,671 square feet), and approximately 2,886 square feet of ground floor commercial space. Designed to accommodate SFMTA’s current and future bus maintenance, operation, and administrative needs, the first four levels of the building (up to 75 feet in height) will be a modern, energy-efficient, and seismically safe facility that includes bus maintenance, storage, and repair spaces as well as employee training and support areas. The remaining portions of the building, including areas up to 150 feet in height, will be dedicated to the construction of the residential joint development between SFMTA and Potrero Neighborhood Collective (PNC). In addition to the proposed building, the Project will also include the construction of street improvements including new bulbouts, ADA ramps, street trees, Class 2 bicycle parking spaces, and the addition of on-street passenger and commercial loading spaces along Hampshire and Bryant Streets. A public restroom will be constructed within the building at the corner of Hampshire and 17th Street.

An alternative proposal is being proposed known as the “Paratransit Variant”. In addition to the proposed four levels dedicated to SFMTA’s facility, this proposal would extend the SFMTA facility onto the fifth level for a total of approximately 734,246 square feet. The additional approximately 23,809 square feet of area will be dedicated to SFMTA’s Paratransit division and include additional building massing for administrative and operation spaces, and paratransit vehicle storage, operation, and circulation areas. The Paratransit Variant proposal includes the construction of 104 dwelling units and 2,452 square feet of commercial space along with the street improvements and public restroom. The dwelling units will be concentrated in a 13-story building along the Bryant Street frontage.

Project Phasing

The Project is proposed to be constructed in three distinct phases. The first phase will include the construction of the first four levels for SFMTA’s facility and is expected to last three years, from late 2024 to late 2027. The second phase will include the construction of the housing component along Bryant St. up to the fourth level, podium level. Construction for the second phase is expected to span two years and start one to two years after the start of construction on the first phase. Lastly, the third phase will construct the remaining housing component atop the podium level (both the remaining housing along Bryant St. and workforce housing along Hampshire St.) and is expected to span two years and start no sooner than two years after the start of the first phase. Phases 2 and 3 may also be constructed concurrently after the completion of SFMTA’s facility.

The Paratransit Variant would only move forward, after the completion of SFMTA’s facility and first phase, if readily available funding sources are exhausted to construct additional housing beyond the 104 units included in the Paratransit Variant.

Project Background

More than 100 years old, Potrero Yard is one of the oldest and most outdated SFMTA facilities. Originally designed for the operation and storage of streetcars and later tailored for trolley buses, the facility does not efficiently store and maintain today’s bus fleet. As a result, SFMTA has identified it as the first facility to participate in SFMTA’s Building Progress Program, a \$2+ billion multi-year effort to repair, renovate, and modernize aging facilities to

improve the overall transportation service delivery system in San Francisco. The Potrero Yard Modernization Project will result in a multi-level facility, as reviewed and approved by the Civic Design Review Committee of the Arts Commission on October 16, 2023, that will improve bus maintenance and storage capabilities, contribute to a greener, more sustainable, and more reliable transportation system for San Francisco, consolidated Muni Operator and Maintenance Training, Muni Street Operations, and Farebox Shop locations, and provide improved working conditions for SFMTA employees. The new facility will increase the maintenance and storage capacity of Potrero Yard by over 50 percent and provide infrastructure needed for a future all-electric fleet.

While SFMTA’s facility is the central component of the Potrero Yard Modernization Project, the Project will also serve to advance the City’s housing goals and implementation of the Housing Element by including housing at an underutilized public site. The construction of up to 465 dwelling units will help fulfill the goal of the City’s Public Sites housing program and maximize the development potential of a public site. This will be the first joint development featuring a major transportation facility with integrated housing in the City.

Planning Code Text / Zoning Map Amendments

The proposed ordinance will facilitate the development of the Potrero Yard Modernization Project by amending the Planning Code to create the Potrero Yard Special Use District (SUD) at 2500 Mariposa Street, Assessor’s Parcel Block 3971, Lot 001 and “PY” Bulk Limit in Planning Code Section 270 and amend Zoning Maps SU08 to illustrate the Potrero Yard SUD and HT08 to change the Height and Bulk Zoning District from 65-X to 150-PY. To facilitate the development, the Potrero Yard SUD outlines permitted land uses including residential uses via the issuance of Conditional Use Authorization for a Planned Unit Development, non-residential uses, development controls, and building standards.

The Way It Is Now:	The Way It Would Be:
2500 Mariposa Street, Assessor’s Parcel Block No. 3971, Lot No. 001 is located within the P (Public) Zoning District and 65-X Height and Bulk District.	2500 Mariposa Street, Assessor’s Parcel Block No. 3971, Lot No. 001 is located within the P (Public) Zoning District and 150-PY Height and Bulk District, and Potrero Yard Special Use District (SUD). Special Use District Map SU08 will illustrate the Potrero Yard SUD and Height and Bulk Map HT08 will illustrate 150-PY for the subject property, Block 3971, Lot 001.
	<p>The Potrero Yard SUD will:</p> <ul style="list-style-type: none"> • Conditionally permit residential uses via the issuance of a Planned Unit Development and implement residential development controls with regards to usable open space and dwelling unit mix. • Principally or conditionally permit non-residential uses pursuant to Table 838 of Planning Code Section 838 (Urban Mixed Use Zoning District) for Sales and Service Category, Entertainment, Arts, and Recreation Category, Industrial Use Category, Institutional Use Category, and Non-Retail Professional Service Use, and implement non-

	<p>residential development controls with regards to street frontage, transparency, gates, railing, and grill work, location and operation conditions, and off-street parking requirements.</p> <ul style="list-style-type: none">• Permit a freestanding and window sign in addition to the standards in Article 6 of the Planning Code.• Provide building standards including setbacks, lot coverage, point of height measurement, and mass separation limitations.
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Required Commission Action

The following is a summary of actions that the Commission will consider at the hearing, which are required to implement the Project:

1. Certify the Final Environmental Impact Report (“FEIR”) pursuant to the California Environmental Quality Act (“CEQA”).
2. Adopt findings under CEQA, including findings rejecting alternatives as infeasible and adopting a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program (“MMRP”).
3. Recommend that the Board of Supervisors approve with modifications the proposed Ordinance, as introduced by District 9 Supervisor Hillary Ronen and District 10 Supervisor Shamann Walton, to amend the Planning Code to create the Potrero Yard Special Use District (SUD) at 2500 Mariposa Street, Assessor’s Parcel Block 3971, Lot 001 and “PY” Bulk Limit in Planning Code Section 270 and amend Zoning Maps SU08 to illustrate the Potrero Yard SUD and HT08 to change the Height and Bulk Zoning District from 65-X to 150-PY. Note that the Text Amendment Ordinance now before the Planning Commission includes modifications relative to what was introduced at the Board of Supervisors. These modifications include (1) additional allowance for a large window sign on Mariposa Street; and (2) allowances for portions of the building above 75-feet to be built to the property line within the upper story setbacks as reflected in the current proposed design.
4. Recommend that the Board of Supervisors approve the proposed Ordinance, as initiated by the Commission on October 19, 2023 under Resolution No. 21412, to amend the Urban Design Element Map 4, “Urban Design Guidelines for the Height of Buildings”, and Urban Design Element Map 5, “Urban Design Guidelines for the Bulk of Buildings”.
5. Adopt Shadow Findings pursuant to Planning Code Section 295 with the recommendation of the Recreation and Park Commission, that net new shadow on Franklin Square Park by the proposed Project at 2500 Mariposa Street (SFMTA’s Potrero Yard Modernization Project) would not be adverse to the use of Franklin Square Park.
6. Grant a Conditional Use Authorization pursuant to Planning Code Sections 303 and 304 for a Planned Unit

Development that would authorize either the construction of the Project or the Paratransit Variant.

Issues and Considerations

Public Outreach and Comments. The Project's descriptions and objectives are the result of more than five years of continued community outreach and stakeholder engagement to envision a joint development that serves SFMTA, the City's workforce, the community, and reflects the values of the immediate neighborhood and City. The Project's procurement documents reflect stakeholder input with regards to public benefits, principles, design guidelines, and housing component affordability. A key to this outreach effort is the creation and convening of the Potrero Yard Working Group, an advisory body made up of local residents, SFMTA employees, and other stakeholders. Since November 2022, SFMTA has teamed up with their joint development partner, Potrero Neighborhood Collective (PNC), to continue refining the Project's design in reflection of their outreach efforts with the community and other stakeholders. More than 140 public meetings, tours, working sessions etc. have been held since the inception of the Project in 2017. To date, the Department has received eleven letters in support and no letters in opposition of the Project.

Project Agreement and Other Agreements. The Joint Development Partner, PNC, is actively negotiating with SFMTA and other City agencies for the delivery, operation, and maintenance of the Project. The conclusion of these negotiations will result in multiple transactional documents including but not limited to a Project Agreement for SFMTA's new facility. Typical to capital projects, the Project Agreement cannot be completed until the Project conducts a fulsome, competitive procurement for the design and construction of SFMTA's new facility. The conclusion of the design-build contractor procurement will result in fixed pricing and schedule terms that will be incorporated into the Project Agreement. Once this process has concluded and the Project Agreement is finalized, it and all other agreements (i.e. housing agreement) will be presented to SFMTA's Board of Directors and Board of Supervisors (BOS) for approval (anticipated in mid-2024). The affordability for the proposed dwelling units will be memorialized in these agreements.

Shadows. The Project is located across the street from Franklin Square Park, a public park under the jurisdiction of the Recreation and Park Department and will cast a net new shadow on the Park, and therefore is subject to Planning Code Section 295. The Project will cast approximately 12,766,699 square foot hours (sfh) of shadow and increase the Park's shadow load by 1.77 percent, resulting in an increase in the total annual shading from 1.36% to 3.13% of Total Annual Available Sunlight (TAAS). Whereas the Paratransit Variant will cast approximately 13,480,971 square foot hours (sfh) of shadow and increase the Park's shadow load by 1.87 percent, resulting in an increase in the total annual shading from 1.36% to 3.23% of Total Annual Available Sunlight (TAAS). The new shadows resulting from the Project and Paratransit Variant throughout the day from October to February and in the mornings in September and March. During these periods, the new shadow would occur over the southern edge of the park affecting the children's play area and adult fitness area.

On December 21, 2023, the Recreation and Park Commission recommended that the Planning Commission adopting findings that net new shadow on Franklin Square Park by the proposed Project and Paratransit Variant at 2500 Mariposa Street (SFMTA Potrero Yard Modernization Project) would not be adverse to the use of Franklin Square Park.

A conscious effort was made to minimize net new shadows on Franklin Square during the Potrero Yard Modernization Project's request for proposal (RFP) process. Design guidelines were composed during the RFP process that outlined setbacks and building massing limitations that result in a building envelope that facilitates the creation of sufficient space for SFMTA and the maximization of housing while minimizing shadow impacts on Franklin Square.

Racial and Social Equity Analysis

Understanding the potential benefits, burdens and the opportunities to advance racial and social equity that proposed General Plan, Planning Code and Zoning Map amendments provide is part of the Department's Racial and Social Equity Action Plan. This is also consistent with the Mayor's Citywide Strategic Initiatives for equity and accountability, the Planning and Historic Preservation Commissions' 2020 Equity Resolutions, and with the Office of Racial Equity mandates, which requires all Departments to conduct this analysis. Below are some specific issues to consider:

The Project will enable the construction of housing, in particular affordable housing, on a site within an Equity Community and Environmental Justice geography that currently does not permit residential uses. The proposed affordable housing will be offered at a variety of below market rate income levels.

The Project will modernize SFMTA's Potrero Yard facility, improving transit efficiency and availability throughout San Francisco, and enable the delivery of public transportation throughout the City, an essential service for providing equitable and accessible essential access to all people.

The Project will maintain and expand PDR use and associated job opportunities within the City and improve the working and training conditions for SFMTA employees.

SFMTA and their Joint Development Partner, PNC, have extensively engaged the community on an ongoing basis for more than five years including the creation of a focused group, the Potrero Yard Working Group, that is inclusive of all interested community members and stakeholders. The needs and concerns expressed by the Working Group have been reflected in the Project's programming and design.

Environmental Review

On June 30, 2021, the Department published the 2500 Mariposa St.- Potrero Yard Modernization Project Draft Environmental Impact Report ("DEIR") for public review (Case No. 2019-021884ENV). The DEIR was available for public comment until August 31, 2021. On August 26, 2021, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting to solicit comments regarding the DEIR. On December 13, 2023, the Department published a Comments and Responses to Comments ("RTC") document, responding to comments made regarding the DEIR prepared for the Project. On January 11, 2024, the Commission will consider certification of the Final Environmental Impact Report ("FEIR") for the Project, and will determine if it is adequate, accurate and complete. In addition, on January 11, 2024, the Commission must adopt the CEQA Findings for the FEIR, prior to the approval of the Project (See Case No. 2019-021884CUA/ENV/GPA/MAP/PCA/SHD).

The full environmental review file can be found here.

<https://sfplanning.org/environmental-review-documents?title=Potrero+Yard+Modernization+Project>

The Response to Comments document can be found here:

file:///C:/Users/msnyder/Downloads/2019-021884ENV_SFMTA%20Potrero_RTC_Vol%203%20WEB.pdf

Recommendation

The Department recommends that the Commission approve the proposed Ordinance with requested modifications and adopt the attached Draft Resolutions to that effect.

The Department recommends that the Commission adopt findings under CEQA, including findings rejecting alternatives as infeasible and adopting a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program (“MMRP”), approve the request for Conditional Use Authorization for the Project, and adopts findings that net new shadows on Franklin Square Park by the proposed Project and Paratransit Variant would not be adverse to the use of Franklin Square Park.

Basis for Recommendation

- The Project will advance SFMTA’s Building Progress Program, which has the goal of repairing, renovating, and modernizing SFMTA’s aging facilities and facilitate improvement of the overall transportation service delivery system in the City.
- The Project will contribute to a greener, more sustainable, and reliable transportation system in the City.
- The Project will make public land available for housing, particularly affordable housing, and thereby furthering the City’s Public Land for Housing goals by constructing up to 465 new housing units at the site.
- The Project will increase the City’s resiliency to climate change and natural disasters and improve transit services by reducing vehicle breakdowns, increasing reliability with better on-time performance, and reducing passenger overcrowding. Relatedly, the Project will provide a safer, more secure environment for SFMTA’s employees and physical assets.
- The Project will enable the construction of a state-of-the-art mixed-use building comprised of a modern SFMTA facility, housing, commercial, and public uses. The new building will act as anchor for the Northeast Mission neighborhood and showcase its modern public transportation use while providing land for housing.
- The Project will maintain and increase job opportunities for the City and provide much improved and safer working environments for SFMTA’s employees.
- The Project is, on balance, consistent with the General Plan and Planning Code Section 101.1 as detailed in the Draft Resolution for the proposed General Plan Amendments.

Attachments

Draft Motion – Adopting CEQA Findings and MMRP
Attachment A – CEQA Findings
Attachment B – MMRP
Draft Resolution – General Plan Amendment and Draft Ordinance
Draft Resolution – Planning Code Text and Zoning Map Amendments and Draft Ordinance
Draft Motion – Shadow Findings
Draft Motion – Conditional Use Authorization Exhibit A – Conditions of Approval
Exhibit B – Plans
Exhibit C– MMRP
Exhibit D – Maps and Context Photos
Exhibit E– Land Use Table
Exhibit F – Project Sponsor Brief
Exhibit G – Inclusionary Affordable Housing Affidavit
Exhibit H – Anti-Discriminatory Housing Affidavit
Exhibit I – First Source Hiring Affidavit



PLANNING COMMISSION MOTION NO. 21482

HEARING DATE: JANUARY 11, 2024

Record No.: 2019-021884ENV
Project Title: 2500 Mariposa Street (SFMTA Potrero Yard Modernization Project)
Zoning: Public (P) Use District
65-X Height and Bulk Districts
Block/Lot: 3971/001
Project Sponsor: San Francisco Municipal Transportation Agency
Chris Lazaro – (415) 549-6572
Chris.Lazaro@sfmta.com
Property Owner: San Francisco Municipal Transportation Agency (City and County of San Francisco)
1 S. Van Ness Ave, 7th Floor
San Francisco, CA 94103
Staff Contact: Jennifer McKellar – (628) 652-7563
Jennifer.McKellar@sfgov.org

ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT RELATED TO THE CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT FOR A PROPOSED PROJECT AND A PROPOSED PROJECT VARIANT AT 2500 MARIPOSA STREET. THE PROJECT WOULD INCLUDE SFMTA BUS PARKING AND CIRCULATION (UP TO 213 BUSES); SFMTA MAINTENANCE, OPERATION, AND ADMINISTRATIVE USES; AND JOINT DEVELOPMENT (RESIDENTIAL AND COMMERCIAL) USES AS PART OF A JOINT DEVELOPMENT PROGRAM BETWEEN SFMTA AND A PRIVATE PROJECT CO-SPONSOR. THE APPROXIMATELY 1,250,000 GROSS-SQUARE-FOOT STRUCTURE WOULD RISE TO HEIGHTS RANGING FROM 70 TO 150 FEET ACROSS THE SITE. IT WOULD CONTAIN A FOUR-LEVEL (INCLUDING MEZZANINE LEVEL), APPROXIMATELY 70-FOOT-TALL REPLACEMENT TRANSIT FACILITY (700,000 GROSS SQUARE FEET) PLUS A JOINT DEVELOPMENT WITH A MIX OF COMMERCIAL (3,000 GROSS SQUARE FEET) AND RESIDENTIAL USES (UP TO 530,000 GROSS SQUARE FEET AND 513 UNITS). THE MAJORITY OF RESIDENTIAL DEVELOPMENT WOULD BE ATOP THE REPLACEMENT TRANSIT FACILITY ON FLOORS 7 THROUGH 13. A PROJECT VARIANT (PARATRANSIT VARIANT) IS ALSO PROPOSED, WHICH WOULD CONSTRUCT BRYANT STREET FAMILY HOUSING (103 UNITS) BUT REPLACE THE REMAINDER OF THE PODIUM HOUSING WITH SFMTA’S PARATRANSIT OPERATIONS.

PREAMBLE

On January 11, 2024, the San Francisco Planning Commission (hereinafter “Commission”) conducted a duly noticed public hearing at a regularly scheduled meeting regarding the final Environmental Impact Report (“EIR”) in compliance with the California Environmental Quality Act for Record No. 2019-021884ENV.

The Project EIR files have been made available for review by the Commission and the public. The Commission Secretary is the Custodian of Records; the file for Record No. 2019-021884ENV is located at 49 South Van Ness Avenue, Suite 1400, San Francisco, California. The project EIR has also been made available for public review online at https://bit.ly/SFPlanning_PotreroYard.

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department staff, and other interested parties.

MOVED, that the Commission hereby CERTIFIES the Final Environmental Impact Report identified as Case No. 2019-021884ENV, for the Potrero Yard Modernization Project at 2500 Mariposa Street (hereinafter “Project”), including the project variant (hereinafter “Project Variant”) based on the following findings:

1. The City and County of San Francisco, acting through the Planning Department (hereinafter “Department”) fulfilled all procedural requirements of the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 et seq., hereinafter “CEQA”), the State CEQA Guidelines (Cal. Admin. Code Title 14, Section 15000 et seq., hereinafter “CEQA Guidelines”) and Chapter 31 of the San Francisco Administrative Code (hereinafter “Chapter 31”).
 - A. The Department determined that an environmental impact report (hereinafter “EIR”) was required and provided public notice of that determination by publication in a newspaper of general circulation on August 19, 2020. On the same date, the Department submitted the notice of preparation of an EIR and notice of public scoping meeting to the state Office of Planning and Research electronically, and emailed or mailed the notice to the Department’s list of persons requesting such notice, and to owners and occupants of properties within 300 feet of the project site on August 19, 2020.
 - B. On September 2, 2020, the Department held a virtual public scoping meeting by Zoom conference and telephone to receive public comments on the scope of the environmental analysis in the EIR for the project.
 - C. On June 30, 2021, the Department published the draft EIR (hereinafter “DEIR”) and provided public notice in a newspaper of general circulation of the availability of the DEIR for public review and comment and of the date and time of the Planning Commission public hearing on the DEIR; the Department emailed or mailed the notice to the Department’s list of persons requesting such notice, and to property owners and occupants within a 300-foot radius of the site on June 30, 2021.
 - D. Electronic copies of the notice of availability of the DEIR and the DEIR were posted to the Planning Department’s environmental review documents web page and available for download. The notice of availability of the DEIR was also posted on the website of the San Francisco County Clerk’s Office.
 - E. The notice of availability of the DEIR and of the date and time of the public hearing at the Planning Commission were posted at and near the project site on June 30, 2021.
 - F. On June 30, 2021, the DEIR was emailed or otherwise delivered to government agencies and was submitted to the State Clearinghouse electronically for delivery to responsible or trustee state agencies.

- G. A notice of completion of an EIR was filed with the State Secretary of Resources via the State Clearinghouse on June 30, 2021.
2. The Commission held a duly advertised public hearing on said DEIR on August 26, 2021, at which opportunity for public comment was given and public comment was received on the DEIR. The period for acceptance of written comments ended on August 31, 2021.
 3. The Department prepared responses to comments on environmental issues received at the public hearing and in writing during the 62-day public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received or based on additional information that became available during the public review period, and corrected errors in the DEIR. This material was presented in a Responses to Comments document, published on December 13, 2023, posted to the Planning Department's environmental review documents web page, distributed to the Commission, other decisionmakers, and all parties who commented on the DEIR, and made available to others upon request at the Department.
 4. A final environmental impact report (hereinafter "FEIR") has been prepared by the Department, consisting of the DEIR, any consultations and comments received during the review process, any additional information that became available, and the Responses to Comments document, all as required by law.
 5. The Planning Department Commission Secretary is the Custodian of Records; all pertinent documents are located in the File for Case No. 2019-021884ENV, at 49 South Van Ness Avenue, Suite 1400, San Francisco, California.
 6. The Commission, in certifying the completion of said FEIR, hereby does find that none of the factors that would necessitate recirculation of the FEIR under CEQA Guidelines Section 15088.5 are present. The FEIR contains no information revealing (1) any new significant environmental impact that would result from the Project (or Project Variant) or from a new mitigation measure proposed to be implemented, (2) any substantial increase in the severity of a previously identified environmental impact, (3) any feasible Project (or Project Variant) alternative or mitigation measure considerably different from others previously analyzed that would clearly lessen the environmental impacts of the Project (or Project Variant), but that was rejected by the Project's proponents, or (4) that the Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.
 7. The Commission finds that the Project and Project Variant proposed for approval are within the scope of the Project and Project Variant analyzed in the FEIR, and the FEIR fully analyzed the Project and Project Variant proposed for approval. No new impacts have been identified that were not analyzed in the FEIR.
 8. On January 11, 2024, the Commission reviewed and considered the information contained in the FEIR and hereby does find that the contents of said report and the procedures through which the FEIR was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code.
 9. The Commission hereby does find that the FEIR concerning File No. 2019-021884ENV reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, and that the Responses to Comments document contains no significant revisions to the DEIR, and hereby does

CERTIFY THE COMPLETION of said FEIR in compliance with CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code.

10. The Commission, in certifying the completion of said FEIR, hereby does find that the Project and Project Variant described in the EIR:
 - A. Would have a significant unavoidable project-specific impact on cultural resources: historical architectural resources;
 - B. Would have a significant unavoidable project-specific impact on air quality for construction- and operation-related health risk; and
 - C. Would make a considerable contribution to significant unavoidable cumulative impacts on air quality: construction- and operation-related health risk.
11. The Commission reviewed and considered the information contained in the FEIR prior to approving the Project and Project Variant.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on January 11, 2024.



Jonas P. Ionin
Commission Secretary

AYES: Braun, Ruiz, Diamond, Imperial, Koppel, Moore, Tanner
NAYS: None
ABSENT: None
ADOPTED: January 11, 2024



PLANNING COMMISSION MOTION NO. 21483

HEARING DATE: JANUARY 11, 2024

Record No.: 2019-021884ENV
Project Address: 2500 MARIPOSA STREET (SFMTA's Potrero Modernization Project)
Zoning: P (Public) Zoning District
65-X Height and Bulk District
Block/Lot: 3971 / 001
Project Sponsor: Chris Jauregui
Company: Plenary Americas, Potrero Neighborhood Collective LLC
Address: 555 W. Fifth St., Suite 3150
City, State: Los Angeles, CA
**Property Owner/
Sponsor:** City and County of San Francisco, San Francisco Municipal Transportation Agency (SFMTA)
Address: 1 S. Van Ness Ave, 7th Floor
City, State: San Francisco, CA 94103
Staff Contact: Gabriela Pantoja, Senior Planner
Gabriela.Pantoja@sfgov.org, (628) 652-7380
Jennifer McKellar, Senior Environmental Planner
Jennifer.McKellar@sfgov.org, (628) 652-7380

ADOPTING FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, INCLUDING FINDINGS OF FACT, FINDINGS REGARDING SIGNIFICANT AND UNAVOIDABLE IMPACTS, EVALUATION OF MITIGATION MEASURES AND ALTERNATIVES, AND A STATEMENT OF OVERRIDING CONSIDERATIONS RELATED TO APPROVALS FOR SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY (SFMTA) POTRERO YARD MODERNIZATION PROJECT LOCATED AT 2500 MARIPOSA STREET, LOT 001 ON ASSESSOR'S BLOCK 3971, WITHIN THE P (PUBLIC) ZONING DISTRICT AND 65-X HEIGHT AND BULK DISTRICT.

PREAMBLE

The SFMTA Potrero Modernization Project (hereinafter "Project") refers to either the Refined Project or the Paratransit Variant as described below at 2500 Mariposa Street, Assessor's Parcel Block 3971 Lot 001 (hereinafter "Project Site"), in the northeast portion of San Francisco's Mission District near the South of Market and Potrero Hill neighborhoods.

The Refined Project will replace SFMTA's Potrero Trolley Coach Division Facility at 2500 Mariposa St. to accommodate the expansion of the SFMTA's transit vehicle fleet, the modernization of bus maintenance, operation, and administrative services, expand and consolidate training operations at one site; and joint development uses including residential uses. The new, approximately 1,250,000 gross-square-foot, mixed-use building will occupy the 4.4-acre site and be 70 to 150 feet in height. It will contain a four-level, approximately 70-foot-tall transit facility (Transit Facility Component) plus a mix of commercial and residential uses in the remainder of the Project (Housing Component) as part of a joint development program between SFMTA and the Potrero Neighborhood Collective (PNC).

- a) **Transit Facility Component.** The Transit Facility Component will occupy the basement to fourth floor levels and include vehicular and bus circulation areas (ramps, drive aisles), mechanical rooms, bus storage locations, bus wash stations, administrative and office spaces, lockers and showers, community rooms, and outdoor open space. A limited portion of the joint development will be located within the Transit Facility Component specifically the ground floor and include residential lobbies along Hampshire and Bryant Streets and retail spaces at the corners of 17th and Hampshire Street, and 17th and Bryant Streets.
- b) **Housing Component.** The Housing Component will include the construction of a total of 513 dwelling units (117 Studios, 184 one-bedroom, 144 two-bedroom, 68 three-bedroom) along Bryant and Hampshire Streets. Along Bryant Street, the proposed housing component will run from the ground floor to the top floor and provide dwelling units that are intended for families and will be offered at a below market rate. Along Hampshire Street, the proposed housing component with the exception of a lobby at the ground floor will commence at the podium level and provide dwelling units intended for workforce and will be offered at a below market rate.
- c) **Phasing.** The Project is proposed to be constructed in three distinct phases, which may or may not overlap. The first phase will include the construction of the Transit Facility Component and is expected to last three years. According to the Project Sponsor team, construction is expected to begin in late 2024 and finish in late 2027. The second phase will include the construction of the Housing Component along Bryant St. up to the fourth level, podium level. Construction for the second phase is expected span two years and start one to two years after the start of construction on the first phase. Lastly, the third phase will construct the remaining Housing Component atop the podium level (both the remaining housing along Bryant St. and workforce housing along Hampshire St.) and is expected to span two years and start no sooner than two years after the start of the first phase. Phases 2 and 3 may also be constructed after the completion of SFMTA's facility.

The Paratransit Variant in lieu of constructing portion of the Housing Component atop of the bus facility, the bus facility will expand to include portions of one additional level at the podium for the use of SFMTA's Paratransit Division. In such a case, the proposal would still construct that portion of the Housing Component along Bryant St. for a total of 103 dwelling units and retail spaces at the corners of 17th and Hampshire Street, and 17th and Bryant Streets. The additional square footage for the bus facility would replace the western-most portion of the Housing Component and include additional building massing for administrative and operation spaces, and paratransit storage, operation, and circulation areas including a covered ramp for SFMTA's Paratransit division.

On November 20, 2019, San Francisco Municipal Transportation Agency (SFMTA) (hereinafter "Property Owner") filed an Environmental Evaluation Application No. 2019-021884ENV (hereinafter "Application") and applicable supplemental materials in related records with the Planning Department (hereinafter "Department").

The Department is the Lead Agency responsible for the implementation of the California Environmental Quality Act, California Public Resources Code Sections 21000 et seq. ("CEQA"), the Guidelines for Implementation of CEQA, 14 California Code of Regulations Sections 15000 et seq. ("CEQA Guidelines"), and Chapter 31 of the San Francisco Administrative Code ("Chapter 31").

Pursuant to and in accordance with the requirements of Section 21094 of CEQA and Sections 15063 and 15082 of the CEQA Guidelines, on August 19, 2020, the Department published a Notice of Preparation of an Environmental Impact Report and Notice of Public Scoping Meeting] ("NOP") and initiated a 30-day public comment period.

On September 2, 2020, the Department held an advertised public meeting on the scope of the environmental analysis for the EIR, at which public comment was received. The period for commenting on the NOP ended on September 18, 2020.

On June 30, 2021, the Planning Department published a Draft Environmental Impact Report ("Draft EIR") for the project. The Department provided public notice in a newspaper of general circulation of the availability of the Draft EIR, including an initial study, for public review and comment, and provided the date and time of the San Francisco Planning Commission ("Planning Commission") public hearing on the DEIR; this notice was mailed or emailed to the Department's lists of persons requesting such notice and of owners and occupants of sites within 300-foot radius of the project site, and decision-makers. This notice was also posted at and near the Project site by the Project Sponsor or consultant on June 30, 2021.

On August 26, 2021, the Planning Commission held a duly noticed public hearing on the Draft EIR, at which opportunity for public comment was given, and public comment was received on the Draft EIR. The period for commenting on the DEIR ended on August 31, 2021.

The Department prepared responses to comments on environmental issues received during the public review period for the Draft EIR, prepared revisions to the text of the Draft EIR in response to comments received or based on additional information that became available during the public comment period, and corrected errors in the Draft EIR.

On December 13, 2023, the Planning Department published a Responses to Comments document (RTC) that was posted to the Planning Department's environmental review documents web page, distributed to the Commission, other decisionmakers, and all parties who commented on the DEIR, and made available to others upon request at the Department.

The Department prepared a final environmental impact report (hereinafter "Final EIR"), consisting of the Draft EIR, any consultations and comments received during the Draft EIR review process, any additional information that became available, and the RTC, all as required by law.

On January 11, 2024, the Planning Commission reviewed and considered the Final EIR and found that the contents of said report and the procedures through which the Final EIR was prepared, publicized, and reviewed comply

with the provisions of CEQA, the CEQA Guidelines, and Chapter 31. The Final EIR was certified by the Commission on January 11, 2024, by adoption of Motion No. 21482.

WHEREAS, the Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department staff, and other interested parties.

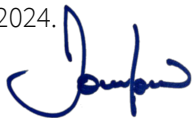
WHEREAS, the Commission reviewed and considered the Final EIR for the Project and Paratransit Variant and found the Final EIR to be adequate, accurate, and objective, thus reflecting the independent analysis and judgment of the Department and the Commission, and that the RTC presented no new environmental issues not addressed in the Draft EIR, and approved the Final EIR for the Project and Paratransit Variant in compliance with CEQA, the CEQA Guidelines, and Chapter 31.

WHEREAS, the Department prepared the CEQA Findings, attached to this Motion as Attachment A and incorporated fully by this reference, regarding the alternatives, mitigation measures, improvement measures, and environmental impacts analyzed in the FEIR, the overriding considerations for approving the Project and Paratransit Variant, and the proposed mitigation monitoring and reporting program (“MMRP”) attached as Attachment B and incorporated fully by this reference, which includes both mitigation measures and improvement and public works standard construction measures. The Commission has reviewed the entire record, including Attachments A and B, which material was also made available to the public.

MOVED, that the Commission hereby adopts findings under the California Environmental Quality Act, including findings rejecting alternatives as infeasible and setting forth a Statement of Overriding Considerations, attached to this Motion as Attachment A, and adopts the Mitigation Monitoring and Reporting Program, attached as Attachment B, both fully incorporated into this Motion by reference, based on substantial evidence in the entire record of this proceeding.

The Department Commission Secretary is the Custodian of Records; all pertinent documents are located in the File for Case No. 2019-021884ENV, at the Planning Department, 49 South Van Ness Avenue, Suite 1400, San Francisco, California.

I hereby certify that the foregoing Motion was ADOPTED by the Commission at its regular meeting on January 11, 2024.



Jonas P. Ionin
Commission Secretary

AYES: Braun, Ruiz, Diamond, Imperial, Koppel, Moore, Tanner
NAYS: None
ABSENT: None
ADOPTED: January 11, 2024



ATTACHMENT A
Potrero Yard Modernization Project
2500 Mariposa Street
California Environmental Quality Act Findings:
Findings of Fact, Evaluation of Mitigation Measures and Alternatives,
and Statement of Overriding Considerations
SAN FRANCISCO PLANNING COMMISSION

PREAMBLE

In determining to approve the Project, which refers to either the Refined Project or the Paratransit Variant described in Section I, below, the San Francisco Planning Commission (the “Commission”) makes and adopts the following findings of fact and decisions regarding the Project description and objectives, significant impacts, significant and unavoidable impacts, mitigation measures, as well as improvement measures and Public Works Standard Construction Measures, and alternatives, and a statement of overriding considerations, based on substantial evidence in the whole record of this proceeding and pursuant to the California Environmental Quality Act, California Public Resources Code Section 21000 *et seq.* (“CEQA”), particularly Section 21081 and 21081.5, the Guidelines for Implementation of CEQA, 14 California Code of Regulations Section 15000 *et seq.* (“CEQA Guidelines”), Section 15091 through 15093, and Chapter 31 of the San Francisco Administrative Code (“Chapter 31”). The Commission adopts these findings in conjunction with the Approval Actions described in Section I(c), below, as required by CEQA, separate and apart from the Commission's certification of the Project's Final EIR, which the Commission certified prior to adopting these CEQA findings.

These findings are organized as follows:

Section I provides a description of the Project, the environmental review process for the Project, the City approval actions to be taken, and the location and custodian of the record.

Section II lists the Project's less-than-significant impacts or cumulative impacts that do not require mitigation.

Section III identifies potentially significant impacts or cumulative impacts that can be avoided or reduced to less-than-significant levels through mitigation and describes the disposition of the mitigation measures.

Section IV identifies significant Project-specific or cumulative impacts that would not be avoided or reduced to a less-than-significant level and describes any applicable mitigation measures as well as the disposition of

the mitigation measures. The Final EIR identified mitigation measures to address these impacts, but implementation of the mitigation measures will not reduce the impacts to a less-than-significant level.

Sections III and IV set forth findings as to the mitigation measures proposed in the Final EIR. The Draft Environmental Impact Report (“Draft EIR”) and the Responses to Comments document (“RTC”) together comprise the “Final EIR,” or “FEIR.” Attachment B to the Planning Commission Motion contains the Mitigation Monitoring and Reporting Program: Mitigation, Improvement and Public Works Standard Construction Measures (“MMRP”), which provides a table setting forth the full text of each mitigation measure listed in the Final Environmental Impact Report that is required to reduce a significant adverse impact.

Section V identifies the Project alternatives that were analyzed in the Final EIR and discusses the reasons for their rejection.

Section VI sets forth the Commission's Statement of Overriding Considerations pursuant to CEQA Guidelines Section 15093.

The MMRP (Attachment B) is required by CEQA Section 21081.6 and CEQA Guidelines Section 15091. The MMRP also specifies the party responsible for implementation of each mitigation measure and establishes monitoring actions and a monitoring schedule. For this project, the MMRP includes separate tables for other project requirements and design elements such as Standard Construction Measures and Improvement Measures agreed to by the project sponsor team, which consists of the San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works (public works) and the Potrero Neighborhood Collective (PNC), a private development consortium.

These findings are based upon substantial evidence in the entire record before the Commission. The references set forth in these findings to certain pages or sections of the Draft EIR or the RTC, which together comprise the Final EIR, are for ease of reference and are not intended to provide an exhaustive list of the evidence relied upon for these findings.

Section I. Procedural Background and Project Description

A. Procedural Background

In April 2021, prior to publication and circulation of the Project Draft EIR on June 30, 2021, the San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Public Works (Public Works) released a Request for Proposals (RFP) to procure and select a private development consortium to design, build, finance, and maintain the joint development for Potrero Yard. The proposed development consisted of a replacement transit facility component and a mixed-use component with residential, commercial, and childcare uses.

In October 2022, the City and County of San Francisco (City) awarded a contract to a private development consortium to enter into negotiations to refine the conceptual plans, obtain project approvals, construct the approved project, and manage the mixed-use component. During the procurement period, which ended in October 2022, the project sponsor team (SFMTA, public works, and the Potrero Neighborhood Collective (PNC)) developed a refined version of the Draft EIR Project incorporating various elements of the project variants described in the Draft EIR Project and analyzed for CEQA compliance, and presented it to the City Planning Department (Planning Department). Subsequently, the project sponsor team further refined the

proposed building design and program in response to feedback from the Planning Department's current Planning staff and through interdepartmental urban design and streetscape design review processes, resulting in the 50 Percent Schematic Design, the Refined Project. The project sponsor team also introduced a Paratransit Variant. These are described below (Project Description).

B. Project Description

A. Refined Project

The Refined Project will replace SFMTA's Potrero Trolley Coach Division Facility at 2500 Mariposa Street (Potrero Yard), in the northeast portion of San Francisco's Mission District near the South of Market and Potrero Hill neighborhoods. The Project will accommodate the expansion of the SFMTA's transit vehicle fleet, the modernization of bus maintenance, operation, and administrative services, expand and consolidate training operations at one site; and joint development uses including residential uses. The new, approximately 1,250,000 gross-square-foot, mixed-use building will occupy the 4.4-acre site and be 70 to 150 feet in height. It will contain a four-level, approximately 70-foot-tall transit facility (Transit Facility Component) plus a mix of commercial and residential uses in the remainder of the Project (Housing Component) as part of a joint development program between SFMTA and the Potrero Neighborhood Collective (PNC).

- a) **Transit Facility Component.** The Transit Facility Component will occupy the basement to fourth floor levels and include vehicular and bus circulation areas (ramps, drive aisles), mechanical rooms, bus storage locations, bus wash stations, administrative and office spaces, lockers and showers, community rooms, and outdoor open space. A limited portion of the joint development will be located within the Transit Facility Component specifically the ground floor and include residential lobbies along Hampshire and Bryant Streets and retail spaces at the corners of 17th and Hampshire Street, and 17th and Bryant Streets.
- b) **Housing Component.** The Housing Component will include the construction of a total of 513 dwelling units (117 Studios, 184 one-bedroom, 144 two-bedroom, 68 three-bedroom) along Bryant and Hampshire Streets. Along Bryant Street, the proposed housing component will run from the ground floor to the top floor and provide dwelling units that are intended for families and will be offered at a below market rate. Along Hampshire Street, the proposed housing component with the exception of a lobby at the ground floor will commence at the podium level and provide dwelling units intended for workforce and will be offered at a below market rate.
- c) **Phasing.** The Project is proposed to be constructed in three distinct phases, which may or may not overlap. The first phase will include the construction of the Transit Facility Component and is expected to last three years. According to the Project Sponsor team, construction is expected to begin in late 2024 and finish in late 2027. The second phase will include the construction of the Housing Component along Bryant St. up to the fourth level, podium level. Construction for the second phase is expected span two years and start one to two years after the start of construction on the first phase. Lastly, the third phase will construct the remaining Housing Component atop the podium level (both the remaining housing along Bryant St. and

workforce housing along Hampshire St.) and is expected to span two years and start no sooner than two years after the start of the first phase. Phases 2 and 3 may also be constructed after the completion of SFMTA's facility.

B. Paratransit Variant

In lieu of constructing a portion of the Housing Component atop of the bus facility, the bus facility will expand to include portions of one additional level at the podium for the use of SFMTA's Paratransit Division. In such a case, the proposal would still construct that portion of the Housing Component along Bryant St. for a total of 103 dwelling units and retail spaces at the corners of 17th and Hampshire Street, and 17th and Bryant Streets. The additional square footage for the bus facility would replace the western-most portion of the Housing Component and include additional building massing for administrative and operation spaces, and paratransit storage, operation, and circulation areas including a covered ramp for SFMTA's Paratransit Division.

As noted above, in the Preamble section, the Project is defined as being either the Refined Project or the Paratransit Variant.

C. Project Objectives

The project sponsor team seeks to achieve the following objectives by undertaking the Project:

Basic Objectives

1. Rebuild, expand, and modernize the SFMTA's Potrero Bus Yard by 2027 to efficiently maintain and store a growing Muni bus fleet according to the SFMTA Fleet Plan and Facilities Framework schedule.
2. Construct the first SFMTA transit facility with infrastructure for battery electric buses to facilitate Muni's transition to an all-electric fleet, in accordance with San Francisco and California policy.
3. Construct a new public asset that is resilient to earthquakes and projected climate change effects, and provides a safe, secure environment for the SFMTA's employees and assets.
4. Improve working conditions for the SFMTA's workforce of transit operators, mechanics, and front-line administrative staff through a new facility at Potrero Yard.
5. Achieve systemwide master plan priorities by consolidating two currently scattered transit support functions at Potrero Yard: (a) improve and streamline transit operator hiring by consolidating SFMTA's operator training function in a new, state-of-the-art facility; and (b) support efficient Muni operations by consolidating the Street Operations division in a modern, convenient facility.
6. Implement inclusive and transparent stakeholder engagement in designing this project and completing the CEQA process.

7. Create a development that is financially feasible, meaning that the public asset can be funded by public means and public transportation funds are used only for the bus yard component.

Additional Objectives

8. Enhance safety and reduce conflicts between transit, commercial vehicles, bicyclists, drivers, and pedestrians in the project site vicinity.
9. Improve the architectural and urban design character of the project site by replacing the existing fences and blank walls with more active, transparent street walls, to the extent feasible.
10. Maximize the reuse of the 4.4-acre site in a central, mixed-use neighborhood by creating a mixed-use development and providing dense housing and striving to maximize the number of affordable units on the site.
11. Increase the City's supply of housing by contributing to the Mayor's Public Lands for Housing goals, the San Francisco General Plan Housing Element goals, and the Association of Bay Area Governments' Regional Housing Needs Allocation for the City by optimizing the number of dwelling units, including affordable housing, particularly near transit.
12. Support transit-oriented development and promote the use of public transportation through an innovative and comprehensive transportation demand management program.
13. Ensure that joint development is able to fund its own construction and ongoing management without reliance on City subsidy other than what is originally assumed as part of the project budget while ensuring that SFMTA's transportation funds are only allocated for the transit use.
14. Demonstrate the City's leadership in sustainable development by constructing an environmentally low-impact facility intended to increase the site's resource efficiency.

D. Project Approvals

The Project requires the following approvals:

Actions by the City Planning Commission

- Recommendation of approval of a General Plan Amendment which would amend the Urban Design Element by amending Urban Design Element Map 4 ("Urban Design Guidelines for the Height of Buildings") and Urban Design Element Map 5 ("Urban Design Guidelines for the Bulk of Buildings"). Urban Design Element Map 4 would be amended to state that Lot 001 in Assessor's Block 3971 has a height designation of 89-160 feet. Urban Design Element Map 5 would be amended to modify the bulk limits at the site to accommodate the Project's massing.
- Recommendation of approval of a proposed Planning Code Amendment which would add a new Special Use District—the Potrero Yard Special Use District—to the Planning Code permitting the Project's proposed uses at the site and imposing certain development standards upon the Project.

- Recommendation of approval of a proposed Zoning Map Amendment which would amend the City Zoning Map to reflect the new Potrero Yard Special Use District.
- Approval of Conditional Use Authorization for a Planned Unit Development for the Project's Residential Uses.
- Adoption of Findings of Fact, Evaluation of Mitigation Measures and Alternatives, and Statement of Overriding Considerations under CEQA.
- Adoption of Shadow Findings that net new shadow on Franklin Square Park by the Project would not be adverse to the use of Franklin Square Park.

Actions by the City and County Board of Supervisors

- Approval of a General Plan Amendment which would amend the Urban Design Element by amending Urban Design Element Map 4 (“Urban Design Guidelines for the Height of Buildings”) and Urban Design Element Map 5 (“Urban Design Guidelines for the Bulk of Buildings”). Urban Design Element Map 4 would be amended to state that Lot 001 in Assessor's Block 3971 has a height designation of 89-160 feet. Urban Design Element Map 5 would be amended to modify the bulk limits at the site to accommodate the Project's massing.
- Approval of a proposed Planning Code Amendment which would add a new Special Use District—the Potrero Yard Special Use District—to the Planning Code permitting the Project's proposed uses at the site and imposing certain development standards upon the Project.
- Approval of a proposed Zoning Map Amendment which would amend the City Zoning Map to reflect the new Potrero Yard Special Use District.

Actions by City Public Works

- If sidewalks are used for construction staging and pedestrian walkways are constructed in the curb lanes, approval of a street space permit from the Bureau of Street Use and Mapping.
- Approval of an encroachment permit or a street improvement permit for signage and streetscape improvements.
- Approval of a new curb cut and removal of existing curb cuts.

Approvals by City Recreation and Parks Commission

- Review and comment to Planning Commission regarding shadowing of Franklin Square Park.

Approvals by City Department of Building Inspection

- Approval of demolition, grading, site/building permits, sign permits, and other ministerial approvals as needed.

E. Environmental Review

On November 20, 2019, SFMTA submitted an Environmental Evaluation Application for the Project to the Planning Department, initiating the environmental review process. The EIR process includes an opportunity for the public to review and comment on the Project's potential environmental effects and to further inform the environmental analysis.

On August 19, 2020, the Planning Department published a Notice of Preparation (NOP) of an EIR and Notice of Public Scoping Meeting (EIR Appendix A, Notice of Preparation of an Environmental Impact Report and Notice of Public Scoping Meeting, August 19, 2020), announcing its intent to solicit public comments on the scope of the environmental analysis and to prepare and distribute an EIR on the Project. The Planning Department distributed the Notice of Availability of an NOP and Notice of Public Scoping Meeting to the State Clearinghouse and relevant state and regional agencies; occupants of the site and adjacent properties; property owners within 300 feet of the project site; and other potentially interested parties, including neighborhood organizations that have requested such notice. A legal notice was published in the newspaper on Wednesday, August 19, 2020. Publication of the NOP initiated a 30-day public review and comment period that ended on September 18, 2020. Pursuant to CEQA section 21083.9 and CEQA Guidelines section 15206, the Planning Department held a public scoping meeting on September 2, 2020, to receive input on the scope of the environmental review for this Project. During the NOP review and comment period, eight comments were received. One speaker provided oral comments at the scoping meeting and seven comment letters and emails were submitted to the Planning Department. The comment letters received in response to the NOP and a copy of the transcript from the public scoping meeting are available for review at the Planning Department offices as part of Case File No. 2019-021884ENV. The Planning Department considered the comments made by the public in preparation of the Draft EIR for the project and project variants.

The Planning Department published the Draft EIR, including the Initial Study, on June 30, 2021. The Draft EIR identified a 62-day public comment period—from July 1, 2021 through August 31, 2021—to solicit public comment on the Draft EIR. A public hearing on the draft EIR was held before the San Francisco Planning Commission on August 26, 2021. Five public comments on the draft EIR were made in written form during the public comment period and four comments were made as oral testimony at the public hearing.

Additionally, there was a public hearing before the San Francisco Historic Preservation Commission on Wednesday, August 4, 2021. This hearing allowed the Historic Preservation Commissioners to provide comments on the Draft EIR, including the Initial Study, to the Planning Commission.

As described in Section I above, the Draft EIR project was refined (Refined Project) and a new variant added (Paratransit Variant) after publication of the Draft EIR. The Planning Department analyzed the Refined Project and the Paratransit Variant and determined that neither would result in the new significant environmental impacts or substantially increase the severity of the impacts presented in the Draft EIR. Nor do they add any new mitigation measures or alternatives that the project sponsor team has declined to implement.

Under section 15088.5 of the CEQA Guidelines, recirculation of an EIR is required when “significant new information” is added to the EIR after public notice is given of the availability of the Draft EIR for public review but prior to certification of the Final EIR. The term “information” can include changes in the project or environmental setting, as well as additional data or other information. New information added to an EIR is not

“significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. “Significant new information” requiring recirculation includes, for example, a disclosure showing that:

- (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
- (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project’s proponents decline to adopt it.
- (4) The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

(CEQA Guidelines, § 15088.5, subd. (a).)

Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

On December 13, 2023, the Planning Department distributed a Responses to Comments (RTC) on the Draft EIR document for review to the Planning Commission as well as to the other public agencies and commissions, non-governmental organizations including neighborhood associations, and individuals who commented on the Draft EIR. The RTC document provides a complete description of the Refined Project and Paratransit Variant, an analysis of the physical environmental impacts of each compared to the Draft EIR Project, responds to the comments made on the Draft EIR during the 62-day review period, and revises Draft EIR text based on additional information and minor errata that became available or known subsequent to Draft EIR publication.

The Commission finds that none of the changes and revisions presented in the RTC substantially affects the analysis or conclusions presented in the Draft EIR; therefore, recirculation of the Draft EIR for additional public comments is not required.

F. Content and Location of Record

The record upon which all findings and determinations related to the adoption of the Project are based include the following:

- The Final EIR, consisting of the Draft EIR, the RTC document, and all documents referenced in or relied upon by the Final EIR;
- All information (including written evidence and testimony) provided by city staff members to the Planning Commission related to the Final EIR, the Project, the project approvals and entitlements, and the alternatives set forth in the Final EIR;

- All information (including written evidence and testimony) presented to the Planning Commission, or incorporated into reports presented by the Planning Department, by the environmental consultant and subconsultants who prepared the Final EIR;
- All information (including written evidence and testimony) presented to the city from other public agencies relating to the Project or the final EIR;
- All applications, letters, testimony, and presentations provided to the city by the Department and its consultants in connection with the Project;
- All information (including written evidence and testimony) presented at any public hearing or workshop related to the Final EIR;
- The MMRP; and
- All other documents composing the record pursuant to Public Resources Code section 21167.6(e).

The public hearing transcripts and audio files, a copy of all letters regarding the Final EIR received during the public review period, the administrative record, and background documentation for the Final EIR are located at the San Francisco Planning Department, 49 South Van Ness Avenue, Suite 1400, San Francisco. The San Francisco Planning Commission Secretary is the custodian of these documents and materials.

G. Findings about Environmental Impacts and Mitigation Measures

The following Sections II, III, and IV set forth the Planning Commission's findings about the Final EIR's determinations regarding significant environmental impacts and the mitigation measures proposed to address them. These findings provide the written analysis and conclusions of the Planning Commission regarding the environmental impacts of the Project and the mitigation measures included as part of the Final EIR and adopted by the Planning Commission as part of the Project. To avoid duplication and redundancy, and because the Planning Commission agrees with, and hereby adopts, the conclusions in the Final EIR, these findings will not repeat the analysis and conclusions in the Final EIR, but instead incorporate them by reference and rely upon them as substantial evidence supporting these findings.

In making these findings, the Planning Commission has considered the opinions of the Department and other city staff members and experts, other agencies, and members of the public. The Planning Commission finds that (i) the determination of significance thresholds is a judgment decision within the discretion of the city; (ii) the significance thresholds used in the Final EIR are supported by substantial evidence in the record, including the expert opinion of the Final EIR preparers and city staff members; and (iii) the significance thresholds used in the Final EIR provide reasonable and appropriate means of assessing the significance of the adverse environmental effects of the Project. Thus, although, as a legal matter, the Planning Commission is not bound by the significance determinations in the Final EIR (see Public Resources Code section 21082.2, subdivision [e]), the Planning Commission finds them persuasive and hereby adopts them as its own.

These findings do not attempt to describe the full analysis of each environmental impact contained in the Final EIR. Instead, a full explanation of these environmental findings and conclusions can be found in the Final EIR, and these findings hereby incorporate by reference the discussion and analysis in the Final EIR supporting the determination regarding the Project's impacts and mitigation measures designed to address those impacts. In making these findings, the Planning Commission ratifies, adopts, and incorporates in these findings the determinations and conclusions of the Final EIR relating to environmental impacts and mitigation measures,

except to the extent any such determinations and conclusions are specifically and expressly modified by these findings, and relies upon them as substantial evidence supporting these findings.

As set forth below, the Planning Commission adopts and incorporates the mitigation measures for the Project set forth in the Final EIR, which are set forth in the attached MMRP, to reduce the significant and unavoidable impacts of the Project. The Planning Commission intends to adopt the mitigation measures proposed in the Final EIR that are within its jurisdiction and urges other city agencies and departments that have jurisdiction over other mitigation measures proposed in the Final EIR, and set forth in the MMRP, to adopt those mitigation measures. Accordingly, in the event a mitigation measure recommended in the Final EIR has inadvertently been omitted in these findings or the MMRP, such mitigation measure is hereby adopted and incorporated in the findings below by reference. In addition, in the event the language describing a mitigation measure set forth in these findings or the MMRP fails to accurately reflect the mitigation measures in the Final EIR due to a clerical error, the language of the policies and implementation measures as set forth in the Final EIR shall control. The impact numbers and mitigation measure numbers used in these findings reflect the information contained in the Final EIR.

These findings are based upon substantial evidence in the entire record before the Planning Commission. The references set forth in these findings to certain pages or sections of the EIR or responses to comments in the Final EIR are for ease of reference and are not intended to provide an exhaustive list of the evidence relied upon for these findings.

SECTION II. IMPACTS OF THE PROJECT FOUND TO BE LESS THAN SIGNIFICANT AND THUS NOT REQUIRING MITIGATION

Under CEQA, no mitigation measures are required for impacts that are less than significant (Public Resources Code section 21002; CEQA Guidelines sections 15126.4, subdivision [a][3], 15091). Based on the evidence in the entire record of this proceeding, the Planning Commission finds that the Project will not result in any significant impacts in the following areas and that these impact areas therefore do not require mitigation.

Cultural Resources

- CR-2: Construction of the Project would not materially alter, in an adverse manner, the physical characteristics of any off-site historical resource that justifies its inclusion in the California Register of Historical Resources.
- C-CR-1: The Project, in combination with cumulative projects, would not materially alter, in an adverse manner, the physical characteristics of historical resources that justify their eligibility for inclusion in the California Register of Historical Resources, resulting in a cumulative impact.

Transportation and Circulation

- TR-1: Construction of the Project would not require a substantially extended duration or intense activity and the secondary effects would not create potentially hazardous conditions for people walking, bicycling, or driving; or interfere with accessibility for people walking or bicycling; or substantially delay public transit.

- TR-2: Operation of the Project would not create potentially hazardous conditions for people walking, bicycling, or driving or public transit operations.
- TR-3: Operation of the Project would not interfere with accessibility of people walking or bicycling to and from the project site, and adjoining areas, or result in inadequate emergency access.
- TR-4: Operation of the Project would not substantially delay public transit.
- TR-5: Operation of the Project would not cause substantial additional VMT or substantially induce automobile travel.
- TR-6: Operation of the Project would not result in a loading deficit.
- C-TR-1: The Project, in combination with cumulative projects, would not result in significant construction-related transportation impacts.
- C-TR-2: The Project, in combination with cumulative projects, would not create potentially hazardous conditions.
- C-TR-3: The Project, in combination with cumulative projects, would not interfere with accessibility.
- C-TR-4: The Project, in combination with cumulative projects, would not substantially delay public transit.
- C-TR-5: The Project, in combination with cumulative projects, would not cause substantial additional VMT or substantially induce automobile travel.
- C-TR-6: The Project, in combination with cumulative projects, would not result in significant loading impacts.

Noise and Vibration

- C-NO-2: Construction vibration as a result of the Project, combined with construction vibration from cumulative projects in the vicinity, would not generate excessive groundborne vibration or groundborne noise levels.
- C-NO-3: Operation of the Project, combined with operation noise from cumulative projects in the vicinity, would not cause a substantial permanent increase in ambient noise levels in the Project vicinity.

Air Quality

- AQ-2: During operation, the Project would generate criteria air pollutant emissions at levels that would not result in a cumulatively considerable net increase in criteria air pollutants for which the region is in nonattainment.
- AQ-4: The Project would not conflict with implementation of the 2017 Bay Area Clean Air Plan.

- AQ-5: The Project would not create objectionable odors that would affect a substantial number of people.

Shadow

- SH-1: The Project would not create new shadow that substantially and adversely affects the use and enjoyment of publicly accessible open spaces.
- C-SH-1: The Project in combination with cumulative projects in the vicinity would not create new shadow in a manner that substantially and adversely affects the use and enjoyment of publicly accessible open spaces. The Project would not make a cumulatively considerable contribution to a significant cumulative shadow impact.

SECTION III. FINDINGS OF POTENTIALLY SIGNIFICANT IMPACTS OF THE PROJECT THAT CAN BE AVOIDED OR REDUCED TO A LESS-THAN-SIGNIFICANT LEVEL THROUGH MITIGATION

CEQA requires agencies to adopt mitigation measures that would avoid or substantially lessen a project's identified significant impacts or potential significant impacts if such measures are feasible. The findings in this Section III concern mitigation measures set forth in the EIR to mitigate the potentially significant impacts of the Project. These mitigation measures are included in the MMRP, which is included as Attachment B to the Planning Commission motion adopting these findings.

The project sponsor team has agreed to implement the mitigation measures identified below to address the potential impacts identified in the EIR. As authorized by CEQA section 21081 and CEQA Guidelines sections 15091, 15092, and 15093, based on substantial evidence in the whole record of this proceeding, the Planning Commission finds that, unless otherwise stated, the Project will be required to incorporate mitigation measures identified in the EIR into the Project to mitigate or avoid significant or potentially significant environmental impacts. These mitigation measures will reduce or avoid the potentially significant impacts described in the EIR, and the Planning Commission finds that these mitigation measures are feasible to implement and are within the responsibility and jurisdiction of the city to implement or enforce. In addition, the required mitigation measures are fully enforceable and will be included as conditions of approval for project approvals under the Project, as applicable, and also will be enforced through conditions of approval in building permits issued for the Project by the San Francisco Department of Building Inspection, as applicable. With the required mitigation measures, these Project impacts would be avoided or reduced to a less-than-significant level.

Noise and Vibration

- NO-1: Construction of the Project would generate a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards established in the San Francisco Noise Ordinance or applicable standards of other agencies.

The Planning Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measure M-NO-1 (Construction Noise Control) would reduce this impact to a less-than-significant level.

- NO-2: Construction of the Project would generate excessive groundborne vibration or groundborne noise levels.

The Planning Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measure M-NO-2 (Vibration-Sensitive Equipment at 2601 Mariposa Street (KQED Building)) would reduce this impact to a less-than-significant level.

- NO-3: Operation of the Project would generate a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, or applicable standards of other agencies.

The Planning Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measure M-NO-3 (Fixed Mechanical Equipment Noise Control for Building Operations) would reduce this impact to a less-than-significant level.

- C-NO-1: Construction noise as a result of the Project, combined with construction noise from cumulative projects in the vicinity, would cause a substantial temporary increase in ambient noise levels.

The Planning Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measure M-NO-1 (Construction Noise Control) would reduce this impact to a less-than-significant level.

Air Quality

- AQ-1: During construction, the Project would not generate significant fugitive dust emissions, but would generate criteria air pollutant emissions at levels which would result in a cumulatively considerable net increase in criteria air pollutants for which the region is in nonattainment.

The Planning Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measure M-AQ-1 (Off-Road Construction Equipment Emissions Minimization) would reduce this impact to a less-than-significant level.

Wind

- WI-1: The Project would create wind hazards in publicly accessible areas of substantial pedestrian use in the vicinity of the project site.

The Planning Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measure M-WI-1 (Design Measures to Reduce Project-Specific Wind Impacts) would reduce this impact to a less-than-significant level.

- C-WI-1: The Project, in combination with cumulative projects, would not alter wind in a manner that would make a cumulatively considerable contribution to a significant cumulative wind impact.

The Planning Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measure M-WI-1 (Design Measures to Reduce Project-Specific Wind Impacts) would reduce this impact to a less-than-significant level.

Tribal Cultural Resources

- TCR-1: Construction of the Project could cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code section 21074.

The Planning Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measure M-TCR-1 (Tribal Cultural Resources Preservation and/or Interpretive Program) would reduce this impact to a less-than-significant level.

- C-TCR-1: The Project, in combination with cumulative projects in the vicinity, would not result in significant cumulative tribal cultural resources impacts.

The Planning Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measure M-TCR-1 (Tribal Cultural Resources Preservation and/or Interpretive Program) would reduce this impact to a less-than-significant level.

Geology and Soils

- GE-6: The Project could directly or indirectly destroy a unique paleontological resource or site.

The Planning Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measure M-GE-6a (Inadvertent Discovery of Paleontological Resources) would reduce this impact to a less-than-significant level.

SECTION IV. SIGNIFICANT IMPACTS OF THE PROJECT THAT CANNOT BE AVOIDED OR REDUCED TO A LESS-THAN-SIGNIFICANT LEVEL

Based on substantial evidence in the whole record of these proceedings, the Planning Commission finds that there are significant Project-specific and cumulative impacts that would not be eliminated or reduced to an insignificant level by the mitigation measures listed in the MMRP. The Final EIR identifies significant impacts in two significant impact topic areas—Cultural Resources and Air Quality—that would remain significant and unavoidable, even with implementation of mitigation measures; those impacts topics and the mitigation measures that reduce the impacts, although not to a less-than-significant level, are listed below.

The Planning Commission further finds based on the analysis contained within the Final EIR, other considerations in the record, and the significance criteria identified in the Final EIR, that feasible mitigation measures are not available to reduce the significant Project impacts to less-than-significant levels, and thus those impacts remain significant and unavoidable. The Planning Commission also finds that, although measures were considered in the Final EIR that could reduce some significant impacts, certain measures, as described below, are infeasible for reasons set forth below; therefore, those impacts remain significant and unavoidable or potentially significant and unavoidable.

The following significant impacts on the environment, as reflected in the Final EIR, are unavoidable. But, as more fully explained in Section VII, below, under Public Resources Code section 21081(a)(3) and (b) and CEQA Guidelines sections 15091(a)(3), 15092(b)(2)(B), and 15093, the Planning Commission finds that these impacts are acceptable in light of the legal, environmental, economic, social, technological and other benefits of the Project. This finding is supported by substantial evidence in the record of this proceeding.

A. Impacts That Remain Significant and Unavoidable After Implementation of Mitigation Measures

Cultural Resources

- CR-1: The Project would cause a substantial adverse change in the significance of a historical resource as defined in section 15064.5 of the CEQA Guidelines.

The Project would demolish the entire bus yard and building and redevelop the whole site with an approximately 1,250,000-gross-square-foot building that rises between 70 to 150 feet in height, including a partial basement level. The demolition under the Project would eliminate all the character-defining features that contribute to and convey the historic and architectural significance of the project site as a post-Earthquake reinforced concrete car barn designed by master Michael M. O'Shaughnessy.

For these reasons, the Project would materially alter the physical characteristics of the Potrero Trolley Coach Division Facility that convey its historic significance and that justify its inclusion in the California Register. As such, the Project would cause a substantial adverse impact on the Potrero Trolley Coach Division Facility, a historical resource, and this would be a significant impact.

Mitigation measures M-CR-1a (Documentation of Historical Resource), M-CR-1b (Salvage Plan), M-CR-1c (Interpretation of the Historical Resource), and M-CR-1d (Oral Histories) would document and present the complex history of the site and subject building. These mitigation measures would reduce the cultural resource impact but not to a less-than-significant level. The impact is significant and unavoidable with mitigation. Because identified mitigation measures M-CR-1a, M-CR-1b, M-CR-1c and M-CR-1d would not reduce the impact to a less-than-significant level, a full and a partial preservation alternatives to the Project have been identified.

Air Quality

- AQ-3: Construction and operation of the Project would generate toxic air contaminants, including diesel particulate matter, at levels which would expose sensitive receptors to substantial pollutant concentrations.

Construction of the Project would generate the following local air pollutants of concern: running exhaust DPM and PM2.5 from off-road equipment and on-road trucks, fugitive PM2.5 dust from on-road truck tire wear, brake wear, and resuspension of entrained roadway dust. Operation of the Project would also generate the following local air pollutants of concern: running exhaust DPM, PM2.5, and/or TOG from on-road vehicles and emergency diesel generators, and fugitive PM2.5 dust from on-road vehicle tire wear, brake wear, and resuspension of entrained roadway dust. The emissions of DPM, PM2.5, and TOG during Project construction and operation could pose a health risk to nearby

sensitive receptors.

As explained in the Final EIR, with implementation of Mitigation Measures M-AQ-1 (Off-Road Construction Equipment Emissions Minimization) and M-AQ-3 (Emergency Diesel Generator Health Risk) the excess cancer health risk exposure would be reduced to just below the threshold of significance of 7.0 in a million (i.e., 6.87 in a million overall with 6.22 in a million attributable to off-road construction equipment after mitigation). The 38.5 percent reduction to the overall cancer risk at the maximally exposed individual resident attributable to Mitigation Measure M-AQ-1 would not be assured because of potential increases to the off-road construction equipment roster and intensity of average daily use. As a result, the efficacy of the combination of Mitigation Measures M-AQ-1 and M-AQ-3 would also not be assured. Although a reasonable worst-case construction scenario for the construction air quality emissions modeling was employed and long-term operational benefits associated with the Project's TDM program were not calculated, construction and operation of the Project could result in a substantial increase in the exposure of sensitive receptors to DPM, TOG, and PM_{2.5} and the impact on local air quality is determined to be significant. No additional mitigation measures have been identified and therefore this impact is significant and unavoidable with mitigation.

C-AQ-1: The Project, in combination with cumulative projects in the vicinity, would contribute considerably to cumulative health risk impacts on sensitive receptors. As discussed in the Final EIR, cumulative projects within 1,000 feet of the offsite maximally exposed individual resident are not expected to substantially increase the existing background health risks at the maximally exposed individual resident. However, as discussed under Impact AQ-3, the Project would result in a substantial increase in the existing background health risks at the maximally exposed individual resident. Even with Mitigation Measures M-AQ-1 and M-AQ-3 required as conditions of approval for the Project, construction and/or operation of the Project would result in a substantial increase in the exposure of sensitive receptors to DPM, TOG, and PM_{2.5} and the Project's contribution to cumulatively significant health risk impacts would be significant and unavoidable with mitigation.

SECTION V. Evaluation of Project Alternatives

This section describes the EIR alternatives and the reasons for rejecting the alternatives as infeasible. CEQA mandates that an EIR evaluate a reasonable range of alternatives to the Project or the project location that would feasibly attain most of the project's basic objectives, but that would avoid or substantially lessen any identified significant adverse environmental effects of the project. An EIR is not required to consider every conceivable alternative to a Project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. CEQA requires that every EIR also evaluate a "no project" alternative. Alternatives provide a basis of comparison to the Project in terms of their significant impacts and their ability to meet project objectives. This comparative analysis is used to consider reasonable, potentially feasible options for minimizing environmental consequences of the Project.

A. Alternatives Analyzed in the Final EIR

The Department considered a range of alternatives in draft EIR Chapter 5, Alternatives. The Final EIR analyzed the Project compared to four CEQA alternatives:

- Alternative A (No Project Alternative)
- Alternative B (Full Preservation Alternative)
- Alternative C (Partial Preservation Alternative)
- Alternative D (Transit Facility Plus Commercial Only Alternative)

B. Evaluation of Project Alternatives

CEQA provides that alternatives analyzed in an EIR may be rejected if “specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible ... the project alternatives identified in the EIR” (CEQA Guidelines section 15091[a][3]). The Planning Commission has reviewed each of the alternatives to the Project as described in the Final EIR that would reduce or avoid the impacts of the Project and finds that there is substantial evidence of specific economic, legal, social, technological, and other considerations that make these alternatives infeasible, for the reasons set forth below.

In making these determinations, the Planning Commission is aware that CEQA defines “feasibility” to mean “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors.” The Planning Commission is also aware that under CEQA case law, the concept of “feasibility” encompasses (i) the question of whether a particular alternative promotes the underlying goals and objectives of a project, and (ii) the question of whether an alternative is “desirable” from a policy standpoint to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors.

The following Project alternatives and Project were fully considered and compared in the Final EIR.

- **Alternative A (No Project Alternative):** Under Alternative A, existing land use controls on the Project site would continue to govern site development and the existing site would continue to function as a transit facility, which would not constitute a change from existing conditions. Under Alternative A, the existing maintenance and operations building would be retained in its current configuration, including its flat roof (parking deck) and second-story additions constructed in 1924 along Mariposa and Hampshire streets for offices and maintenance shops, respectively. The overall height and massing (approximately 45-foot height at Mariposa and Hampshire streets) would be preserved. The paved bus storage yard on the western portion of the site with access from Mariposa Street would also be retained in its current condition.

If Alternative A were to proceed, no changes would be implemented, and none of the impacts associated with the Project, as described in the Final EIR, would occur. With no change to existing site conditions under the no Project alternative, land use activity on the Project site would not contribute to significant cumulative impacts beyond existing levels.

Alternative A is hereby rejected as infeasible. Although it would eliminate the significant and unavoidable impacts to cultural resources and air quality, it would fail to meet the basic objectives of

the Project. In particular, Alternative A would fail to: (i) rebuild, expand, and modernize the SFMTA's Potrero Bus Yard by 2027 to efficiently maintain and store a growing Muni bus fleet according to the SFMTA Fleet Plan and Facilities Framework schedule; (ii) construct the first SFMTA transit facility with infrastructure for battery electric buses to facilitate Muni's transition to an all-electric fleet, in accordance with San Francisco and California policy; (iii) construct a new public asset that is resilient to earthquakes and projected climate change effects, and provides a safe, secure environment for the SFMTA's employees and assets; (iv) improve working conditions of SFMTA's workforce of transit operators, mechanics, and front-line administrative staff through a new facility at Potrero Yard; (v) achieve systemwide master plan priorities by consolidating scattered transit support functions at Potrero Yard; or (vi) create a development that is financially feasible in that the public asset can be funded by public means and public transportation funds are used only for the bus yard component.

- **Alternative B (Full Preservation Alternative):** The two preservation alternatives are the culmination of a screening process that considered various site plans, building retention programs, building heights, views of the character-defining features, and feedback from the City Historic Preservation Commission. Under the Full Preservation Alternative, the existing, approximately 45-foot-tall, office wing along Mariposa Street would be retained and the remainder of the maintenance and operations building would be demolished, including the shops wing along Hampshire Street north of the office wing. The replacement transit facility would cover the remainder of the site, including the bus yard on the west portion of the site.

Under Alternative B, the building's three transit levels would rise to a height of 75 feet, with multi-family residential floors above rising to 150 feet (inclusive of the 75-foot-tall transit facility podium). The office wing would be retained and preserved in its entirety with no new construction built on top of it. The shops wing along Hampshire Street would be demolished; however, new construction would feature setbacks that reference the wing's original form and massing. Under this alternative, residential uses within the new transit facility would be developed along Mariposa and Bryant streets, and on floors above the new transit facility podium. However, the footprint for residential development would be limited under Alternative B due to the retention of the office wing, the transit facility podium setbacks from the retained office wing, and the residential floor setbacks from the transit facility podium. Ground-floor commercial uses would be developed along Bryant Street. Most of the character-defining features of the historical resource would be retained and reused.

Overall, Alternative B would have approximately 176,000 fewer gross square feet of space compared to the Refined Project and about 53,000 more gross square feet of space than the Paratransit Variant. Compared to the Project (both the Refined Project and the Paratransit Variant), the replacement transit facility would be reduced in size by approximately 122,000 gross square feet—from approximately 700,000 to 578,000 gross square feet.

Alternative B is hereby rejected as infeasible because it would fail to meet the basic objectives of the Project. In particular, Alternative B would not fully satisfy the Project's basic objectives to: (i) rebuild, expand, and modernize the SFMTA's Potrero Bus Yard by 2027 to efficiently maintain and store a growing Muni bus fleet according to the SFMTA Fleet Plan and Facilities Framework schedule; (ii) construct the first SFMTA transit facility with infrastructure for battery electric buses to facilitate Muni's

transition to an all-electric fleet, in accordance with San Francisco and California policy; and (iii) achieve systemwide master plan priorities by consolidating scattered transit support functions at Potrero Yard. Reductions to the transit facility under Alternative B could result in less space for operator training, operator and administration areas, transit street operations, and electric bus battery infrastructure, as well as displacement of maintenance bays and bus parking, limiting SFMTA's ability to meet the fleet plan mix, and loss of non-revenue vehicle parking spaces, limiting SFMTA's ability to consolidate transit street operations and other functions at Potrero Yard.

- **Alternative C (Partial Preservation Alternative):** Under the Partial Preservation Alternative, the office wing along Mariposa and Hampshire streets on the southeast portion of the site would be retained and reused. The remainder of the building would be demolished, including the shops wing along Hampshire Street north of the office wing. New construction (i.e., the three-level transit facility, with residential and ground-floor commercial uses plus residential uses atop the transit facility podium) would cover the remainder of the site as it does in Alternative B.

Similar to the Project, the building's three transit levels would rise to a height of 75 feet, with multi-family residential floors above rising to 150 feet (inclusive of the 75-foot-tall transit facility podium). The office wing would be retained and preserved in its entirety, with no new construction built on top of it. The remainder of the building would be demolished but the new building would feature some setbacks and notches to differentiate the new construction from the retained office wing. Residential uses within the new transit facility under this alternative would be developed along Mariposa and Bryant streets and on floors above the transit facility podium. However, the footprint for residential development would be limited under Alternative C due to the retention of the office wing and the residential floor setbacks from the transit facility podium and retained office wing. Ground-floor commercial uses would be developed along Bryant Street as under the Project. Most of the character-defining features of the historical resource would be retained and reused, although to a lesser degree than in Alternative B. A portion of the existing structure would be retained; however, spatial relationships with the site and environment would be altered to a greater extent in Alternative C as compared to Alternative B.

Overall, Alternative C would have approximately 166,000 fewer gross square feet of space compared to the Refined Project and 63,000 more gross square feet of space than the Paratransit Variant. Compared to the Project (Refined Project and Paratransit Variant), the replacement transit facility would be reduced in size by 103,000 gross square feet—from approximately 700,000 to 597,000 gross square feet. Although the interior of the retained office wing of the maintenance and operations building would be renovated to serve the SFMTA's programmatic needs, reductions to the SFMTA program could result in similar land use program reductions as with the Full Preservation Alternative.

Alternative C is hereby rejected as infeasible because it would fail to meet the basic objectives of the Project. In particular, like Alternative B, Alternative C would not fully satisfy the Project's basic objectives to: (i) rebuild, expand, and modernize the SFMTA's Potrero Bus Yard by 2027 to efficiently maintain and store a growing Muni bus fleet according to the SFMTA Fleet Plan and Facilities Framework schedule; (ii) construct the first SFMTA transit facility with infrastructure for battery electric buses to facilitate Muni's transition to an all-electric fleet, in accordance with San Francisco and California policy; and (iii) achieve systemwide master plan priorities by consolidating scattered transit

support functions at Potrero Yard. Reductions to the transit facility under Alternative C could result in less space for operator training, operator and administration areas, transit street operations, and electric bus battery infrastructure, as well as displacement of maintenance bays and bus parking, limiting SFMTA's ability to meet the fleet plan mix, and loss of non-revenue vehicle parking spaces, limiting SFMTA's ability to consolidate transit street operations and other functions at Potrero Yard.

- **Alternative D (Transit Facility Plus Commercial Only Alternative):** Under the Transit Facility Plus Commercial Only Alternative, the 4.4-acre site would be redeveloped to provide a modern transit facility with commercial uses in a 75-foot-tall structure with three transit levels. However, Alternative D, unlike the Project, would not include residential uses within the transit facility (along Mariposa and Bryant streets) or proposed residential development atop the transit facility podium. All joint development space within the transit facility would be repurposed for SFMTA maintenance and circulation space, electric bus battery infrastructure, and staff amenities with the exception of ground-floor commercial space. The approximately 3,000 gross square feet of ground-floor commercial uses under the Project (Refined Project and Paratransit Variant) would be approximately 30,000 gross square feet less than under Alternative D, which would include 33,000 gross square feet of commercial uses along Bryant Street.

Streetscape improvements would be limited to a loading facility on Bryant Street for commercial use, and the off-street loading at the basement level would be dedicated to the SFMTA. There would be no passenger loading space on Hampshire or Bryant streets north of Mariposa Street; thus, fewer parking spaces adjacent to the project site would be lost compared to Project (Refined Project and Paratransit Variant) . Alternative D would require 107,000 cubic yards more excavation than the Project (Refined Project and Paratransit Variant) for the foundation and structural work and the below-grade basement. However, due to the smaller construction program for the transit facility and commercial space only, Alternative D could be constructed in 2.5 to 3 years, less than the approximately four years expected for the Project (Refined Project and Paratransit Variant)..

Alternative D is hereby rejected as infeasible. Overall, Alternative D would meet fewer of the additional project objectives than Alternatives B or C because there would be no residential component to the joint development. Without the residential component, the Alternative D project would deliver zero housing units and would fail to maximize reuse of a site located in a central, mixed-use neighborhood by creating a mixed-use development and providing dense housing and striving to maximize the number of affordable units on the site.

SECTION VI. STATEMENT OF OVERRIDING CONSIDERATIONS

The Planning Commission finds that, notwithstanding the imposition of all feasible mitigation measures, a total of three significant impacts related to cultural resources and air quality would remain significant and unavoidable with mitigation, as described in more detail above.

Pursuant to CEQA section 21081 and CEQA Guidelines section 15093, the Planning Commission hereby finds, after consideration of the Final EIR and the evidence in the record, that each of the specific overriding economic, legal, social, technological, and other benefits of the Project – including, as noted above, either the Refined Project or the Paratransit Variant – independently and collectively outweighs these significant and unavoidable impacts and is an overriding consideration warranting approval of the Project, as further

discussed below. Any one of the reasons for approval cited below is sufficient to justify approval of the Project. Thus, even if a court were to conclude that not every reason is supported by substantial evidence, the Planning Commission will stand by its determination that each individual reason is sufficient. The substantial evidence supporting the various benefits can be found below, and in the record of proceedings.

On the basis of the above findings and the substantial evidence in the whole record of this proceeding, the Planning Commission specifically finds that there are significant benefits of the Project to support approval of the Project in spite of the unavoidable significant impacts, and therefore makes this statement of overriding considerations. The Planning Commission further finds that, as part of the process of obtaining Project approvals, significant effects on the environment from implementation of the Project have been eliminated or substantially lessened, where feasible. All mitigation measures and improvement measures identified in the Final EIR and MMRP are adopted as part of the Approval Actions described in Section I, above.

Furthermore, the Planning Commission has determined that any remaining significant effects on the environment found to be unavoidable are acceptable due to the following specific overriding economic, technological, legal, social, and other considerations. The Project would meet all of the objectives, as described in the Draft EIR.

The Project would have the following benefits:

- The Project would advance SFMTA's Building Progress Program, which has a goal of repairing, renovating, and modernizing SFMTA's aging facilities and facilitating improvement of the overall transportation service delivery system in the City.
- The Project would replace an aging facility a new multilevel bus facility that will not only improve maintenance and storage capabilities, but also contribute to a greener, more sustainable, and reliable transportation system for the City.
- The Project would ensure resiliency to climate change and natural disasters and improve transit service by reducing vehicle breakdowns, increasing on-time performance, and reducing passenger overcrowding. Relatedly, the Project will provide a safer, more secure environment for SFMTA's employees and physical assets.
- The Project would directly address and support the City's housing goals—memorialized in its General Plan Housing Element and the Mayor's Public Lands for Housing Goals—by constructing a range of new housing units (up to 513) on the site.
- The Project would enhance safety and reduce conflicts between transit, commercial vehicles, bicyclists, drivers, and pedestrians in the project site vicinity.
- The Project would support transit-oriented development and promote the use of public transportation through an innovative and comprehensive transportation demand management program.
- The Project would demonstrate the City's leadership in sustainable development by constructing an environmentally low-impact facility intended to increase the site's resource efficiency.

Having considered the above, and in light of evidence contained in the FEIR and in the record, the Planning Commission finds that the benefits of the Project outweigh the unavoidable adverse environmental effects identified in the FEIR and/or Initial Study, and that those adverse environmental effects are therefore acceptable.

**ATTACHMENT B – AGREEMENT TO IMPLEMENT MITIGATION MONITORING AND REPORTING PROGRAM:
MITIGATION, IMPROVEMENT AND PUBLIC WORKS STANDARD CONSTRUCTION MEASURES (MMRP) and
MMRP**

Attachment B

MITIGATION MONITORING AND REPORTING PROGRAM: MITIGATION, IMPROVEMENT & PUBLIC WORKS STANDARD CONSTRUCTION MEASURES

<i>Record No.:</i>	Case No. 2019-021884ENV	<i>Block/Lot:</i>	3971/001
<i>Project Title:</i>	SFMTA Potrero Yard Modernization Project	<i>Lot Size:</i>	4.4 acres
<i>BPA Nos:</i>	Submittal pending	<i>Project Sponsor:</i>	Chris Lazaro, SFMTA, (415) 549-6572
<i>Zoning:</i>	Public (P) Use District 65-X Height and Bulk District	<i>Lead Agency:</i>	San Francisco Planning Department
		<i>Staff Contact:</i>	Jennifer McKellar, Planning – (628) 652-7563

Tables 1 and 3 below indicate when compliance with each mitigation and improvement measure must occur. Some mitigation and improvement measures span multiple phases. Substantive descriptions of each mitigation measure’s requirements are provided on the following pages in the Mitigation Monitoring and Reporting Program. The San Francisco Municipal Transportation Agency (SFMTA) is the project sponsor and property owner of the project site at 2500 Mariposa Street (Potrero Yard). Together the SFMTA and a private project co-sponsor (developer) are referenced below as the project sponsor team. In addition, pursuant to the May 11, 2023, memorandum regarding Public Works’ Authority for project delivery of the Potrero Yard Project and the May 31, 2020, attachment referenced therein, San Francisco Public Works assumes responsibility for environmental compliance, including applicable Standard Construction Measures in Tables 2 and 6 below.

Period of Compliance

Table 1: Adopted Mitigation Measure	Prior to the start of Construction*	During Construction**	Post-Construction or Operational	Compliance with MM completed?
Mitigation Measure M-CR-1a: Documentation of Historical Resource	X			
Mitigation Measure M-CR-1b: Salvage Plan	X			
Mitigation Measure M-CR-1c: Interpretation of the Historical Resource	X			
Mitigation Measure M-CR-1d: Oral Histories	X			
Mitigation Measure M-TCR-1: Tribal Cultural Resources Preservation and/or Interpretive Program	X	X	X	
Mitigation Measure M-NO-1: Construction Noise Control	X	X		
Mitigation Measure M-NO-2: Vibration-Sensitive Equipment at 2601 Mariposa Street (KQED Building)	X	X		
Mitigation Measure NO-3: Fixed Mechanical Equipment Noise Control for Building Operations	X		X	

Mitigation Measure M-AQ-1: Off-Road Construction Equipment Emissions Minimization	X	X		
Mitigation Measure M-AQ-3: Emergency Diesel Generator Health Risk Reduction Plan	X		X	
Mitigation Measure M-WI-1: Design Measures to Reduce Project-Specific Wind Impacts	X			
Mitigation Measure M-GE-6a: Inadvertent Discovery of Paleontological Resources	X	X		
Mitigation Measure M-GE-6b: Preconstruction Paleontological Evaluation for Class 3 (Moderate) Paleontological Sensitivity Sediments during Construction	X	X		

*Prior to any ground disturbing activities at the project site.

**Construction is broadly defined to include any physical activities associated with construction of a development project including, but not limited to: site preparation, clearing, demolition, excavation, shoring, foundation installation, and building construction.

Period of Compliance

Table 2: Adopted Public Works Standard Construction Measure	Prior to the start of Construction*	During Construction**	Post-Construction or Operational	Compliance with SCM completed?
SCM #1: SEISMIC AND GEOTECHNICAL STUDIES	X	X		
SCM #2: AIR QUALITY	X	X		
SCM #3: WATER QUALITY	X	X		
SCM #4: TRAFFIC	X	X		
SCM #5: NOISE	X	X		
SCM #6: HAZARDOUS MATERIALS	X	X		
SCM #7: BIOLOGICAL RESOURCES	X	X		
SCM #8: VISUAL AND AESTHETIC CONSIDERATIONS, PROJECT SITE	X	X		
SCM #9: CULTURAL RESOURCES	X	X		

*Prior to any ground disturbing activities at the project site.

**Construction is broadly defined to include any physical activities associated with construction of a development project including, but not limited to: site preparation, clearing, demolition, excavation, shoring, foundation installation, and building construction.

(Continues on next page)


Period of Compliance


Table 3: Adopted Improvement Measure	Prior to the start of Construction*	During Construction**	Post-Construction or Operational	Compliance with Improvement Measure completed?
Improvement Measure I-TR-A: Construction Management Plan – Additional Measures	X	X		
Improvement Measure I-TR-B: Driveway and Loading Operations Plan (DLOP)			X	

*Prior to any ground disturbing activities at the project site.

**Construction is broadly defined to include any physical activities associated with construction of a development project including, but not limited to: site preparation, clearing, demolition, excavation, shoring, foundation installation, and building construction.

Signatures:

 I agree to implement the attached mitigation measure(s) and standard construction measures as described herein as conditions of project approval.



Private Project Co-Sponsor (Developer)

December 22, 2023

Date

Note to project sponsor team: Please contact CPC.EnvironmentalMonitoring@sfgov.org to begin the environmental monitoring process prior to the submittal of your building permits to the San Francisco Department Building Inspection.

(Continues on next page)

MITIGATION MONITORING AND REPORTING PROGRAM

Table 4: MITIGATION MEASURES FOR THE POTRERO YARD MODERNIZATION PROJECT

MONITORING AND REPORTING PROGRAM ¹				
Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
MITIGATION MEASURES AGREED TO BY PROJECT SPONSOR TEAM				
HISTORIC ARCHITECTURAL/CULTURAL RESOURCES				
Mitigation Measure M-CR-1a: Documentation of Historical Resource (HRER Part II, Mitigation Measure 1)				
<p>Prior to issuance of a demolition permit, the project sponsor team shall undertake Historic American Building/Historic American Landscape Survey-like (HABS/HALS-like) documentation of the building features. The documentation shall be undertaken by a professional who meets the Secretary of the Interior’s Professional Qualifications Standards for Architectural History, History, or Architecture (as appropriate) to prepare written and photographic documentation of the Potrero Trolley Coach Division Facility. The specific scope of the documentation shall be reviewed and approved by the Planning Department but shall include the following elements:</p> <p>Measured Drawings – A set of measured drawings shall be prepared that depict the existing size, scale, and dimension of the historic resource. Planning Department staff will accept the original architectural drawings or an as-built set of architectural drawings (e.g., plans, sections, elevations). Planning Department staff will assist the consultant in determining the appropriate level of measured drawings.</p> <p>Historic American Buildings/Historic American Landscape Survey-Level Photographs – Either Historic American Buildings/Historic American Landscape Survey (HABS/HALS) standard large-format or digital photography shall be used. The scope of the digital photographs shall be reviewed by Planning Department staff for concurrence, and all digital photography shall be conducted according to the latest National Park Service (NPS) standards. The</p>	<p>Project Sponsor Team and qualified consultant, at the direction of the ERO</p>	<p>Prior to issuance of excavation permit or commencement of construction</p>	<p>Planning Department preservation staff shall review and approve the documentation package</p>	<p>Considered complete upon completion of the Planning Department approved documentation provided to the repositories in their preferred format and the print-on-demand booklet is made available to the public, upon request</p>

MONITORING AND REPORTING PROGRAM¹

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>photography shall be undertaken by a qualified professional with demonstrated experience in HABS/HALS photography. Photograph views for the data set shall include contextual views; views of each side of the building and interior views, including any original interior features, where possible; oblique views of the building; and detail views of character-defining features. All views shall be referenced on a photographic key. This photographic key shall be on a map of the property and shall show the photograph number with an arrow to indicate the direction of the view. Historic photographs shall also be collected, reproduced, and included in the data set.</p> <p>HABS/HALS Historical Report – A written historical narrative and report shall be provided in accordance with the HABS/HALS Historical Report Guidelines. The written history shall follow an outline format that begins with a statement of significance supported by the development of the architectural and historical context in which the structure was built and subsequently evolved. The report shall also include architectural description and bibliographic information.</p> <p>Video Recordation (HRER Part II, Mitigation Measure 3) – Video recordation shall be undertaken before demolition or site permits are issued. The project sponsor team shall undertake video documentation of the affected historical resource and its setting. The documentation shall be conducted by a professional videographer, one with experience recording architectural resources. The documentation shall be narrated by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate) set forth by the Secretary of the Interior’s Professional Qualification Standards (36 Code of Federal Regulations Part 61). The documentation shall include as much information as possible—using visuals in combination with narration—about the materials, construction methods, current condition, historic use, and historic context of the historical resource. This mitigation measure would supplement the</p>				

MONITORING AND REPORTING PROGRAM¹

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>traditional HABS/HALS documentation, and would enhance the collection of reference materials that would be available to the public and inform future research.</p> <p>Softcover Book – A Print-on-Demand softcover book shall be produced that includes the content from the historical report, historical photographs, HABS/HALS photography, measured drawings, and field notes. The Print-on-Demand book shall be made available to the public for distribution. The project sponsor team shall transmit such documentation to the History Room of the San Francisco Public Library, San Francisco Architectural Heritage, the Planning Department, and the Northwest Information Center. The HABS/HALS documentation scope will determine the requested documentation type for each facility, and the project sponsor team will conduct outreach to identify other interested groups. All documentation will be reviewed and approved by the Planning Department’s staff before any demolition or site permit is granted for the affected historical resource.</p>				
<p>Mitigation Measure M-CR-1b: Salvage Plan (HRER Part II, Mitigation Measure 2)</p>				
<p>Prior to any demolition that would remove character-defining features, the project sponsor team shall consult with the planning department as to whether any such features may be salvaged, in whole or in part, during demolition/alteration. The project sponsor team shall make a good faith effort to salvage materials of historical interest to be utilized as part of the interpretative program.</p>	<p>Project Sponsor Team/qualified preservation consultant at the direction of the ERO</p>	<p>Prior to issuance of construction permits</p>	<p>Planning Department</p>	<p>Considered complete after salvage occur and interpretive program is complete</p>
<p>Mitigation Measure M-CR-1c: Interpretation of the Historical Resource (HRER Part II, Mitigation Measure 4)</p>				
<p>The project sponsor team shall facilitate the development of an interpretive program focused on the history of the project site. The interpretive program should be developed and implemented by a qualified professional with demonstrated experience in displaying information and graphics to the public in a visually interesting</p>	<p>Project Sponsor Team, construction contractors, and qualified consultant, at the</p>	<p>Prior to issuance of excavation permit or commencement of construction</p>	<p>Planning Department preservation staff shall review and approve the interpretive program plan</p>	<p>Considered complete upon the Planning Department’s approval and the Project Sponsor Team’s implementation of the interpretive program plan</p>

MONITORING AND REPORTING PROGRAM¹

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>manner, such as a museum or exhibit curator. This program shall be initially outlined in a proposal for an interpretive plan subject to review and approval by Planning Department staff. The proposal shall include the proposed format and the publicly-accessible location of the interpretive content, as well as high-quality graphics and written narratives. The proposal prepared by the qualified consultant describing the general parameters of the interpretive program shall be approved by Planning Department staff prior to issuance of the architectural addendum to the site permit. The detailed content, media, and other characteristics of such an interpretive program shall be approved by Planning Department staff prior to issuance of a Temporary Certificate of Occupancy.</p> <p>The interpretative program shall include but not be limited to the installation of permanent on-site interpretive displays or screens in publicly accessible locations. Historical photographs, including some of the large-format photographs required by Mitigation Measure M-CR-1a, may be used to illustrate the site’s history. The oral history program required by Mitigation Measure M-CR-1d will also inform the interpretative program.</p> <p>The primary goal is to educate visitors and future residents about the property’s historical themes, associations, and lost contributing features within broader historical, social, and physical landscape contexts. These themes would include but not be limited to the subject property’s historic significance for its association with the earliest years of San Francisco’s Municipal Railway, the United States’ first publicly owned street railway and for its distinctive characteristics as a car barn, for its post-Earthquake period of construction, and as the work of master Michael M. O’Shaughnessy.</p>	<p>direction of the ERO</p>			
<p>Mitigation Measure M-CR-1d: Oral Histories (HRER Part II, Mitigation Measure 5)</p>				

MONITORING AND REPORTING PROGRAM¹

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>The project sponsor team shall undertake an oral history project on the resource that may include interviews of people such as former SFMTA employees, or other community members who may offer informative historic perspectives on the history and significance of the resource. The project shall be conducted by a professional historian in conformance with the Oral History Association’s Principles and Best Practices (https://www.oralhistory.org/principles-and-best-practices-revised-2018/). In addition to transcripts of the interviews, the oral history project shall include a narrative project summary report containing an introduction to the project, a methodology description, and brief summaries of each conducted interview. Copies of the completed oral history project shall be submitted to the San Francisco Public Library, Planning Department, and other interested historical institutions. The oral history project shall also be incorporated into the interpretative program.</p>	<p>Project Sponsor Team and qualified consultant, at the direction of the ERO</p>	<p>Prior to issuance of excavation permit or commencement of construction</p>	<p>Planning Department preservation staff shall review and approve the documentation package</p>	<p>Considered complete upon the Planning Department’s approval and the Project Sponsor Team’s implementation of the interpretive program plan</p>
<p>Mitigation Measure M-TCR-1: Tribal Cultural Resources Preservation and/or Interpretive Program</p>				
<p>During ground-disturbing activities that encounter archeological resources, if the Environmental Review Officer (ERO) determines that a significant archeological resource is present, and if in consultation with the affiliated Native American tribal representatives, the ERO determines that the resource constitutes a tribal cultural resource (TCR) and that the resource could be adversely affected by the proposed project, the proposed project shall be redesigned so as to avoid any adverse effect on the significant tribal cultural resource, if feasible.</p> <p>If the ERO, in consultation with the project sponsor, determines that preservation-in-place of the TCR would be both feasible and effective, then the archeological consultant shall prepare an archeological resource preservation plan (ARPP). Implementation of</p>	<p>Project Sponsor Team, construction contractors, and qualified consultant, at the direction of the ERO</p>	<p>Consultation and planning starting upon discovery of a potential TCR during archeological testing or during construction excavations; interpretive program to be implemented prior to issuance of building occupancy permit</p>	<p>Environmental Review Officer (ERO) or designee</p>	<p>In the event of the discovery of a TCR, considered complete after implementation of the Planning Department approved interpretation program</p>

MONITORING AND REPORTING PROGRAM¹

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>the approved ARPP by the archeological consultant shall be required when feasible.</p> <p>If the ERO, in consultation with the affiliated Native American tribal representatives and the project sponsor, determines that preservation-in-place of the TCR is not a sufficient or feasible option, then the project sponsor shall implement an interpretive program of the TCR in consultation with affiliated Native American tribal representatives. An interpretive plan produced in consultation with affiliated Native American tribal representatives, at a minimum, and approved by the ERO, would be required to guide the interpretive program. The plan shall identify proposed locations for installations or displays, the proposed content and materials of those displays or installation, the producers or artists of the displays or installation, and a long-term maintenance program. The interpretive program may include artist installations, preferably by local Native American artists, oral histories with local Native Americans, artifacts displays and interpretation, and educational panels or other informational displays.</p>				
NOISE				
Mitigation Measure M-NO-1: Construction Noise Control				
<p>The SFMTA and private project co-sponsor and/or its contractors on SFMTA’s behalf (referred to below as project sponsor team) shall prepare construction noise control documentation as detailed below. Prior to issuance of any demolition or building permit, the project sponsor team shall submit a project-specific construction noise control plan to the Environmental Review Officer (ERO) or the ERO’s designee for approval. The construction noise control plan shall be prepared by a qualified acoustical engineer, with input from the construction contractor, and include all feasible measures to reduce construction noise. The construction noise control plan shall identify noise control measures to meet a performance target of</p>	<p>Project Sponsor Team, construction contractors, acoustical engineer</p>	<p>Prior to the issuance of construction permits; prior to the commencement of each construction stage; implementation of monitoring ongoing during construction</p>	<p>Environmental review officer or designee in Planning Department, Project Sponsor Team</p>	<p>Noise control plan approved by ERO/Planning Department prior to construction and considered complete upon submission of a noise monitoring report after each construction phase and completion of construction activities</p>

MONITORING AND REPORTING PROGRAM¹

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>construction activities not resulting in a noise level greater than 90 dBA at noise-sensitive receptors and 10 dBA above the ambient noise level at noise-sensitive receptors. The project sponsor team shall ensure that requirements of the construction noise control plan are included in contract specifications. If nighttime construction is required, the plan shall include specific measures to reduce nighttime construction noise. The plan shall also include measures for notifying the public of construction activities, complaint procedures, and a plan for monitoring construction noise levels in the event complaints are received. The construction noise control plan shall include the following measures to the degree feasible, or other effective measures, to reduce construction noise levels:</p> <ul style="list-style-type: none"> • Use construction equipment that is in good working order, and inspect mufflers for proper functionality; • Select “quiet” construction methods and equipment (e.g., improved mufflers, use of intake silencers, engine enclosures); • Use construction equipment with lower noise emission ratings whenever possible, particularly for air compressors; • Prohibit the idling of inactive construction equipment for more than five minutes; • Locate stationary noise sources (such as compressors) as far from nearby noise-sensitive receptors as possible (including future onsite noise-sensitive receptors at the Phase 2 Bryant Street Housing under the phased construction scenarios for the Refined Project), muffle such noise sources, and construct barriers around such sources and/or the construction site. • Avoid placing stationary noise-generating equipment (e.g., generators, compressors) within noise-sensitive buffer areas (as determined by the acoustical engineer) immediately adjacent to neighbors (including future onsite noise- 				

MONITORING AND REPORTING PROGRAM¹

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>sensitive receptors at the Phase 2 Bryant Street Housing under the phased construction scenarios for the Refined Project).</p> <ul style="list-style-type: none"> • Enclose or shield stationary noise sources from neighboring noise-sensitive properties (including the future onsite noise-sensitive receptors at the Phase 2 Bryant Street Housing under the phased construction scenarios for the Refined Project) with noise barriers to the extent feasible. To further reduce noise, locate stationary equipment in pit areas or excavated areas, if feasible; and • Install temporary barriers, barrier-backed sound curtains and/or acoustical panels around working powered impact equipment and, if necessary, around the perimeter of active construction areas or phases. When temporary barrier units are joined together, the mating surfaces shall be flush with each other. Gaps between barrier units, and between the bottom edge of the barrier panels and the ground, shall be closed with material that completely closes the gaps, and dense enough to attenuate noise. • Under the phased construction scenarios for the Refined Project, develop strategies to reduce exposure to construction noise in coordination with future onsite noise-sensitive receptors at the Phase 2 Bryant Street Housing. Some options to reduce noise include limiting noise to Phase 2 Bryant Street receptors by delaying or limiting occupancy in units closest to the construction zone or notifying receptors of loud construction periods. These options should be explored as part of the noise control plan prepared by a qualified noise consultant and the construction contractor. <p>The construction noise control plan shall include the following measures for notifying the public of construction activities, complaint procedures, and monitoring construction noise levels:</p>				

MONITORING AND REPORTING PROGRAM¹

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<ul style="list-style-type: none"> • Designate an on-site construction noise manager for the project; • Notify neighboring noise-sensitive receptors within 300 feet of the project construction area at least 30 days in advance of high-intensity noise-generating activities (e.g., pier drilling, pile driving, and other activities that may generate noise levels greater than 90 dBA at noise-sensitive receptors) about the estimated duration of the activity (including future onsite noise-sensitive receptors at the Phase 2 Bryant Street Housing under the phased construction scenarios for the Refined Project); • Post a sign onsite describing noise complaint procedures and a complaint hotline number that shall always be answered during construction; • Implement a procedure for notifying the planning department of any noise complaints within one week of receiving a complaint; • Establish a list of measures for responding to and tracking complaints pertaining to construction noise. Such measures may include the evaluation and implementation of additional noise controls at sensitive receptors (residences, hospitals, convalescent homes, schools, churches, hotels and motels, and sensitive wildlife habitat); and • Conduct noise monitoring (measurements) at the beginning of major construction phases (e.g., demolition, grading, excavation) and during high-intensity construction activities to determine the effectiveness of noise attenuation measures and, if necessary, implement additional noise control measures. <p>The construction noise control plan shall include the following additional measures in the event of pile-driving activities:</p>				

MONITORING AND REPORTING PROGRAM¹

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<ul style="list-style-type: none"> When pile driving is to occur within 600 feet of a noise-sensitive receptor, implement “quiet” pile-driving technology (such as pre-drilling of piles, sonic pile drivers, auger cast-in-place, or drilled-displacement, or the use of more than one pile driver to shorten the total pile-driving duration [only if such measure is preferable to reduce impacts to sensitive receptors]) where feasible, in consideration of geotechnical and structural requirements and conditions; Where the use of driven impact piles cannot be avoided, properly fit impact pile driving equipment with an intake and exhaust muffler and a sound-attenuating shroud, as specified by the manufacturer; and Conduct noise monitoring (measurements) before, during, and after the pile-driving activity. 				
<p>Mitigation Measure M-NO-2: Vibration-Sensitive Equipment at 2601 Mariposa Street (KQED Building)</p>				
<p>Prior to construction, the SFMTA and private project co-sponsor and/or its contractors on SFMTA’s behalf (referred to below as project sponsor team) shall designate and make available a community liaison to respond to vibration complaints from building occupants at the KQED building, located at 2601 Mariposa Street. Contact information for the community liaison shall be posted in a conspicuous location so that it is clearly visible to building occupants most likely to be disturbed. Through the community liaison, the project sponsor team shall provide notification to property owners and occupants of 2601 Mariposa Street at least 10 days prior to construction activities involving equipment that can generate vibration capable of interfering with vibration-sensitive equipment, informing them of the estimated start date and duration of vibration-generating construction activities. Equipment types capable of generating such vibration include an impact pile</p>	<p>Project Sponsor Team, and qualified consultant, at the direction of the ERO</p>	<p>Prior to the issuance building and construction permits</p>	<p>Project sponsor, project acoustical engineer and Planning Department</p>	<p>Considered complete after construction activities are completed and after buildings and/or structures are remediated to their pre-construction condition at the conclusion of vibration-generating activity on the site, should any damage occur</p>

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Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>driver, or similar equipment, operating within 250 feet of the building or a vibratory roller, or similar equipment, operating within 125 feet of the building. If feasible, the project sponsor team shall identify potential alternative equipment and techniques that could reduce construction vibration levels. Alternative equipment and techniques may include, but are not limited to:</p> <ul style="list-style-type: none"> • pre-drilled piles, • caisson drilling, • oscillating or rotating pile installation, • jetting piles into place using a water injection at the tip of the pile could be substituted for driven piles, if feasible, based on soil conditions, • static rollers could be substituted for vibratory rollers in some cases. <p>If concerns prior to construction or complaints during construction related to equipment interference are identified, the community liaison shall work with the project sponsor team and the affected building occupants to resolve the concerns such that the vibration control measures would meet a performance target of the 65 VdB vibration level threshold for vibration sensitive equipment, as set forth by Federal Transit Authority (FTA). To resolve concerns raised by building occupants, the community liaison shall convey the details of the complaint(s) to the project sponsor team, such as who shall implement specific measures to ensure that the project construction meets the performance target of 65 VdB vibration level for vibration sensitive equipment. These measures may include evaluation by a qualified noise and vibration consultant, scheduling certain construction activities outside the hours of operation or recording periods of specific vibration-sensitive equipment if feasible, and/or conducting ground-borne vibration monitoring to document that the project can meet the performance target of 65 VdB at specific distances and/or locations. Ground-borne</p>				

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Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
vibration monitoring, if appropriate to resolve concerns, shall be conducted by a qualified noise and vibration consultant.				
Mitigation Measure NO-3: Fixed Mechanical Equipment Noise Control for Building Operations				
<p>The SFMTA and a private project co-sponsor and/or its contractors on SFMTA’s behalf (referred to below as project sponsor team) shall prepare operational noise control documentation as detailed below. Prior to approval of a building permit, the project sponsor team shall submit documentation to the Environmental Review Officer (ERO) or the officer’s designee, demonstrating with reasonable certainty that the building’s fixed mechanical equipment (such as heating, ventilation and air conditioning [HVAC] equipment) meets the noise limits specified in sections 2909 (b) and 2909 (d) of the noise ordinance (i.e., an 8-dB increase above the ambient noise level at the property plane for commercial or mixed-use properties; and interior noise limits of 55 dBA and 45 dBA for daytime and nighttime hours inside any sleeping or living room in a nearby dwelling unit on a residential property assuming windows open, respectively). Acoustical treatments required to meet the noise ordinance may include, but are not limited to:</p> <ul style="list-style-type: none"> • Enclosing noise-generating mechanical equipment; • Installing relatively quiet models of air handlers, exhaust fans, and other mechanical equipment; • Using mufflers or silencers on equipment exhaust fans; • Orienting or shielding equipment to protect noise-sensitive receptors (residences, hospitals, convalescent homes, schools, churches, hotels and motels, and sensitive wildlife habitat) to the greatest extent feasible; • Increasing the distance between noise-generating equipment and noise-sensitive receptors; and/or 	Project Sponsor Team and qualified consultant, at the direction of the ERO	Prior to the issuance building permit	Environmental Review Officer (ERO) or designee	Considered complete after receipt and acceptance of the appropriate documentation to the ERO

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Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<ul style="list-style-type: none"> Placing barriers around the equipment to facilitate the attenuation of noise. <p>Compliance with this fixed-mechanical equipment noise control for building operations standard requirement does not obviate the need for the equipment to demonstrate compliance with the noise ordinance throughout the lifetime of the project.</p>				
AIR QUALITY				
Mitigation Measure M-AQ-1: Off-Road Construction Equipment Emissions Minimization				
<p>The SFMTA and private project co-sponsor and/or its contractors on SFMTA’s behalf (referred to below as project sponsor team) shall comply with the following:</p> <p>A. Engine Requirements.</p> <ol style="list-style-type: none"> All off-road equipment greater than or equal to 25 horsepower shall have engines that meet U.S. EPA or California Air Resources Board Tier 4 Final off-road emission standards. Where access to alternative sources of power is available, portable diesel engines shall be prohibited. If access to alternative sources of power is infeasible, portable diesel engines shall meet the requirements of Subsection (A)(1). Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The project sponsor team shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing 	Project Sponsor Team, construction contractors	Prior to issuance of a construction permit; implementation ongoing during construction	Environmental Review Officer (ERO) or designee/ project sponsor	Considered complete upon Planning Department review and approval of Construction Emissions Minimization Plan, ongoing review and approval of biannual reports, and review and approval of final construction report

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Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>areas and at the construction site to remind operators of the two-minute idling limit.</p> <p>4. The project sponsor team 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. Waivers.</p> <p>1. The San Francisco Planning Department Environmental Review Officer (ERO) may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road Tier 4 Final equipment is not regionally available, not technically feasible, or would not produce desired emissions reduction due to expected operating modes. In granting the waiver, the project sponsor team must demonstrate with substantial evidence that the project construction does not exceed the BAAQMD threshold for NOx (54 lbs/day) by resulting in a net increase of average daily NOx emissions greater than 4 pounds per day. The project sponsor team must also demonstrate with substantial evidence that the overall combined construction and operational excess cancer risk does not exceed 7 per 1 million persons exposed at nearby sensitive receptors.</p> <p>C. Construction Emissions Minimization Plan.</p> <p>1. Before starting onsite construction activities, the project sponsor team shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the project sponsor team will meet the requirements of Section A.</p>				

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Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>2. 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 use and hours of operation.</p> <p>3. The project sponsor team 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 project sponsor team agrees to comply fully with the Plan.</p> <p>4. The project sponsor team shall make the Plan available to the public for review onsite during working hours. The project sponsor team 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 project sponsor team 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. Monitoring</p> <p>1. After start of construction activities, the project sponsor team shall submit biannual 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 team shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.</p>				

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Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>Mitigation Measure M-AQ-3: Emergency Diesel Generator Health Risk Reduction Plan</p> <p>The SFMTA and private project co-sponsor and/or its contractors on SFMTA’s behalf (referred to below as the project sponsor team) shall comply with the following:</p> <ol style="list-style-type: none"> 1. Require all emergency diesel generators to meet Tier 4 Final emission standards and reduce annual testing limit to 20 hours per year for each generator; or 2. Require all emergency generators to be battery-powered; or 3. The project sponsor team shall retain a qualified air quality consultant to develop an Emergency Diesel Generator Health Risk Reduction Plan. The project sponsor team shall submit the plan to the San Francisco Planning Department Environmental Review Officer (ERO) for review and approval prior to issuance of a permit for emergency diesel generators from the San Francisco Department of Building Inspection or the Bay Area Air Quality Management District. The plan must include, for each emergency diesel generator, a description of the anticipated venting location, engine specifications, and annual maintenance testing procedures. The plan must demonstrate with substantial evidence that annual maintenance testing will not result in the project’s overall construction and operational cancer risk exceeding 7 per one million persons exposed at nearby offsite sensitive receptors. <p>Additionally, the operator of the facility at which the generators are located (including the private project co-sponsor as applicable) shall be required to maintain records of the testing schedule for each emergency diesel generator for the life of that generator and to</p>	<p>Project Sponsor Team and construction contractor</p>	<p>Prior to issuance of a permit for emergency diesel generator</p>	<p>Project Sponsor Team, facility maintenance contractor, and the Planning Department</p>	<p>Considered complete upon Planning Department review and approval of Emergency Diesel Generator Health Risk Reduction Plan</p>

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Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
provide this information for review to the planning department within three months of requesting such information.				
WIND				
Mitigation Measure M-WI-1(a): Design Measures to Reduce Project-Specific Wind Impacts				
<p>The project sponsor team shall retain a qualified wind consultant to prepare, in consultation with the San Francisco Planning Department (planning department), a wind impact mitigation report that identifies design measures to reduce the project’s wind impacts in the project scenario. Prior to certification of the Final Environmental Impact Report, the project sponsor team shall submit the wind impact mitigation report to the planning department for its final review and approval. The wind impact mitigation report shall incorporate updated information on the building design based on a list of potential wind reduction measures identified below, along with the estimated effectiveness of each measure to reduce the identified off-site wind hazards.</p> <ul style="list-style-type: none"> • Porous façades on portions of the north, east and west sides for natural ventilation as part of the heating, ventilation, and air conditioning strategy for the new transit facility at the second and third levels • Recessed building corner up to 12 feet in height at the southwest corner of proposed building near Bryant/Mariposa intersection • Vertical elevated screens on portions of the second and third levels of the west façade (Bryant Street) • Vertical wind screens at grade level on the adjacent Bryant Street sidewalk near the Bryant/Mariposa intersection <p>Such wind reduction design measures may include additional on-site landscaping, or equivalent wind-reducing features; and off-site wind reduction measures such as landscaping, streetscape</p>	Project Sponsor Team/qualified consultant	Prior to completion of the environmental review	Project Sponsor Team, and the Planning Department	Completion of and acceptance of the wind impact mitigation report by the Planning Department

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Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>improvements or other wind-reducing features, such as wind screens.</p> <p>The project sponsor team shall implement as many of the design measures identified in the wind impact mitigation report as needed to reduce the proposed project's or project variants' potential to create a new wind hazard or exacerbate an existing wind hazard in publicly accessible areas of substantial pedestrian use to less-than-significant levels. The final wind impact mitigation report should not find that the project produces a net increase of the already identified wind hazard exceedances. The planning department shall approve the final list of wind reduction measures that the project sponsor team shall implement.</p>				
<p>Mitigation Measure M-WI-1(b): Additional Wind Testing</p>				
<p>If changes to the building design or massing are proposed after certification of the Final Environmental Impact Report, additional wind analysis may be required to confirm the modified design does not result in any 9-hour wind hazard exceedances and to minimize 1-hour wind hazard exceedances.</p> <p>If the planning department determines that the modified design could result in wind hazard criterion exceedances (for example, due to the removal of one or more wind reducing features), the project sponsor team shall retain a qualified wind consultant to prepare a wind analysis under the direction of the planning department. The wind analysis may require a wind tunnel test and shall identify wind reduction measures needed to avoid 9-hour wind hazard exceedances and to minimize 1-hour wind hazard exceedances.</p>	<p>Project Sponsor Team /qualified consultant</p>	<p>Prior to completion of the environmental review</p>	<p>Project Sponsor Team, and the Planning Department</p>	<p>Completion of and acceptance of the wind impact mitigation report by the Planning Department</p>
<p>GEOLOGY AND SOILS</p>				
<p>Mitigation Measure M-GE-6a: Inadvertent Discovery of Paleontological Resources</p>				

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Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>Worker Awareness Training - Prior to commencing construction, and ongoing throughout ground disturbing activities (e.g., excavation, utility installation, the project sponsor and/or their designee shall ensure that all project construction workers are trained on the contents of the Paleontological Resources Alert Sheet, as provided by the Planning Department. The Paleontological Resources Alert Sheet shall be prominently displayed at the construction site during ground disturbing activities for reference regarding potential paleontological resources.</p> <p>In addition, the project sponsor shall inform the contractor and construction personnel of the immediate stop work procedures and other procedures to be followed if bones or other potential fossils are unearthed at the project site. Should new workers that will be involved in ground disturbing construction activities begin employment after the initial training has occurred, the construction supervisor shall ensure that they receive the worker awareness training as described above.</p> <p>The project sponsor shall complete the standard form/affidavit confirming the timing of the worker awareness training to the Environmental Review Officer (ERO). The affidavit shall confirm the project's location, the date of training, the location of the informational handout display, and the number of participants. The affidavit shall be transmitted to the ERO within five (5) business days of conducting the training.</p> <p>Paleontological Resource Discoveries - In the event of the discovery of an unanticipated paleontological resource during project construction, ground disturbing activities shall temporarily be halted within 25 feet of the find until the discovery is examined by a qualified paleontologist as recommended by the Society of</p>	<p>Project Sponsor Team, construction contractors, at the direction of the ERO</p>	<p>Prior to construction commencement</p>	<p>Project Sponsor Team and the Planning Department</p>	<p>Submission of evidence of worker awareness training and distribution of alert sheet to the satisfaction of the Planning Department, including proper adherence to procedures if a resource is encountered</p>

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Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>Vertebrate Paleontology standards (SVP 2010) and Best Practices in Mitigation Paleontology (Murphey et al. 2019). Work within the sensitive area shall resume only when deemed appropriate by the qualified paleontologist in consultation with the ERO.</p> <p>The qualified paleontologist shall determine: 1) if the discovery is scientifically significant; 2) the necessity for involving other responsible or resource agencies and stakeholders, if required or determined applicable; and 3) methods for resource recovery. If a paleontological resource assessment results in a determination that the resource is not scientifically important, this conclusion shall be documented in a Paleontological Evaluation Letter to demonstrate compliance with applicable statutory requirements (e.g., Federal Antiquities Act of 1906, CEQA Guidelines Section 15064.5, California Public Resources Code Chapter 17, Section 5097.5, Paleontological Resources Preservation Act 2009). The Paleontological Evaluation Letter shall be submitted to the ERO for review within 30 days of the discovery.</p> <p>If the qualified paleontologist determines that a paleontological resource is of scientific importance, and there are no feasible measures to avoid disturbing this paleontological resource, the qualified paleontologist shall prepare a Paleontological Mitigation Program. The mitigation program shall include measures to fully document and recover the resource of scientific importance. The qualified paleontologist shall submit the mitigation program to the ERO for review and approval within 10 business days of the discovery. Upon approval by the ERO, ground disturbing activities in the project area shall resume and be monitored as determined by the qualified paleontologist for the duration of such activities.</p> <p>The mitigation program shall include: 1) procedures for construction monitoring at the project site; 2) fossil preparation and</p>				

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Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>identification procedures; 3) curation of paleontological resources of scientific importance into an appropriate repository; and 4) preparation of a Paleontological Resources Report (report or paleontology report) at the conclusion of ground disturbing activities. The report shall include dates of field work, results of monitoring, fossil identifications to the lowest possible taxonomic level, analysis of the fossil collection, a discussion of the scientific significance of the fossil collection, conclusions, locality forms, an itemized list of specimens, and a repository receipt from the curation facility. The project sponsor shall be responsible for the preparation and implementation of the mitigation program, in addition to any costs necessary to prepare and identify collected fossils, and for any curation fees charged by the paleontological repository. The paleontology report shall be submitted to the ERO for review within 30 business days from conclusion of ground disturbing activities, or as negotiated following consultation with the ERO.</p>				
<p>Mitigation Measure M-GE-6b: Preconstruction Paleontological Evaluation and Monitoring Plan during Construction</p>				
<p>The project sponsor shall engage a qualified paleontologist to develop a site-specific monitoring plan prior to commencing soil-disturbing activities at the project site. The Preconstruction Paleontological Monitoring Plan would determine project construction activities requiring paleontological monitoring based on those may affect sediments with moderate sensitivity for paleontological resources. Prior to issuance of any demolition permit, the project sponsor shall submit the Preconstruction Paleontological Monitoring Plan to the ERO for approval.</p> <p>At a minimum, the plan shall include:</p> <ol style="list-style-type: none"> 1. Project Description 2. Regulatory Environment – outline applicable federal, state and local regulations 	<p>Project Sponsor Team, construction contractors, and qualified consultant, at the direction of the ERO</p>	<p>Prior to construction commencement</p>	<p>Project Sponsor Team and the Planning Department</p>	<p>Completion of and acceptance of the Preconstruction Paleontological Evaluation by the Planning Department</p>

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Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>3. Summary of Sensitivity Classification(s)</p> <p>4. Research Methods, including but not limited to:</p> <p>4.a. Field studies conducted by the approved paleontologist to check for fossils at the surface and assess the exposed sediments.</p> <p>4.b. Literature Review to include an examination of geologic maps and a review of relevant geological and paleontological literature to determine the nature of geologic units in the project area.</p> <p>4.c. Locality Search to include outreach to the University of California Museum of Paleontology in Berkeley.</p> <p>5. Results: to include a summary of literature review and finding of potential site sensitivity for paleontological resources; and depth of potential resources if known.</p> <p>6. Recommendations for any additional measures that could be necessary to avoid or reduce any adverse impacts to recorded and/or inadvertently discovered paleontological resources of scientific importance. Such measures could include:</p> <p>6.a. Avoidance: If a known fossil locality appears to contain critical scientific information that should be left undisturbed for subsequent scientific evaluation.</p> <p>6.b. Fossil Recovery: If isolated small, medium- or large-sized fossils are discovered during field surveys or construction monitoring, and they are determined to be scientifically significant, they should be recovered. Fossil recovery may involve collecting a fully exposed fossil from the ground surface, or may involve a systematic excavation, depending upon the size and complexity of the fossil discovery.</p> <p>6.c. Monitoring: Monitoring involves systematic inspections of graded cut slopes, trench sidewalls, spoils piles, and other types of construction</p>				

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Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>excavations for the presence of fossils, and the fossil recovery and documentation of these fossils before they are destroyed by further ground disturbing actions. Standard monitoring is typically used in the most paleontologically sensitive geographic areas/geologic units (moderate, high and very high potential); while spot-check monitoring is typically used in geographic areas/geologic units of moderate or unknown paleontological sensitivity (moderate or unknown potential).</p> <p>6.d. Data recovery and reporting: Fossil and associated data discovered during soils disturbing activities should be treated according to professional paleontological standards and documented in a data recovery report. The plan should define the scope of the data recovery report.</p> <p>The consultant shall document the monitoring conducted according to the monitoring plan and any data recovery completed for significant paleontological resource finds discovered, if any. Plans and reports prepared by the consultant shall be considered draft reports subject to revision until final approval by the ERO. The final monitoring report and any data recovery report shall be submitted to the ERO prior to the certificate of occupancy.</p>				

Continues on the next page.

Table 5: IMPROVEMENT MEASURES FOR THE POTRERO YARD MODERNIZATION PROJECT

MONITORING AND REPORTING PROGRAM¹

Adopted Improvement Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
IMPROVEMENT MEASURES AGREED TO BY PROJECT SPONSOR TEAM				
TRANSPORTATION				
Improvement Measure I-TR-A: Construction Management Plan – Additional Measures				
<p>As part of the project’s construction management plan, the SFMTA and a private project co-sponsor and/or its contractors on SFMTA’s behalf (referred to as project sponsor team) will require additional measures to further minimize disruptions to people walking and bicycling, transit, and emergency vehicles during project construction: The additional measures include:</p> <p>Carpool, Bicycle, Walk, and Transit Access for Construction Workers—Carpool, Bicycle, Walk, and Transit Access for Construction Workers—To minimize parking demand and vehicle trips associated with construction workers, the construction contractor will include as part of the Construction Management Plan methods to encourage carpooling, bicycle, walk, and transit access to the project site by construction workers. These methods could include providing secure bicycle parking spaces, participating in free-to-employee and employer ride matching program from www.511.org, participating in emergency ride home program through the City of San Francisco (www.sferh.org), and providing transit information to construction workers.</p> <p>Project Construction Updates for Adjacent Businesses and Residents— To minimize construction impacts on access to nearby residences and businesses, the project sponsor team will provide nearby residences and adjacent businesses with regularly updated information regarding project construction, including construction activities, peak construction vehicle activities, travel lane closures,</p>	<p>Project Sponsor Team, including SFMTA regulatory teams, and construction contractor</p>	<p>Prior to the issuance of construction permits; implementation ongoing during construction with construction updates provided weekly; Active Monitoring of Detours as needed</p>	<p>Project Sponsor Team, SFMTA (in its regulatory capacity)</p>	<p>Considered complete upon the submittal and approval of the Construction Management Plan to the SFMTA (in its regulatory capacity)</p>

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Adopted Improvement Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>and parking lane and sidewalk closures (e.g., via the project’s website). At regular intervals to be defined in the construction management plan, a regular email notice will be distributed by the project sponsor team that would provide current construction information of interest to neighbors, as well as contact information for specific construction inquiries or concerns.</p>				
<p>Improvement Measure I-TR-B: Driveway and Loading Operations Plan (DLOP)</p>				
<p>The project sponsor team (including joint development project sponsor as applicable) will be required to prepare and implement a Driveway and Loading Operations Plan (DLOP). The DLOP will be prepared by the private project co-sponsor, in coordination with the SFMTA, and submitted as part of the application for the first temporary occupancy permit. The DLOP will include provisions to manage loading activities and driveway operations associated with the below-grade onsite loading spaces; provisions for assessing on-street commercial and passenger loading supply and protocol for expanding on-street supply, if needed; provisions for trash/recycling/compost truck access and collection operations; provisions for residential move-in and move-out operations; provisions for scheduling Muni deliveries using the onsite loading facilities; and provisions for accommodating recurring deliveries such as UPS, Federal Express, and USPS within the onsite loading facilities.</p> <p>The intent of the DLOP is to reduce potential conflicts between passenger and freight loading and transit operations, and between passenger and freight loading activities and people walking and bicycling, and other vehicles in the project vicinity, as well as to maximize reliance on onsite facilities to accommodate freight loading demand.</p>	<p>Project Sponsor Team</p>	<p>Project Sponsor Team to submit Loading Management Plan to ERO prior to the issuance of any certificate of occupancy for the proposed project.</p>	<p>ERO, Project Sponsor Team or successor owner/ manager of residential building</p>	<p>Considered complete upon ERO approval of Loading Management Plan; Ongoing monitoring to continue indefinitely</p>

Table 6: PUBLIC WORKS STANDARD CONSTRUCTION MEASURES FOR THE POTRERO YARD MODERNIZATION PROJECT

Public Works’ Regulatory Affairs division will ensure the Standard Construction Measures are included in construction specifications and contracts. The planning department environmental monitoring team will confirm the public works standard construction measures have been incorporated into the final project agreement with the project sponsor team.

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Adopted Public Works Standard Construction Measure	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
PUBLIC WORKS STANDARD CONSTRUCTION MEASURES AGREED TO BY PROJECT SPONSOR TEAM				
Public Works Standard Construction Measure #1, Seismic and Geotechnical Studies (Geology and Soils)				
The project manager shall ensure that projects that may potentially be affected by existing soil, slope and/or geologic conditions at the project site will be screened for liquefaction, subsidence, landslide, fault displacement, and other geological hazards at the project site, and will be engineered and designed as necessary to minimize risks to safety and reliability due to such hazards. As necessary, geotechnical investigations will be performed.	Project Sponsor Team, construction contractors	Prior to construction	Project Sponsor Team, Planning Department, Public Works Regulatory Affairs	Considered complete upon submission of geotechnical investigations, if applicable
Public Works Standard Construction Measure #2, Air Quality				
All projects will comply with the Construction Dust Control Ordinance. Major construction projects that are estimated to require 20 or more days of cumulative work within the Air Pollutant Exposure Zone must comply with the additional clean construction requirements of the Clean Construction Ordinance.	Project Sponsor Team, construction contractors	Ongoing during construction	Project Sponsor Team, Planning Department, Public Works Regulatory Affairs	Considered complete upon submission of a Site-Specific Dust Control Plan for the review and approval of the Department of Public Health
Public Works Standard Construction Measure #3, Water Quality				
All projects will implement erosion and sedimentation controls to be tailored to the project site, such as fiber rolls and/or gravel bags around storm drain inlets, installation of silt fences, and other such measures sufficient to prevent discharges of sediment and other pollutants to storm drains and all surface waterways, such as San Francisco Bay, the Pacific Ocean, water supply reservoirs, wetlands, swales, and streams. As required based on project location and size,	Project Sponsor Team, construction contractors	Ongoing during construction	Project Sponsor Team, Planning Department, Public Works Regulatory Affairs	Considered complete upon Project Sponsor Team’s enforcement of water quality considerations

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Adopted Public Works Standard Construction Measure	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>a Stormwater Control Plan (in most areas of San Francisco) or a Stormwater Pollution Prevention Plan (SWPPP) (in certain areas of San Francisco) will be prepared. If uncontaminated groundwater is encountered during excavation activities, it will be discharged in compliance with applicable water quality standards and discharge permit requirements.</p>				
<p>Public Works Standard Construction Measure #4, Traffic</p>				
<p>All projects will implement traffic control measures sufficient to maintain traffic and pedestrian circulation on streets affected by construction of the project. The measures will also, at a minimum, be consistent with the requirements of San Francisco Municipal Transportation Agency (SFMTA)'s Blue Book. Traffic control measures may include, but not be limited to, flaggers and/or construction warning sign age of work ahead; scheduling truck trips during non-peak hours to the extent feasible; maintaining access to driveways, private roads, and off-street commercial loading facilities by using steel trench plates or other such method; and coordination with local emergency responders to maintain emergency access. Any temporary rerouting of transit vehicles or relocation of transit facilities would be coordinated with SFMTA Muni Operations.</p>	<p>Project Sponsor Team, construction contractors</p>	<p>Ongoing during construction</p>	<p>Project Sponsor Team; SFMTA Muni Operations, Public Works Regulatory Affairs</p>	<p>Considered complete upon the submittal and approval of the Construction Management Plan to the SFMTA</p>
<p>Public Works Standard Construction Measure #5, Noise</p>				
<p>All projects will comply with local noise ordinances resulting construction noise. Public Works shall undertake measures to minimize noise disruption to nearby neighbors and sensitive receptors during construction. These efforts could include using best available noise control technologies on equipment (i.e., mufflers, ducts, and acoustically attenuating shields), locating stationary noise sources (i.e., pumps and generators) away from sensitive receptors, erecting temporary noise barriers, and other such means.</p>	<p>Project Sponsor Team, construction contractors</p>	<p>Ongoing during construction</p>	<p>Project Sponsor Team, Planning Department, Public Works Regulatory Affairs</p>	<p>Considered complete upon Project Sponsor enforcement of local noise ordinances</p>

MONITORING AND REPORTING PROGRAM¹

Adopted Public Works Standard Construction Measure	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
Public Works Standard Construction Measure #6, Hazardous Materials				
Projects that involve excavation of 50 cubic yards of soil in the Maher Zone will comply with the Maher Ordinance. Projects on sites that are not currently located in the Maher Zone but have the potential to contain hazardous materials in soil and/or groundwater will be referred to the Department of Public Health as newly identified Maher sites.	Project Sponsor Team, construction contractors	Ongoing during construction	Project Sponsor Team, Planning Department, Public Works Regulatory Affairs	Considered complete upon Project Sponsor enforcement of Maher ordinance
Public Works Standard Construction Measure #7, Biological Resources				
Projects will comply with all local, state, and federal requirements for surveys, analysis, and protection of biological resources (e.g., Migratory Bird Treaty Act, Federal and State Endangered Species Acts, etc.). The project site and the immediately surrounding area will be screened to determine whether biological resources may be affected by construction. If biological resources are present, a qualified biologist will carry out a survey of the project site to note the presence of general biological resources and to identify whether habitat for special-status species and/or migratory birds is present. If necessary, measures will be implemented to protect biological resources, such as installing wildlife exclusion fencing, establishing work buffer zones, installing bird deterrents, having a qualified biologist conduct monitoring, and other such applicable measures. Tree removal will also comply with any applicable tree protection ordinance.	Project Sponsor Team, construction contractors	Ongoing during construction	Project Sponsor Team, Planning Department, Public Works Regulatory Affairs	Considered complete upon Project Sponsor enforcement of biological considerations
Public Works Standard Construction Measure #8, Visual and Aesthetic Considerations, Project Site				
All project sites will be maintained in a clean and orderly state. Construction staging areas will be sited away from public view, and on currently paved or previously disturbed areas, where possible.	Project Sponsor Team, construction contractors	Ongoing during construction	Project Sponsor Team, Planning Department, Public Works Regulatory Affairs	Considered complete upon Project Sponsor Team's enforcement of visual considerations

MONITORING AND REPORTING PROGRAM¹

Adopted Public Works Standard Construction Measure	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>Nighttime lighting will be directed away from residential areas and have shields to prevent light spillover effects. Upon project completion, project sites on City-owned lands will be returned to their general pre-project condition, including re-grading of the site and re-vegetation or re-paving of disturbed areas to the extent this is consistent with Public Works Bureau of Urban Forestry Policy and San Francisco Code. Project sites on non-City land will be restored to their general pre-project condition so that the owner may return them to their prior use, unless otherwise arranged with the property owner.</p>				
<p>Public Works Standard Construction Measure #9, Cultural Resources</p>				
<p>All projects that will alter a building or structure, produce vibrations, or include soil disturbance will be screened to assess whether cultural resources are or may be present and could be affected, as detailed below.</p> <p>Soil is defined as native earthen deposits or introduced earthen fill. Soil does not include materials that were previously introduced as part of roadway pavement section including asphalt concrete wearing roadway base and subbase.</p> <p><i>Archeological Resources.</i> The EP Archeologist has determined that Standard Archeological Measure III (Testing/Data Recovery) shall be implemented by Public Works to protect and/or treat significant archeological resources identified as being present within the site and potentially affected by the project (see Attachment H: Public Works Archeological Measure III (Testing / Data Recovery)).</p> <ol style="list-style-type: none"> Public Works shall implement the EP Archeologist's recommendations prior to and/or during project construction consistent with Standard Archeological Measure III and shall consult with the EP Archeologist in 	<p>Project Sponsor Team, construction contractors</p>	<p>Prior to issuance of a construction permit</p>	<p>Project Sponsor Team, the EP Archeologist staff, Public Works and the ERO</p>	<p>Considered complete upon compliance with Standard Archeological Measure III (Testing/Data Recovery) requirements</p>

MONITORING AND REPORTING PROGRAM¹

Adopted Public Works Standard Construction Measure	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>selecting a qualified archeological consultant from the EP Archeological Resources Consultant Pool, as needed, to implement these measures.</p> <p>2. Soil-disturbing activities in archeologically sensitive areas, as identified through the above process, will not begin until preconstruction archeological measures required by the EP Archeologist (e.g., preparation of an Archeological Testing Plan, Archeological Treatment Plan, and/or an Archeological Data Recovery Plan) have been implemented.</p>				
<p>Public Works Standard Construction Measure #9, Cultural Resources</p>				
<p>All projects that will alter a building or structure, produce vibrations, or include soil will be screened to assess whether cultural resources are or may be present disturbance and could be affected, as detailed below.</p> <p><i>Historic (Built Environment) Resources.</i> Where construction will take place in proximity to a building or structure identified as a significant historical resource but would not otherwise directly affect it, Public Works will implement protective measures, such as but not limited to, the erection of temporary construction barriers to ensure that inadvertent impacts to such buildings or structures are avoided. These measures shall require the development of a Construction Best Practices for Historical Resources Plan and a plan outlining the Construction Monitoring for Historical Resources Program to be reviewed and approved by CCSF Planning Department Preservation staff.</p> <p>If a project includes or is directly adjacent to historic buildings or structures susceptible to vibration (such as but not limited to unreinforced masonry, earthen construction, lathe and plaster, or fragile architectural ornamentation) as determined in consultation with CCSF Planning Department Preservation staff, Public Works will determine if vibrations associated with proposed construction</p>	<p>Project Sponsor Team, construction contractors</p>	<p>Prior to issuance of a construction permit</p>	<p>Project Sponsor Team, the EP Preservation staff, Public Works and the ERO</p>	<p>Considered complete upon compliance with requirements</p>

MONITORING AND REPORTING PROGRAM¹

Adopted Public Works Standard Construction Measure	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>activities has the potential to cause damage to such buildings or structures. Generally, vibration below 0.12 inches per second peak particle velocity does not have the potential to damage sensitive buildings or structures. A vibration study may be necessary to determine if such vibration levels will occur. If Public Works determines in consultation with CCSF Planning Department Preservation staff that vibration damage may occur, Public Works will engage a qualified historic architect or historic preservation professional to document and photograph the preconstruction condition of the building and prepare a plan for monitoring the building during construction. The monitoring plan will be submitted to and approved by CCSF Planning Department Preservation Planner prior to the beginning of construction and will be implemented during construction. The monitoring plan will identify how often monitoring will occur, who will undertake the monitoring, reporting requirements on vibration levels, reporting requirements on damage to adjacent historical resources during construction, reporting procedures to follow if such damage occurs, and the scope of the preconstruction survey and post-construction conditions assessment.</p> <p>If any damage to a historic building or structure occurs, Public Works will modify activities to minimize further vibration. If any damage occurs, the building will be repaired following the Secretary of the Interior's Standards for the Treatment of Historic Properties under the guidance of a qualified historic architect or historic preservation professional in consultation with CCSF Department Preservation Planner.</p>				

¹ Definitions of MMRP Column Headings:

Adopted Mitigation, Improvement or Public Works Standard Construction Measures: Full text of the mitigation measures, improvement measures or Public Works Standard Construction Measures copied verbatim from the final CEQA document.

Implementation Responsibility: Entity who is responsible for implementing the mitigation measures, improvement measures or Public Works Standard Construction Measures. In most cases this is the project sponsor and/or project's sponsor's contractor/consultant and at times under the direction of the planning department.

Mitigation Schedule: Identifies milestones for when the actions in the mitigation measure, improvement measure or Public Works Standard Construction Measure need to be implemented.

Monitoring/Reporting Responsibility: Identifies who is responsible for monitoring compliance with the mitigation measure, improvement measure or Public Works Standard Construction Measure and any reporting responsibilities. In most cases it is the Planning Department who is responsible for monitoring compliance. If a department or agency other than the planning department is identified as responsible for monitoring, there should be an expressed agreement between the planning department and that other department/agency. In most cases the project sponsor, their contractor, or consultant are responsible for any reporting requirements.

Monitoring Actions/Completion Criteria: Identifies the milestone at which the mitigation measure, improvement measure or Public Works Standard Construction Measure is considered complete. This may also identify requirements for verifying compliance.



ATTACHMENT A
Potrero Yard Modernization Project
2500 Mariposa Street
California Environmental Quality Act Findings:
Findings of Fact, Evaluation of Mitigation Measures and Alternatives,
and Statement of Overriding Considerations
SAN FRANCISCO PLANNING COMMISSION

PREAMBLE

In determining to approve the Project, which refers to either the Refined Project or the Paratransit Variant described in Section I, below, the San Francisco Planning Commission (the “Commission”) makes and adopts the following findings of fact and decisions regarding the Project description and objectives, significant impacts, significant and unavoidable impacts, mitigation measures, as well as improvement measures and Public Works Standard Construction Measures, and alternatives, and a statement of overriding considerations, based on substantial evidence in the whole record of this proceeding and pursuant to the California Environmental Quality Act, California Public Resources Code Section 21000 *et seq.* (“CEQA”), particularly Section 21081 and 21081.5, the Guidelines for Implementation of CEQA, 14 California Code of Regulations Section 15000 *et seq.* (“CEQA Guidelines”), Section 15091 through 15093, and Chapter 31 of the San Francisco Administrative Code (“Chapter 31”). The Commission adopts these findings in conjunction with the Approval Actions described in Section I(c), below, as required by CEQA, separate and apart from the Commission's certification of the Project's Final EIR, which the Commission certified prior to adopting these CEQA findings.

These findings are organized as follows:

Section I provides a description of the Project, the environmental review process for the Project, the City approval actions to be taken, and the location and custodian of the record.

Section II lists the Project's less-than-significant impacts or cumulative impacts that do not require mitigation.

Section III identifies potentially significant impacts or cumulative impacts that can be avoided or reduced to less-than-significant levels through mitigation and describes the disposition of the mitigation measures.

Section IV identifies significant Project-specific or cumulative impacts that would not be avoided or reduced to a less-than-significant level and describes any applicable mitigation measures as well as the disposition of

the mitigation measures. The Final EIR identified mitigation measures to address these impacts, but implementation of the mitigation measures will not reduce the impacts to a less-than-significant level.

Sections III and IV set forth findings as to the mitigation measures proposed in the Final EIR. The Draft Environmental Impact Report (“Draft EIR”) and the Responses to Comments document (“RTC”) together comprise the “Final EIR,” or “FEIR.” Attachment B to the Planning Commission Motion contains the Mitigation Monitoring and Reporting Program: Mitigation, Improvement and Public Works Standard Construction Measures (“MMRP”), which provides a table setting forth the full text of each mitigation measure listed in the Final Environmental Impact Report that is required to reduce a significant adverse impact.

Section V identifies the Project alternatives that were analyzed in the Final EIR and discusses the reasons for their rejection.

Section VI sets forth the Commission's Statement of Overriding Considerations pursuant to CEQA Guidelines Section 15093.

The MMRP (Attachment B) is required by CEQA Section 21081.6 and CEQA Guidelines Section 15091. The MMRP also specifies the party responsible for implementation of each mitigation measure and establishes monitoring actions and a monitoring schedule. For this project, the MMRP includes separate tables for other project requirements and design elements such as Standard Construction Measures and Improvement Measures agreed to by the project sponsor team, which consists of the San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works (public works) and the Potrero Neighborhood Collective (PNC), a private development consortium.

These findings are based upon substantial evidence in the entire record before the Commission. The references set forth in these findings to certain pages or sections of the Draft EIR or the RTC, which together comprise the Final EIR, are for ease of reference and are not intended to provide an exhaustive list of the evidence relied upon for these findings.

Section I. Procedural Background and Project Description

A. Procedural Background

In April 2021, prior to publication and circulation of the Project Draft EIR on June 30, 2021, the San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Public Works (Public Works) released a Request for Proposals (RFP) to procure and select a private development consortium to design, build, finance, and maintain the joint development for Potrero Yard. The proposed development consisted of a replacement transit facility component and a mixed-use component with residential, commercial, and childcare uses.

In October 2022, the City and County of San Francisco (City) awarded a contract to a private development consortium to enter into negotiations to refine the conceptual plans, obtain project approvals, construct the approved project, and manage the mixed-use component. During the procurement period, which ended in October 2022, the project sponsor team (SFMTA, public works, and the Potrero Neighborhood Collective (PNC)) developed a refined version of the Draft EIR Project incorporating various elements of the project variants described in the Draft EIR Project and analyzed for CEQA compliance, and presented it to the City Planning Department (Planning Department). Subsequently, the project sponsor team further refined the

proposed building design and program in response to feedback from the Planning Department's current Planning staff and through interdepartmental urban design and streetscape design review processes, resulting in the 50 Percent Schematic Design, the Refined Project. The project sponsor team also introduced a Paratransit Variant. These are described below (Project Description).

B. Project Description

A. Refined Project

The Refined Project will replace SFMTA's Potrero Trolley Coach Division Facility at 2500 Mariposa Street (Potrero Yard), in the northeast portion of San Francisco's Mission District near the South of Market and Potrero Hill neighborhoods. The Project will accommodate the expansion of the SFMTA's transit vehicle fleet, the modernization of bus maintenance, operation, and administrative services, expand and consolidate training operations at one site; and joint development uses including residential uses. The new, approximately 1,250,000 gross-square-foot, mixed-use building will occupy the 4.4-acre site and be 70 to 150 feet in height. It will contain a four-level, approximately 70-foot-tall transit facility (Transit Facility Component) plus a mix of commercial and residential uses in the remainder of the Project (Housing Component) as part of a joint development program between SFMTA and the Potrero Neighborhood Collective (PNC).

- a) **Transit Facility Component.** The Transit Facility Component will occupy the basement to fourth floor levels and include vehicular and bus circulation areas (ramps, drive aisles), mechanical rooms, bus storage locations, bus wash stations, administrative and office spaces, lockers and showers, community rooms, and outdoor open space. A limited portion of the joint development will be located within the Transit Facility Component specifically the ground floor and include residential lobbies along Hampshire and Bryant Streets and retail spaces at the corners of 17th and Hampshire Street, and 17th and Bryant Streets.
- b) **Housing Component.** The Housing Component will include the construction of a total of 513 dwelling units (117 Studios, 184 one-bedroom, 144 two-bedroom, 68 three-bedroom) along Bryant and Hampshire Streets. Along Bryant Street, the proposed housing component will run from the ground floor to the top floor and provide dwelling units that are intended for families and will be offered at a below market rate. Along Hampshire Street, the proposed housing component with the exception of a lobby at the ground floor will commence at the podium level and provide dwelling units intended for workforce and will be offered at a below market rate.
- c) **Phasing.** The Project is proposed to be constructed in three distinct phases, which may or may not overlap. The first phase will include the construction of the Transit Facility Component and is expected to last three years. According to the Project Sponsor team, construction is expected to begin in late 2024 and finish in late 2027. The second phase will include the construction of the Housing Component along Bryant St. up to the fourth level, podium level. Construction for the second phase is expected span two years and start one to two years after the start of construction on the first phase. Lastly, the third phase will construct the remaining Housing Component atop the podium level (both the remaining housing along Bryant St. and

workforce housing along Hampshire St.) and is expected to span two years and start no sooner than two years after the start of the first phase. Phases 2 and 3 may also be constructed after the completion of SFMTA's facility.

B. Paratransit Variant

In lieu of constructing a portion of the Housing Component atop of the bus facility, the bus facility will expand to include portions of one additional level at the podium for the use of SFMTA's Paratransit Division. In such a case, the proposal would still construct that portion of the Housing Component along Bryant St. for a total of 103 dwelling units and retail spaces at the corners of 17th and Hampshire Street, and 17th and Bryant Streets. The additional square footage for the bus facility would replace the western-most portion of the Housing Component and include additional building massing for administrative and operation spaces, and paratransit storage, operation, and circulation areas including a covered ramp for SFMTA's Paratransit Division.

As noted above, in the Preamble section, the Project is defined as being either the Refined Project or the Paratransit Variant.

C. Project Objectives

The project sponsor team seeks to achieve the following objectives by undertaking the Project:

Basic Objectives

1. Rebuild, expand, and modernize the SFMTA's Potrero Bus Yard by 2027 to efficiently maintain and store a growing Muni bus fleet according to the SFMTA Fleet Plan and Facilities Framework schedule.
2. Construct the first SFMTA transit facility with infrastructure for battery electric buses to facilitate Muni's transition to an all-electric fleet, in accordance with San Francisco and California policy.
3. Construct a new public asset that is resilient to earthquakes and projected climate change effects, and provides a safe, secure environment for the SFMTA's employees and assets.
4. Improve working conditions for the SFMTA's workforce of transit operators, mechanics, and front-line administrative staff through a new facility at Potrero Yard.
5. Achieve systemwide master plan priorities by consolidating two currently scattered transit support functions at Potrero Yard: (a) improve and streamline transit operator hiring by consolidating SFMTA's operator training function in a new, state-of-the-art facility; and (b) support efficient Muni operations by consolidating the Street Operations division in a modern, convenient facility.
6. Implement inclusive and transparent stakeholder engagement in designing this project and completing the CEQA process.

7. Create a development that is financially feasible, meaning that the public asset can be funded by public means and public transportation funds are used only for the bus yard component.

Additional Objectives

8. Enhance safety and reduce conflicts between transit, commercial vehicles, bicyclists, drivers, and pedestrians in the project site vicinity.
9. Improve the architectural and urban design character of the project site by replacing the existing fences and blank walls with more active, transparent street walls, to the extent feasible.
10. Maximize the reuse of the 4.4-acre site in a central, mixed-use neighborhood by creating a mixed-use development and providing dense housing and striving to maximize the number of affordable units on the site.
11. Increase the City's supply of housing by contributing to the Mayor's Public Lands for Housing goals, the San Francisco General Plan Housing Element goals, and the Association of Bay Area Governments' Regional Housing Needs Allocation for the City by optimizing the number of dwelling units, including affordable housing, particularly near transit.
12. Support transit-oriented development and promote the use of public transportation through an innovative and comprehensive transportation demand management program.
13. Ensure that joint development is able to fund its own construction and ongoing management without reliance on City subsidy other than what is originally assumed as part of the project budget while ensuring that SFMTA's transportation funds are only allocated for the transit use.
14. Demonstrate the City's leadership in sustainable development by constructing an environmentally low-impact facility intended to increase the site's resource efficiency.

D. Project Approvals

The Project requires the following approvals:

Actions by the City Planning Commission

- Recommendation of approval of a General Plan Amendment which would amend the Urban Design Element by amending Urban Design Element Map 4 ("Urban Design Guidelines for the Height of Buildings") and Urban Design Element Map 5 ("Urban Design Guidelines for the Bulk of Buildings"). Urban Design Element Map 4 would be amended to state that Lot 001 in Assessor's Block 3971 has a height designation of 89-160 feet. Urban Design Element Map 5 would be amended to modify the bulk limits at the site to accommodate the Project's massing.
- Recommendation of approval of a proposed Planning Code Amendment which would add a new Special Use District—the Potrero Yard Special Use District—to the Planning Code permitting the Project's proposed uses at the site and imposing certain development standards upon the Project.

- Recommendation of approval of a proposed Zoning Map Amendment which would amend the City Zoning Map to reflect the new Potrero Yard Special Use District.
- Approval of Conditional Use Authorization for a Planned Unit Development for the Project's Residential Uses.
- Adoption of Findings of Fact, Evaluation of Mitigation Measures and Alternatives, and Statement of Overriding Considerations under CEQA.
- Adoption of Shadow Findings that net new shadow on Franklin Square Park by the Project would not be adverse to the use of Franklin Square Park.

Actions by the City and County Board of Supervisors

- Approval of a General Plan Amendment which would amend the Urban Design Element by amending Urban Design Element Map 4 (“Urban Design Guidelines for the Height of Buildings”) and Urban Design Element Map 5 (“Urban Design Guidelines for the Bulk of Buildings”). Urban Design Element Map 4 would be amended to state that Lot 001 in Assessor's Block 3971 has a height designation of 89-160 feet. Urban Design Element Map 5 would be amended to modify the bulk limits at the site to accommodate the Project's massing.
- Approval of a proposed Planning Code Amendment which would add a new Special Use District—the Potrero Yard Special Use District—to the Planning Code permitting the Project's proposed uses at the site and imposing certain development standards upon the Project.
- Approval of a proposed Zoning Map Amendment which would amend the City Zoning Map to reflect the new Potrero Yard Special Use District.

Actions by City Public Works

- If sidewalks are used for construction staging and pedestrian walkways are constructed in the curb lanes, approval of a street space permit from the Bureau of Street Use and Mapping.
- Approval of an encroachment permit or a street improvement permit for signage and streetscape improvements.
- Approval of a new curb cut and removal of existing curb cuts.

Approvals by City Recreation and Parks Commission

- Review and comment to Planning Commission regarding shadowing of Franklin Square Park.

Approvals by City Department of Building Inspection

- Approval of demolition, grading, site/building permits, sign permits, and other ministerial approvals as needed.

E. Environmental Review

On November 20, 2019, SFMTA submitted an Environmental Evaluation Application for the Project to the Planning Department, initiating the environmental review process. The EIR process includes an opportunity for the public to review and comment on the Project's potential environmental effects and to further inform the environmental analysis.

On August 19, 2020, the Planning Department published a Notice of Preparation (NOP) of an EIR and Notice of Public Scoping Meeting (EIR Appendix A, Notice of Preparation of an Environmental Impact Report and Notice of Public Scoping Meeting, August 19, 2020), announcing its intent to solicit public comments on the scope of the environmental analysis and to prepare and distribute an EIR on the Project. The Planning Department distributed the Notice of Availability of an NOP and Notice of Public Scoping Meeting to the State Clearinghouse and relevant state and regional agencies; occupants of the site and adjacent properties; property owners within 300 feet of the project site; and other potentially interested parties, including neighborhood organizations that have requested such notice. A legal notice was published in the newspaper on Wednesday, August 19, 2020. Publication of the NOP initiated a 30-day public review and comment period that ended on September 18, 2020. Pursuant to CEQA section 21083.9 and CEQA Guidelines section 15206, the Planning Department held a public scoping meeting on September 2, 2020, to receive input on the scope of the environmental review for this Project. During the NOP review and comment period, eight comments were received. One speaker provided oral comments at the scoping meeting and seven comment letters and emails were submitted to the Planning Department. The comment letters received in response to the NOP and a copy of the transcript from the public scoping meeting are available for review at the Planning Department offices as part of Case File No. 2019-021884ENV. The Planning Department considered the comments made by the public in preparation of the Draft EIR for the project and project variants.

The Planning Department published the Draft EIR, including the Initial Study, on June 30, 2021. The Draft EIR identified a 62-day public comment period—from July 1, 2021 through August 31, 2021—to solicit public comment on the Draft EIR. A public hearing on the draft EIR was held before the San Francisco Planning Commission on August 26, 2021. Five public comments on the draft EIR were made in written form during the public comment period and four comments were made as oral testimony at the public hearing.

Additionally, there was a public hearing before the San Francisco Historic Preservation Commission on Wednesday, August 4, 2021. This hearing allowed the Historic Preservation Commissioners to provide comments on the Draft EIR, including the Initial Study, to the Planning Commission.

As described in Section I above, the Draft EIR project was refined (Refined Project) and a new variant added (Paratransit Variant) after publication of the Draft EIR. The Planning Department analyzed the Refined Project and the Paratransit Variant and determined that neither would result in the new significant environmental impacts or substantially increase the severity of the impacts presented in the Draft EIR. Nor do they add any new mitigation measures or alternatives that the project sponsor team has declined to implement.

Under section 15088.5 of the CEQA Guidelines, recirculation of an EIR is required when “significant new information” is added to the EIR after public notice is given of the availability of the Draft EIR for public review but prior to certification of the Final EIR. The term “information” can include changes in the project or environmental setting, as well as additional data or other information. New information added to an EIR is not

“significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. “Significant new information” requiring recirculation includes, for example, a disclosure showing that:

- (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
- (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project’s proponents decline to adopt it.
- (4) The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

(CEQA Guidelines, § 15088.5, subd. (a).)

Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

On December 13, 2023, the Planning Department distributed a Responses to Comments (RTC) on the Draft EIR document for review to the Planning Commission as well as to the other public agencies and commissions, non-governmental organizations including neighborhood associations, and individuals who commented on the Draft EIR. The RTC document provides a complete description of the Refined Project and Paratransit Variant, an analysis of the physical environmental impacts of each compared to the Draft EIR Project, responds to the comments made on the Draft EIR during the 62-day review period, and revises Draft EIR text based on additional information and minor errata that became available or known subsequent to Draft EIR publication.

The Commission finds that none of the changes and revisions presented in the RTC substantially affects the analysis or conclusions presented in the Draft EIR; therefore, recirculation of the Draft EIR for additional public comments is not required.

F. Content and Location of Record

The record upon which all findings and determinations related to the adoption of the Project are based include the following:

- The Final EIR, consisting of the Draft EIR, the RTC document, and all documents referenced in or relied upon by the Final EIR;
- All information (including written evidence and testimony) provided by city staff members to the Planning Commission related to the Final EIR, the Project, the project approvals and entitlements, and the alternatives set forth in the Final EIR;

- All information (including written evidence and testimony) presented to the Planning Commission, or incorporated into reports presented by the Planning Department, by the environmental consultant and subconsultants who prepared the Final EIR;
- All information (including written evidence and testimony) presented to the city from other public agencies relating to the Project or the final EIR;
- All applications, letters, testimony, and presentations provided to the city by the Department and its consultants in connection with the Project;
- All information (including written evidence and testimony) presented at any public hearing or workshop related to the Final EIR;
- The MMRP; and
- All other documents composing the record pursuant to Public Resources Code section 21167.6(e).

The public hearing transcripts and audio files, a copy of all letters regarding the Final EIR received during the public review period, the administrative record, and background documentation for the Final EIR are located at the San Francisco Planning Department, 49 South Van Ness Avenue, Suite 1400, San Francisco. The San Francisco Planning Commission Secretary is the custodian of these documents and materials.

G. Findings about Environmental Impacts and Mitigation Measures

The following Sections II, III, and IV set forth the Planning Commission's findings about the Final EIR's determinations regarding significant environmental impacts and the mitigation measures proposed to address them. These findings provide the written analysis and conclusions of the Planning Commission regarding the environmental impacts of the Project and the mitigation measures included as part of the Final EIR and adopted by the Planning Commission as part of the Project. To avoid duplication and redundancy, and because the Planning Commission agrees with, and hereby adopts, the conclusions in the Final EIR, these findings will not repeat the analysis and conclusions in the Final EIR, but instead incorporate them by reference and rely upon them as substantial evidence supporting these findings.

In making these findings, the Planning Commission has considered the opinions of the Department and other city staff members and experts, other agencies, and members of the public. The Planning Commission finds that (i) the determination of significance thresholds is a judgment decision within the discretion of the city; (ii) the significance thresholds used in the Final EIR are supported by substantial evidence in the record, including the expert opinion of the Final EIR preparers and city staff members; and (iii) the significance thresholds used in the Final EIR provide reasonable and appropriate means of assessing the significance of the adverse environmental effects of the Project. Thus, although, as a legal matter, the Planning Commission is not bound by the significance determinations in the Final EIR (see Public Resources Code section 21082.2, subdivision [e]), the Planning Commission finds them persuasive and hereby adopts them as its own.

These findings do not attempt to describe the full analysis of each environmental impact contained in the Final EIR. Instead, a full explanation of these environmental findings and conclusions can be found in the Final EIR, and these findings hereby incorporate by reference the discussion and analysis in the Final EIR supporting the determination regarding the Project's impacts and mitigation measures designed to address those impacts. In making these findings, the Planning Commission ratifies, adopts, and incorporates in these findings the determinations and conclusions of the Final EIR relating to environmental impacts and mitigation measures,

except to the extent any such determinations and conclusions are specifically and expressly modified by these findings, and relies upon them as substantial evidence supporting these findings.

As set forth below, the Planning Commission adopts and incorporates the mitigation measures for the Project set forth in the Final EIR, which are set forth in the attached MMRP, to reduce the significant and unavoidable impacts of the Project. The Planning Commission intends to adopt the mitigation measures proposed in the Final EIR that are within its jurisdiction and urges other city agencies and departments that have jurisdiction over other mitigation measures proposed in the Final EIR, and set forth in the MMRP, to adopt those mitigation measures. Accordingly, in the event a mitigation measure recommended in the Final EIR has inadvertently been omitted in these findings or the MMRP, such mitigation measure is hereby adopted and incorporated in the findings below by reference. In addition, in the event the language describing a mitigation measure set forth in these findings or the MMRP fails to accurately reflect the mitigation measures in the Final EIR due to a clerical error, the language of the policies and implementation measures as set forth in the Final EIR shall control. The impact numbers and mitigation measure numbers used in these findings reflect the information contained in the Final EIR.

These findings are based upon substantial evidence in the entire record before the Planning Commission. The references set forth in these findings to certain pages or sections of the EIR or responses to comments in the Final EIR are for ease of reference and are not intended to provide an exhaustive list of the evidence relied upon for these findings.

SECTION II. IMPACTS OF THE PROJECT FOUND TO BE LESS THAN SIGNIFICANT AND THUS NOT REQUIRING MITIGATION

Under CEQA, no mitigation measures are required for impacts that are less than significant (Public Resources Code section 21002; CEQA Guidelines sections 15126.4, subdivision [a][3], 15091). Based on the evidence in the entire record of this proceeding, the Planning Commission finds that the Project will not result in any significant impacts in the following areas and that these impact areas therefore do not require mitigation.

Cultural Resources

- CR-2: Construction of the Project would not materially alter, in an adverse manner, the physical characteristics of any off-site historical resource that justifies its inclusion in the California Register of Historical Resources.
- C-CR-1: The Project, in combination with cumulative projects, would not materially alter, in an adverse manner, the physical characteristics of historical resources that justify their eligibility for inclusion in the California Register of Historical Resources, resulting in a cumulative impact.

Transportation and Circulation

- TR-1: Construction of the Project would not require a substantially extended duration or intense activity and the secondary effects would not create potentially hazardous conditions for people walking, bicycling, or driving; or interfere with accessibility for people walking or bicycling; or substantially delay public transit.

- TR-2: Operation of the Project would not create potentially hazardous conditions for people walking, bicycling, or driving or public transit operations.
- TR-3: Operation of the Project would not interfere with accessibility of people walking or bicycling to and from the project site, and adjoining areas, or result in inadequate emergency access.
- TR-4: Operation of the Project would not substantially delay public transit.
- TR-5: Operation of the Project would not cause substantial additional VMT or substantially induce automobile travel.
- TR-6: Operation of the Project would not result in a loading deficit.
- C-TR-1: The Project, in combination with cumulative projects, would not result in significant construction-related transportation impacts.
- C-TR-2: The Project, in combination with cumulative projects, would not create potentially hazardous conditions.
- C-TR-3: The Project, in combination with cumulative projects, would not interfere with accessibility.
- C-TR-4: The Project, in combination with cumulative projects, would not substantially delay public transit.
- C-TR-5: The Project, in combination with cumulative projects, would not cause substantial additional VMT or substantially induce automobile travel.
- C-TR-6: The Project, in combination with cumulative projects, would not result in significant loading impacts.

Noise and Vibration

- C-NO-2: Construction vibration as a result of the Project, combined with construction vibration from cumulative projects in the vicinity, would not generate excessive groundborne vibration or groundborne noise levels.
- C-NO-3: Operation of the Project, combined with operation noise from cumulative projects in the vicinity, would not cause a substantial permanent increase in ambient noise levels in the Project vicinity.

Air Quality

- AQ-2: During operation, the Project would generate criteria air pollutant emissions at levels that would not result in a cumulatively considerable net increase in criteria air pollutants for which the region is in nonattainment.
- AQ-4: The Project would not conflict with implementation of the 2017 Bay Area Clean Air Plan.

- AQ-5: The Project would not create objectionable odors that would affect a substantial number of people.

Shadow

- SH-1: The Project would not create new shadow that substantially and adversely affects the use and enjoyment of publicly accessible open spaces.
- C-SH-1: The Project in combination with cumulative projects in the vicinity would not create new shadow in a manner that substantially and adversely affects the use and enjoyment of publicly accessible open spaces. The Project would not make a cumulatively considerable contribution to a significant cumulative shadow impact.

SECTION III. FINDINGS OF POTENTIALLY SIGNIFICANT IMPACTS OF THE PROJECT THAT CAN BE AVOIDED OR REDUCED TO A LESS-THAN-SIGNIFICANT LEVEL THROUGH MITIGATION

CEQA requires agencies to adopt mitigation measures that would avoid or substantially lessen a project's identified significant impacts or potential significant impacts if such measures are feasible. The findings in this Section III concern mitigation measures set forth in the EIR to mitigate the potentially significant impacts of the Project. These mitigation measures are included in the MMRP, which is included as Attachment B to the Planning Commission motion adopting these findings.

The project sponsor team has agreed to implement the mitigation measures identified below to address the potential impacts identified in the EIR. As authorized by CEQA section 21081 and CEQA Guidelines sections 15091, 15092, and 15093, based on substantial evidence in the whole record of this proceeding, the Planning Commission finds that, unless otherwise stated, the Project will be required to incorporate mitigation measures identified in the EIR into the Project to mitigate or avoid significant or potentially significant environmental impacts. These mitigation measures will reduce or avoid the potentially significant impacts described in the EIR, and the Planning Commission finds that these mitigation measures are feasible to implement and are within the responsibility and jurisdiction of the city to implement or enforce. In addition, the required mitigation measures are fully enforceable and will be included as conditions of approval for project approvals under the Project, as applicable, and also will be enforced through conditions of approval in building permits issued for the Project by the San Francisco Department of Building Inspection, as applicable. With the required mitigation measures, these Project impacts would be avoided or reduced to a less-than-significant level.

Noise and Vibration

- NO-1: Construction of the Project would generate a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards established in the San Francisco Noise Ordinance or applicable standards of other agencies.

The Planning Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measure M-NO-1 (Construction Noise Control) would reduce this impact to a less-than-significant level.

- NO-2: Construction of the Project would generate excessive groundborne vibration or groundborne noise levels.

The Planning Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measure M-NO-2 (Vibration-Sensitive Equipment at 2601 Mariposa Street (KQED Building)) would reduce this impact to a less-than-significant level.

- NO-3: Operation of the Project would generate a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, or applicable standards of other agencies.

The Planning Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measure M-NO-3 (Fixed Mechanical Equipment Noise Control for Building Operations) would reduce this impact to a less-than-significant level.

- C-NO-1: Construction noise as a result of the Project, combined with construction noise from cumulative projects in the vicinity, would cause a substantial temporary increase in ambient noise levels.

The Planning Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measure M-NO-1 (Construction Noise Control) would reduce this impact to a less-than-significant level.

Air Quality

- AQ-1: During construction, the Project would not generate significant fugitive dust emissions, but would generate criteria air pollutant emissions at levels which would result in a cumulatively considerable net increase in criteria air pollutants for which the region is in nonattainment.

The Planning Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measure M-AQ-1 (Off-Road Construction Equipment Emissions Minimization) would reduce this impact to a less-than-significant level.

Wind

- WI-1: The Project would create wind hazards in publicly accessible areas of substantial pedestrian use in the vicinity of the project site.

The Planning Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measure M-WI-1 (Design Measures to Reduce Project-Specific Wind Impacts) would reduce this impact to a less-than-significant level.

- C-WI-1: The Project, in combination with cumulative projects, would not alter wind in a manner that would make a cumulatively considerable contribution to a significant cumulative wind impact.

The Planning Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measure M-WI-1 (Design Measures to Reduce Project-Specific Wind Impacts) would reduce this impact to a less-than-significant level.

Tribal Cultural Resources

- TCR-1: Construction of the Project could cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code section 21074.

The Planning Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measure M-TCR-1 (Tribal Cultural Resources Preservation and/or Interpretive Program) would reduce this impact to a less-than-significant level.

- C-TCR-1: The Project, in combination with cumulative projects in the vicinity, would not result in significant cumulative tribal cultural resources impacts.

The Planning Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measure M-TCR-1 (Tribal Cultural Resources Preservation and/or Interpretive Program) would reduce this impact to a less-than-significant level.

Geology and Soils

- GE-6: The Project could directly or indirectly destroy a unique paleontological resource or site.

The Planning Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measure M-GE-6a (Inadvertent Discovery of Paleontological Resources) would reduce this impact to a less-than-significant level.

SECTION IV. SIGNIFICANT IMPACTS OF THE PROJECT THAT CANNOT BE AVOIDED OR REDUCED TO A LESS-THAN-SIGNIFICANT LEVEL

Based on substantial evidence in the whole record of these proceedings, the Planning Commission finds that there are significant Project-specific and cumulative impacts that would not be eliminated or reduced to an insignificant level by the mitigation measures listed in the MMRP. The Final EIR identifies significant impacts in two significant impact topic areas—Cultural Resources and Air Quality—that would remain significant and unavoidable, even with implementation of mitigation measures; those impacts topics and the mitigation measures that reduce the impacts, although not to a less-than-significant level, are listed below.

The Planning Commission further finds based on the analysis contained within the Final EIR, other considerations in the record, and the significance criteria identified in the Final EIR, that feasible mitigation measures are not available to reduce the significant Project impacts to less-than-significant levels, and thus those impacts remain significant and unavoidable. The Planning Commission also finds that, although measures were considered in the Final EIR that could reduce some significant impacts, certain measures, as described below, are infeasible for reasons set forth below; therefore, those impacts remain significant and unavoidable or potentially significant and unavoidable.

The following significant impacts on the environment, as reflected in the Final EIR, are unavoidable. But, as more fully explained in Section VII, below, under Public Resources Code section 21081(a)(3) and (b) and CEQA Guidelines sections 15091(a)(3), 15092(b)(2)(B), and 15093, the Planning Commission finds that these impacts are acceptable in light of the legal, environmental, economic, social, technological and other benefits of the Project. This finding is supported by substantial evidence in the record of this proceeding.

A. Impacts That Remain Significant and Unavoidable After Implementation of Mitigation Measures

Cultural Resources

- CR-1: The Project would cause a substantial adverse change in the significance of a historical resource as defined in section 15064.5 of the CEQA Guidelines.

The Project would demolish the entire bus yard and building and redevelop the whole site with an approximately 1,250,000-gross-square-foot building that rises between 70 to 150 feet in height, including a partial basement level. The demolition under the Project would eliminate all the character-defining features that contribute to and convey the historic and architectural significance of the project site as a post-Earthquake reinforced concrete car barn designed by master Michael M. O'Shaughnessy.

For these reasons, the Project would materially alter the physical characteristics of the Potrero Trolley Coach Division Facility that convey its historic significance and that justify its inclusion in the California Register. As such, the Project would cause a substantial adverse impact on the Potrero Trolley Coach Division Facility, a historical resource, and this would be a significant impact.

Mitigation measures M-CR-1a (Documentation of Historical Resource), M-CR-1b (Salvage Plan), M-CR-1c (Interpretation of the Historical Resource), and M-CR-1d (Oral Histories) would document and present the complex history of the site and subject building. These mitigation measures would reduce the cultural resource impact but not to a less-than-significant level. The impact is significant and unavoidable with mitigation. Because identified mitigation measures M-CR-1a, M-CR-1b, M-CR-1c and M-CR-1d would not reduce the impact to a less-than-significant level, a full and a partial preservation alternatives to the Project have been identified.

Air Quality

- AQ-3: Construction and operation of the Project would generate toxic air contaminants, including diesel particulate matter, at levels which would expose sensitive receptors to substantial pollutant concentrations.

Construction of the Project would generate the following local air pollutants of concern: running exhaust DPM and PM2.5 from off-road equipment and on-road trucks, fugitive PM2.5 dust from on-road truck tire wear, brake wear, and resuspension of entrained roadway dust. Operation of the Project would also generate the following local air pollutants of concern: running exhaust DPM, PM2.5, and/or TOG from on-road vehicles and emergency diesel generators, and fugitive PM2.5 dust from on-road vehicle tire wear, brake wear, and resuspension of entrained roadway dust. The emissions of DPM, PM2.5, and TOG during Project construction and operation could pose a health risk to nearby

sensitive receptors.

As explained in the Final EIR, with implementation of Mitigation Measures M-AQ-1 (Off-Road Construction Equipment Emissions Minimization) and M-AQ-3 (Emergency Diesel Generator Health Risk) the excess cancer health risk exposure would be reduced to just below the threshold of significance of 7.0 in a million (i.e., 6.87 in a million overall with 6.22 in a million attributable to off-road construction equipment after mitigation). The 38.5 percent reduction to the overall cancer risk at the maximally exposed individual resident attributable to Mitigation Measure M-AQ-1 would not be assured because of potential increases to the off-road construction equipment roster and intensity of average daily use. As a result, the efficacy of the combination of Mitigation Measures M-AQ-1 and M-AQ-3 would also not be assured. Although a reasonable worst-case construction scenario for the construction air quality emissions modeling was employed and long-term operational benefits associated with the Project's TDM program were not calculated, construction and operation of the Project could result in a substantial increase in the exposure of sensitive receptors to DPM, TOG, and PM_{2.5} and the impact on local air quality is determined to be significant. No additional mitigation measures have been identified and therefore this impact is significant and unavoidable with mitigation.

C-AQ-1: The Project, in combination with cumulative projects in the vicinity, would contribute considerably to cumulative health risk impacts on sensitive receptors. As discussed in the Final EIR, cumulative projects within 1,000 feet of the offsite maximally exposed individual resident are not expected to substantially increase the existing background health risks at the maximally exposed individual resident. However, as discussed under Impact AQ-3, the Project would result in a substantial increase in the existing background health risks at the maximally exposed individual resident. Even with Mitigation Measures M-AQ-1 and M-AQ-3 required as conditions of approval for the Project, construction and/or operation of the Project would result in a substantial increase in the exposure of sensitive receptors to DPM, TOG, and PM_{2.5} and the Project's contribution to cumulatively significant health risk impacts would be significant and unavoidable with mitigation.

SECTION V. Evaluation of Project Alternatives

This section describes the EIR alternatives and the reasons for rejecting the alternatives as infeasible. CEQA mandates that an EIR evaluate a reasonable range of alternatives to the Project or the project location that would feasibly attain most of the project's basic objectives, but that would avoid or substantially lessen any identified significant adverse environmental effects of the project. An EIR is not required to consider every conceivable alternative to a Project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. CEQA requires that every EIR also evaluate a "no project" alternative. Alternatives provide a basis of comparison to the Project in terms of their significant impacts and their ability to meet project objectives. This comparative analysis is used to consider reasonable, potentially feasible options for minimizing environmental consequences of the Project.

A. Alternatives Analyzed in the Final EIR

The Department considered a range of alternatives in draft EIR Chapter 5, Alternatives. The Final EIR analyzed the Project compared to four CEQA alternatives:

- Alternative A (No Project Alternative)
- Alternative B (Full Preservation Alternative)
- Alternative C (Partial Preservation Alternative)
- Alternative D (Transit Facility Plus Commercial Only Alternative)

B. Evaluation of Project Alternatives

CEQA provides that alternatives analyzed in an EIR may be rejected if “specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible ... the project alternatives identified in the EIR” (CEQA Guidelines section 15091[a][3]). The Planning Commission has reviewed each of the alternatives to the Project as described in the Final EIR that would reduce or avoid the impacts of the Project and finds that there is substantial evidence of specific economic, legal, social, technological, and other considerations that make these alternatives infeasible, for the reasons set forth below.

In making these determinations, the Planning Commission is aware that CEQA defines “feasibility” to mean “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors.” The Planning Commission is also aware that under CEQA case law, the concept of “feasibility” encompasses (i) the question of whether a particular alternative promotes the underlying goals and objectives of a project, and (ii) the question of whether an alternative is “desirable” from a policy standpoint to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors.

The following Project alternatives and Project were fully considered and compared in the Final EIR.

- **Alternative A (No Project Alternative):** Under Alternative A, existing land use controls on the Project site would continue to govern site development and the existing site would continue to function as a transit facility, which would not constitute a change from existing conditions. Under Alternative A, the existing maintenance and operations building would be retained in its current configuration, including its flat roof (parking deck) and second-story additions constructed in 1924 along Mariposa and Hampshire streets for offices and maintenance shops, respectively. The overall height and massing (approximately 45-foot height at Mariposa and Hampshire streets) would be preserved. The paved bus storage yard on the western portion of the site with access from Mariposa Street would also be retained in its current condition.

If Alternative A were to proceed, no changes would be implemented, and none of the impacts associated with the Project, as described in the Final EIR, would occur. With no change to existing site conditions under the no Project alternative, land use activity on the Project site would not contribute to significant cumulative impacts beyond existing levels.

Alternative A is hereby rejected as infeasible. Although it would eliminate the significant and unavoidable impacts to cultural resources and air quality, it would fail to meet the basic objectives of

the Project. In particular, Alternative A would fail to: (i) rebuild, expand, and modernize the SFMTA's Potrero Bus Yard by 2027 to efficiently maintain and store a growing Muni bus fleet according to the SFMTA Fleet Plan and Facilities Framework schedule; (ii) construct the first SFMTA transit facility with infrastructure for battery electric buses to facilitate Muni's transition to an all-electric fleet, in accordance with San Francisco and California policy; (iii) construct a new public asset that is resilient to earthquakes and projected climate change effects, and provides a safe, secure environment for the SFMTA's employees and assets; (iv) improve working conditions of SFMTA's workforce of transit operators, mechanics, and front-line administrative staff through a new facility at Potrero Yard; (v) achieve systemwide master plan priorities by consolidating scattered transit support functions at Potrero Yard; or (vi) create a development that is financially feasible in that the public asset can be funded by public means and public transportation funds are used only for the bus yard component.

- **Alternative B (Full Preservation Alternative):** The two preservation alternatives are the culmination of a screening process that considered various site plans, building retention programs, building heights, views of the character-defining features, and feedback from the City Historic Preservation Commission. Under the Full Preservation Alternative, the existing, approximately 45-foot-tall, office wing along Mariposa Street would be retained and the remainder of the maintenance and operations building would be demolished, including the shops wing along Hampshire Street north of the office wing. The replacement transit facility would cover the remainder of the site, including the bus yard on the west portion of the site.

Under Alternative B, the building's three transit levels would rise to a height of 75 feet, with multi-family residential floors above rising to 150 feet (inclusive of the 75-foot-tall transit facility podium). The office wing would be retained and preserved in its entirety with no new construction built on top of it. The shops wing along Hampshire Street would be demolished; however, new construction would feature setbacks that reference the wing's original form and massing. Under this alternative, residential uses within the new transit facility would be developed along Mariposa and Bryant streets, and on floors above the new transit facility podium. However, the footprint for residential development would be limited under Alternative B due to the retention of the office wing, the transit facility podium setbacks from the retained office wing, and the residential floor setbacks from the transit facility podium. Ground-floor commercial uses would be developed along Bryant Street. Most of the character-defining features of the historical resource would be retained and reused.

Overall, Alternative B would have approximately 176,000 fewer gross square feet of space compared to the Refined Project and about 53,000 more gross square feet of space than the Paratransit Variant. Compared to the Project (both the Refined Project and the Paratransit Variant), the replacement transit facility would be reduced in size by approximately 122,000 gross square feet—from approximately 700,000 to 578,000 gross square feet.

Alternative B is hereby rejected as infeasible because it would fail to meet the basic objectives of the Project. In particular, Alternative B would not fully satisfy the Project's basic objectives to: (i) rebuild, expand, and modernize the SFMTA's Potrero Bus Yard by 2027 to efficiently maintain and store a growing Muni bus fleet according to the SFMTA Fleet Plan and Facilities Framework schedule; (ii) construct the first SFMTA transit facility with infrastructure for battery electric buses to facilitate Muni's

transition to an all-electric fleet, in accordance with San Francisco and California policy; and (iii) achieve systemwide master plan priorities by consolidating scattered transit support functions at Potrero Yard. Reductions to the transit facility under Alternative B could result in less space for operator training, operator and administration areas, transit street operations, and electric bus battery infrastructure, as well as displacement of maintenance bays and bus parking, limiting SFMTA's ability to meet the fleet plan mix, and loss of non-revenue vehicle parking spaces, limiting SFMTA's ability to consolidate transit street operations and other functions at Potrero Yard.

- **Alternative C (Partial Preservation Alternative):** Under the Partial Preservation Alternative, the office wing along Mariposa and Hampshire streets on the southeast portion of the site would be retained and reused. The remainder of the building would be demolished, including the shops wing along Hampshire Street north of the office wing. New construction (i.e., the three-level transit facility, with residential and ground-floor commercial uses plus residential uses atop the transit facility podium) would cover the remainder of the site as it does in Alternative B.

Similar to the Project, the building's three transit levels would rise to a height of 75 feet, with multi-family residential floors above rising to 150 feet (inclusive of the 75-foot-tall transit facility podium). The office wing would be retained and preserved in its entirety, with no new construction built on top of it. The remainder of the building would be demolished but the new building would feature some setbacks and notches to differentiate the new construction from the retained office wing. Residential uses within the new transit facility under this alternative would be developed along Mariposa and Bryant streets and on floors above the transit facility podium. However, the footprint for residential development would be limited under Alternative C due to the retention of the office wing and the residential floor setbacks from the transit facility podium and retained office wing. Ground-floor commercial uses would be developed along Bryant Street as under the Project. Most of the character-defining features of the historical resource would be retained and reused, although to a lesser degree than in Alternative B. A portion of the existing structure would be retained; however, spatial relationships with the site and environment would be altered to a greater extent in Alternative C as compared to Alternative B.

Overall, Alternative C would have approximately 166,000 fewer gross square feet of space compared to the Refined Project and 63,000 more gross square feet of space than the Paratransit Variant. Compared to the Project (Refined Project and Paratransit Variant), the replacement transit facility would be reduced in size by 103,000 gross square feet—from approximately 700,000 to 597,000 gross square feet. Although the interior of the retained office wing of the maintenance and operations building would be renovated to serve the SFMTA's programmatic needs, reductions to the SFMTA program could result in similar land use program reductions as with the Full Preservation Alternative.

Alternative C is hereby rejected as infeasible because it would fail to meet the basic objectives of the Project. In particular, like Alternative B, Alternative C would not fully satisfy the Project's basic objectives to: (i) rebuild, expand, and modernize the SFMTA's Potrero Bus Yard by 2027 to efficiently maintain and store a growing Muni bus fleet according to the SFMTA Fleet Plan and Facilities Framework schedule; (ii) construct the first SFMTA transit facility with infrastructure for battery electric buses to facilitate Muni's transition to an all-electric fleet, in accordance with San Francisco and California policy; and (iii) achieve systemwide master plan priorities by consolidating scattered transit

support functions at Potrero Yard. Reductions to the transit facility under Alternative C could result in less space for operator training, operator and administration areas, transit street operations, and electric bus battery infrastructure, as well as displacement of maintenance bays and bus parking, limiting SFMTA's ability to meet the fleet plan mix, and loss of non-revenue vehicle parking spaces, limiting SFMTA's ability to consolidate transit street operations and other functions at Potrero Yard.

- **Alternative D (Transit Facility Plus Commercial Only Alternative):** Under the Transit Facility Plus Commercial Only Alternative, the 4.4-acre site would be redeveloped to provide a modern transit facility with commercial uses in a 75-foot-tall structure with three transit levels. However, Alternative D, unlike the Project, would not include residential uses within the transit facility (along Mariposa and Bryant streets) or proposed residential development atop the transit facility podium. All joint development space within the transit facility would be repurposed for SFMTA maintenance and circulation space, electric bus battery infrastructure, and staff amenities with the exception of ground-floor commercial space. The approximately 3,000 gross square feet of ground-floor commercial uses under the Project (Refined Project and Paratransit Variant) would be approximately 30,000 gross square feet less than under Alternative D, which would include 33,000 gross square feet of commercial uses along Bryant Street.

Streetscape improvements would be limited to a loading facility on Bryant Street for commercial use, and the off-street loading at the basement level would be dedicated to the SFMTA. There would be no passenger loading space on Hampshire or Bryant streets north of Mariposa Street; thus, fewer parking spaces adjacent to the project site would be lost compared to Project (Refined Project and Paratransit Variant) . Alternative D would require 107,000 cubic yards more excavation than the Project (Refined Project and Paratransit Variant) for the foundation and structural work and the below-grade basement. However, due to the smaller construction program for the transit facility and commercial space only, Alternative D could be constructed in 2.5 to 3 years, less than the approximately four years expected for the Project (Refined Project and Paratransit Variant)..

Alternative D is hereby rejected as infeasible. Overall, Alternative D would meet fewer of the additional project objectives than Alternatives B or C because there would be no residential component to the joint development. Without the residential component, the Alternative D project would deliver zero housing units and would fail to maximize reuse of a site located in a central, mixed-use neighborhood by creating a mixed-use development and providing dense housing and striving to maximize the number of affordable units on the site.

SECTION VI. STATEMENT OF OVERRIDING CONSIDERATIONS

The Planning Commission finds that, notwithstanding the imposition of all feasible mitigation measures, a total of three significant impacts related to cultural resources and air quality would remain significant and unavoidable with mitigation, as described in more detail above.

Pursuant to CEQA section 21081 and CEQA Guidelines section 15093, the Planning Commission hereby finds, after consideration of the Final EIR and the evidence in the record, that each of the specific overriding economic, legal, social, technological, and other benefits of the Project – including, as noted above, either the Refined Project or the Paratransit Variant – independently and collectively outweighs these significant and unavoidable impacts and is an overriding consideration warranting approval of the Project, as further

discussed below. Any one of the reasons for approval cited below is sufficient to justify approval of the Project. Thus, even if a court were to conclude that not every reason is supported by substantial evidence, the Planning Commission will stand by its determination that each individual reason is sufficient. The substantial evidence supporting the various benefits can be found below, and in the record of proceedings.

On the basis of the above findings and the substantial evidence in the whole record of this proceeding, the Planning Commission specifically finds that there are significant benefits of the Project to support approval of the Project in spite of the unavoidable significant impacts, and therefore makes this statement of overriding considerations. The Planning Commission further finds that, as part of the process of obtaining Project approvals, significant effects on the environment from implementation of the Project have been eliminated or substantially lessened, where feasible. All mitigation measures and improvement measures identified in the Final EIR and MMRP are adopted as part of the Approval Actions described in Section I, above.

Furthermore, the Planning Commission has determined that any remaining significant effects on the environment found to be unavoidable are acceptable due to the following specific overriding economic, technological, legal, social, and other considerations. The Project would meet all of the objectives, as described in the Draft EIR.

The Project would have the following benefits:

- The Project would advance SFMTA's Building Progress Program, which has a goal of repairing, renovating, and modernizing SFMTA's aging facilities and facilitating improvement of the overall transportation service delivery system in the City.
- The Project would replace an aging facility a new multilevel bus facility that will not only improve maintenance and storage capabilities, but also contribute to a greener, more sustainable, and reliable transportation system for the City.
- The Project would ensure resiliency to climate change and natural disasters and improve transit service by reducing vehicle breakdowns, increasing on-time performance, and reducing passenger overcrowding. Relatedly, the Project will provide a safer, more secure environment for SFMTA's employees and physical assets.
- The Project would directly address and support the City's housing goals—memorialized in its General Plan Housing Element and the Mayor's Public Lands for Housing Goals—by constructing a range of new housing units (up to 513) on the site.
- The Project would enhance safety and reduce conflicts between transit, commercial vehicles, bicyclists, drivers, and pedestrians in the project site vicinity.
- The Project would support transit-oriented development and promote the use of public transportation through an innovative and comprehensive transportation demand management program.
- The Project would demonstrate the City's leadership in sustainable development by constructing an environmentally low-impact facility intended to increase the site's resource efficiency.

Having considered the above, and in light of evidence contained in the FEIR and in the record, the Planning Commission finds that the benefits of the Project outweigh the unavoidable adverse environmental effects identified in the FEIR and/or Initial Study, and that those adverse environmental effects are therefore acceptable.

**ATTACHMENT B – AGREEMENT TO IMPLEMENT MITIGATION MONITORING AND REPORTING PROGRAM:
MITIGATION, IMPROVEMENT AND PUBLIC WORKS STANDARD CONSTRUCTION MEASURES (MMRP) and
MMRP**

Attachment B

MITIGATION MONITORING AND REPORTING PROGRAM: MITIGATION, IMPROVEMENT & PUBLIC WORKS STANDARD CONSTRUCTION MEASURES

<i>Record No.:</i>	Case No. 2019-021884ENV	<i>Block/Lot:</i>	3971/001
<i>Project Title:</i>	SFMTA Potrero Yard Modernization Project	<i>Lot Size:</i>	4.4 acres
<i>BPA Nos:</i>	Submittal pending	<i>Project Sponsor:</i>	Chris Lazaro, SFMTA, (415) 549-6572
<i>Zoning:</i>	Public (P) Use District 65-X Height and Bulk District	<i>Lead Agency:</i>	San Francisco Planning Department
		<i>Staff Contact:</i>	Jennifer McKellar, Planning – (628) 652-7563

Tables 1 and 3 below indicate when compliance with each mitigation and improvement measure must occur. Some mitigation and improvement measures span multiple phases. Substantive descriptions of each mitigation measure’s requirements are provided on the following pages in the Mitigation Monitoring and Reporting Program. The San Francisco Municipal Transportation Agency (SFMTA) is the project sponsor and property owner of the project site at 2500 Mariposa Street (Potrero Yard). Together the SFMTA and a private project co-sponsor (developer) are referenced below as the project sponsor team. In addition, pursuant to the May 11, 2023, memorandum regarding Public Works’ Authority for project delivery of the Potrero Yard Project and the May 31, 2020, attachment referenced therein, San Francisco Public Works assumes responsibility for environmental compliance, including applicable Standard Construction Measures in Tables 2 and 6 below.

Period of Compliance

Table 1: Adopted Mitigation Measure	Prior to the start of Construction*	During Construction**	Post-Construction or Operational	Compliance with MM completed?
Mitigation Measure M-CR-1a: Documentation of Historical Resource	X			
Mitigation Measure M-CR-1b: Salvage Plan	X			
Mitigation Measure M-CR-1c: Interpretation of the Historical Resource	X			
Mitigation Measure M-CR-1d: Oral Histories	X			
Mitigation Measure M-TCR-1: Tribal Cultural Resources Preservation and/or Interpretive Program	X	X	X	
Mitigation Measure M-NO-1: Construction Noise Control	X	X		
Mitigation Measure M-NO-2: Vibration-Sensitive Equipment at 2601 Mariposa Street (KQED Building)	X	X		
Mitigation Measure NO-3: Fixed Mechanical Equipment Noise Control for Building Operations	X		X	

Mitigation Measure M-AQ-1: Off-Road Construction Equipment Emissions Minimization	X	X		
Mitigation Measure M-AQ-3: Emergency Diesel Generator Health Risk Reduction Plan	X		X	
Mitigation Measure M-WI-1: Design Measures to Reduce Project-Specific Wind Impacts	X			
Mitigation Measure M-GE-6a: Inadvertent Discovery of Paleontological Resources	X	X		
Mitigation Measure M-GE-6b: Preconstruction Paleontological Evaluation for Class 3 (Moderate) Paleontological Sensitivity Sediments during Construction	X	X		

*Prior to any ground disturbing activities at the project site.

**Construction is broadly defined to include any physical activities associated with construction of a development project including, but not limited to: site preparation, clearing, demolition, excavation, shoring, foundation installation, and building construction.

Period of Compliance

Table 2: Adopted Public Works Standard Construction Measure	Prior to the start of Construction*	During Construction**	Post-Construction or Operational	Compliance with SCM completed?
SCM #1: SEISMIC AND GEOTECHNICAL STUDIES	X	X		
SCM #2: AIR QUALITY	X	X		
SCM #3: WATER QUALITY	X	X		
SCM #4: TRAFFIC	X	X		
SCM #5: NOISE	X	X		
SCM #6: HAZARDOUS MATERIALS	X	X		
SCM #7: BIOLOGICAL RESOURCES	X	X		
SCM #8: VISUAL AND AESTHETIC CONSIDERATIONS, PROJECT SITE	X	X		
SCM #9: CULTURAL RESOURCES	X	X		

*Prior to any ground disturbing activities at the project site.

**Construction is broadly defined to include any physical activities associated with construction of a development project including, but not limited to: site preparation, clearing, demolition, excavation, shoring, foundation installation, and building construction.

(Continues on next page)


Period of Compliance

Table 3: Adopted Improvement Measure	Prior to the start of Construction*	During Construction**	Post-Construction or Operational	Compliance with Improvement Measure completed?
Improvement Measure I-TR-A: Construction Management Plan – Additional Measures	X	X		
Improvement Measure I-TR-B: Driveway and Loading Operations Plan (DLOP)			X	

*Prior to any ground disturbing activities at the project site.

**Construction is broadly defined to include any physical activities associated with construction of a development project including, but not limited to: site preparation, clearing, demolition, excavation, shoring, foundation installation, and building construction.

Signatures:

 I agree to implement the attached mitigation measure(s) and standard construction measures as described herein as conditions of project approval.



Private Project Co-Sponsor (Developer)

December 22, 2023

Date

Note to project sponsor team: Please contact CPC.EnvironmentalMonitoring@sfgov.org to begin the environmental monitoring process prior to the submittal of your building permits to the San Francisco Department Building Inspection.

(Continues on next page)

MITIGATION MONITORING AND REPORTING PROGRAM

Table 4: MITIGATION MEASURES FOR THE POTRERO YARD MODERNIZATION PROJECT

MONITORING AND REPORTING PROGRAM ¹				
Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
MITIGATION MEASURES AGREED TO BY PROJECT SPONSOR TEAM				
HISTORIC ARCHITECTURAL/CULTURAL RESOURCES				
Mitigation Measure M-CR-1a: Documentation of Historical Resource (HRER Part II, Mitigation Measure 1)				
<p>Prior to issuance of a demolition permit, the project sponsor team shall undertake Historic American Building/Historic American Landscape Survey-like (HABS/HALS-like) documentation of the building features. The documentation shall be undertaken by a professional who meets the Secretary of the Interior’s Professional Qualifications Standards for Architectural History, History, or Architecture (as appropriate) to prepare written and photographic documentation of the Potrero Trolley Coach Division Facility. The specific scope of the documentation shall be reviewed and approved by the Planning Department but shall include the following elements:</p> <p>Measured Drawings – A set of measured drawings shall be prepared that depict the existing size, scale, and dimension of the historic resource. Planning Department staff will accept the original architectural drawings or an as-built set of architectural drawings (e.g., plans, sections, elevations). Planning Department staff will assist the consultant in determining the appropriate level of measured drawings.</p> <p>Historic American Buildings/Historic American Landscape Survey-Level Photographs – Either Historic American Buildings/Historic American Landscape Survey (HABS/HALS) standard large-format or digital photography shall be used. The scope of the digital photographs shall be reviewed by Planning Department staff for concurrence, and all digital photography shall be conducted according to the latest National Park Service (NPS) standards. The</p>	<p>Project Sponsor Team and qualified consultant, at the direction of the ERO</p>	<p>Prior to issuance of excavation permit or commencement of construction</p>	<p>Planning Department preservation staff shall review and approve the documentation package</p>	<p>Considered complete upon completion of the Planning Department approved documentation provided to the repositories in their preferred format and the print-on-demand booklet is made available to the public, upon request</p>

MONITORING AND REPORTING PROGRAM¹

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>photography shall be undertaken by a qualified professional with demonstrated experience in HABS/HALS photography. Photograph views for the data set shall include contextual views; views of each side of the building and interior views, including any original interior features, where possible; oblique views of the building; and detail views of character-defining features. All views shall be referenced on a photographic key. This photographic key shall be on a map of the property and shall show the photograph number with an arrow to indicate the direction of the view. Historic photographs shall also be collected, reproduced, and included in the data set.</p> <p>HABS/HALS Historical Report – A written historical narrative and report shall be provided in accordance with the HABS/HALS Historical Report Guidelines. The written history shall follow an outline format that begins with a statement of significance supported by the development of the architectural and historical context in which the structure was built and subsequently evolved. The report shall also include architectural description and bibliographic information.</p> <p>Video Recordation (HRER Part II, Mitigation Measure 3) – Video recordation shall be undertaken before demolition or site permits are issued. The project sponsor team shall undertake video documentation of the affected historical resource and its setting. The documentation shall be conducted by a professional videographer, one with experience recording architectural resources. The documentation shall be narrated by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate) set forth by the Secretary of the Interior’s Professional Qualification Standards (36 Code of Federal Regulations Part 61). The documentation shall include as much information as possible—using visuals in combination with narration—about the materials, construction methods, current condition, historic use, and historic context of the historical resource. This mitigation measure would supplement the</p>				

MONITORING AND REPORTING PROGRAM¹

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>traditional HABS/HALS documentation, and would enhance the collection of reference materials that would be available to the public and inform future research.</p> <p>Softcover Book – A Print-on-Demand softcover book shall be produced that includes the content from the historical report, historical photographs, HABS/HALS photography, measured drawings, and field notes. The Print-on-Demand book shall be made available to the public for distribution. The project sponsor team shall transmit such documentation to the History Room of the San Francisco Public Library, San Francisco Architectural Heritage, the Planning Department, and the Northwest Information Center. The HABS/HALS documentation scope will determine the requested documentation type for each facility, and the project sponsor team will conduct outreach to identify other interested groups. All documentation will be reviewed and approved by the Planning Department’s staff before any demolition or site permit is granted for the affected historical resource.</p>				
<p>Mitigation Measure M-CR-1b: Salvage Plan (HRER Part II, Mitigation Measure 2)</p>				
<p>Prior to any demolition that would remove character-defining features, the project sponsor team shall consult with the planning department as to whether any such features may be salvaged, in whole or in part, during demolition/alteration. The project sponsor team shall make a good faith effort to salvage materials of historical interest to be utilized as part of the interpretative program.</p>	<p>Project Sponsor Team/qualified preservation consultant at the direction of the ERO</p>	<p>Prior to issuance of construction permits</p>	<p>Planning Department</p>	<p>Considered complete after salvage occur and interpretive program is complete</p>
<p>Mitigation Measure M-CR-1c: Interpretation of the Historical Resource (HRER Part II, Mitigation Measure 4)</p>				
<p>The project sponsor team shall facilitate the development of an interpretive program focused on the history of the project site. The interpretive program should be developed and implemented by a qualified professional with demonstrated experience in displaying information and graphics to the public in a visually interesting</p>	<p>Project Sponsor Team, construction contractors, and qualified consultant, at the</p>	<p>Prior to issuance of excavation permit or commencement of construction</p>	<p>Planning Department preservation staff shall review and approve the interpretive program plan</p>	<p>Considered complete upon the Planning Department’s approval and the Project Sponsor Team’s implementation of the interpretive program plan</p>

MONITORING AND REPORTING PROGRAM¹

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>manner, such as a museum or exhibit curator. This program shall be initially outlined in a proposal for an interpretive plan subject to review and approval by Planning Department staff. The proposal shall include the proposed format and the publicly-accessible location of the interpretive content, as well as high-quality graphics and written narratives. The proposal prepared by the qualified consultant describing the general parameters of the interpretive program shall be approved by Planning Department staff prior to issuance of the architectural addendum to the site permit. The detailed content, media, and other characteristics of such an interpretive program shall be approved by Planning Department staff prior to issuance of a Temporary Certificate of Occupancy.</p> <p>The interpretative program shall include but not be limited to the installation of permanent on-site interpretive displays or screens in publicly accessible locations. Historical photographs, including some of the large-format photographs required by Mitigation Measure M-CR-1a, may be used to illustrate the site’s history. The oral history program required by Mitigation Measure M-CR-1d will also inform the interpretative program.</p> <p>The primary goal is to educate visitors and future residents about the property’s historical themes, associations, and lost contributing features within broader historical, social, and physical landscape contexts. These themes would include but not be limited to the subject property’s historic significance for its association with the earliest years of San Francisco’s Municipal Railway, the United States’ first publicly owned street railway and for its distinctive characteristics as a car barn, for its post-Earthquake period of construction, and as the work of master Michael M. O’Shaughnessy.</p>	<p>direction of the ERO</p>			
<p>Mitigation Measure M-CR-1d: Oral Histories (HRER Part II, Mitigation Measure 5)</p>				

MONITORING AND REPORTING PROGRAM¹

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>The project sponsor team shall undertake an oral history project on the resource that may include interviews of people such as former SFMTA employees, or other community members who may offer informative historic perspectives on the history and significance of the resource. The project shall be conducted by a professional historian in conformance with the Oral History Association’s Principles and Best Practices (https://www.oralhistory.org/principles-and-best-practices-revised-2018/). In addition to transcripts of the interviews, the oral history project shall include a narrative project summary report containing an introduction to the project, a methodology description, and brief summaries of each conducted interview. Copies of the completed oral history project shall be submitted to the San Francisco Public Library, Planning Department, and other interested historical institutions. The oral history project shall also be incorporated into the interpretative program.</p>	<p>Project Sponsor Team and qualified consultant, at the direction of the ERO</p>	<p>Prior to issuance of excavation permit or commencement of construction</p>	<p>Planning Department preservation staff shall review and approve the documentation package</p>	<p>Considered complete upon the Planning Department’s approval and the Project Sponsor Team’s implementation of the interpretive program plan</p>
<p>Mitigation Measure M-TCR-1: Tribal Cultural Resources Preservation and/or Interpretive Program</p>				
<p>During ground-disturbing activities that encounter archeological resources, if the Environmental Review Officer (ERO) determines that a significant archeological resource is present, and if in consultation with the affiliated Native American tribal representatives, the ERO determines that the resource constitutes a tribal cultural resource (TCR) and that the resource could be adversely affected by the proposed project, the proposed project shall be redesigned so as to avoid any adverse effect on the significant tribal cultural resource, if feasible.</p> <p>If the ERO, in consultation with the project sponsor, determines that preservation-in-place of the TCR would be both feasible and effective, then the archeological consultant shall prepare an archeological resource preservation plan (ARPP). Implementation of</p>	<p>Project Sponsor Team, construction contractors, and qualified consultant, at the direction of the ERO</p>	<p>Consultation and planning starting upon discovery of a potential TCR during archeological testing or during construction excavations; interpretive program to be implemented prior to issuance of building occupancy permit</p>	<p>Environmental Review Officer (ERO) or designee</p>	<p>In the event of the discovery of a TCR, considered complete after implementation of the Planning Department approved interpretation program</p>

MONITORING AND REPORTING PROGRAM¹

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>the approved ARPP by the archeological consultant shall be required when feasible.</p> <p>If the ERO, in consultation with the affiliated Native American tribal representatives and the project sponsor, determines that preservation-in-place of the TCR is not a sufficient or feasible option, then the project sponsor shall implement an interpretive program of the TCR in consultation with affiliated Native American tribal representatives. An interpretive plan produced in consultation with affiliated Native American tribal representatives, at a minimum, and approved by the ERO, would be required to guide the interpretive program. The plan shall identify proposed locations for installations or displays, the proposed content and materials of those displays or installation, the producers or artists of the displays or installation, and a long-term maintenance program. The interpretive program may include artist installations, preferably by local Native American artists, oral histories with local Native Americans, artifacts displays and interpretation, and educational panels or other informational displays.</p>				
NOISE				
Mitigation Measure M-NO-1: Construction Noise Control				
<p>The SFMTA and private project co-sponsor and/or its contractors on SFMTA’s behalf (referred to below as project sponsor team) shall prepare construction noise control documentation as detailed below. Prior to issuance of any demolition or building permit, the project sponsor team shall submit a project-specific construction noise control plan to the Environmental Review Officer (ERO) or the ERO’s designee for approval. The construction noise control plan shall be prepared by a qualified acoustical engineer, with input from the construction contractor, and include all feasible measures to reduce construction noise. The construction noise control plan shall identify noise control measures to meet a performance target of</p>	<p>Project Sponsor Team, construction contractors, acoustical engineer</p>	<p>Prior to the issuance of construction permits; prior to the commencement of each construction stage; implementation of monitoring ongoing during construction</p>	<p>Environmental review officer or designee in Planning Department, Project Sponsor Team</p>	<p>Noise control plan approved by ERO/Planning Department prior to construction and considered complete upon submission of a noise monitoring report after each construction phase and completion of construction activities</p>

MONITORING AND REPORTING PROGRAM¹

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>construction activities not resulting in a noise level greater than 90 dBA at noise-sensitive receptors and 10 dBA above the ambient noise level at noise-sensitive receptors. The project sponsor team shall ensure that requirements of the construction noise control plan are included in contract specifications. If nighttime construction is required, the plan shall include specific measures to reduce nighttime construction noise. The plan shall also include measures for notifying the public of construction activities, complaint procedures, and a plan for monitoring construction noise levels in the event complaints are received. The construction noise control plan shall include the following measures to the degree feasible, or other effective measures, to reduce construction noise levels:</p> <ul style="list-style-type: none"> • Use construction equipment that is in good working order, and inspect mufflers for proper functionality; • Select “quiet” construction methods and equipment (e.g., improved mufflers, use of intake silencers, engine enclosures); • Use construction equipment with lower noise emission ratings whenever possible, particularly for air compressors; • Prohibit the idling of inactive construction equipment for more than five minutes; • Locate stationary noise sources (such as compressors) as far from nearby noise-sensitive receptors as possible (including future onsite noise-sensitive receptors at the Phase 2 Bryant Street Housing under the phased construction scenarios for the Refined Project), muffle such noise sources, and construct barriers around such sources and/or the construction site. • Avoid placing stationary noise-generating equipment (e.g., generators, compressors) within noise-sensitive buffer areas (as determined by the acoustical engineer) immediately adjacent to neighbors (including future onsite noise- 				

MONITORING AND REPORTING PROGRAM¹

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>sensitive receptors at the Phase 2 Bryant Street Housing under the phased construction scenarios for the Refined Project).</p> <ul style="list-style-type: none"> Enclose or shield stationary noise sources from neighboring noise-sensitive properties (including the future onsite noise-sensitive receptors at the Phase 2 Bryant Street Housing under the phased construction scenarios for the Refined Project) with noise barriers to the extent feasible. To further reduce noise, locate stationary equipment in pit areas or excavated areas, if feasible; and Install temporary barriers, barrier-backed sound curtains and/or acoustical panels around working powered impact equipment and, if necessary, around the perimeter of active construction areas or phases. When temporary barrier units are joined together, the mating surfaces shall be flush with each other. Gaps between barrier units, and between the bottom edge of the barrier panels and the ground, shall be closed with material that completely closes the gaps, and dense enough to attenuate noise. Under the phased construction scenarios for the Refined Project, develop strategies to reduce exposure to construction noise in coordination with future onsite noise-sensitive receptors at the Phase 2 Bryant Street Housing. Some options to reduce noise include limiting noise to Phase 2 Bryant Street receptors by delaying or limiting occupancy in units closest to the construction zone or notifying receptors of loud construction periods. These options should be explored as part of the noise control plan prepared by a qualified noise consultant and the construction contractor. <p>The construction noise control plan shall include the following measures for notifying the public of construction activities, complaint procedures, and monitoring construction noise levels:</p>				

MONITORING AND REPORTING PROGRAM¹

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<ul style="list-style-type: none"> • Designate an on-site construction noise manager for the project; • Notify neighboring noise-sensitive receptors within 300 feet of the project construction area at least 30 days in advance of high-intensity noise-generating activities (e.g., pier drilling, pile driving, and other activities that may generate noise levels greater than 90 dBA at noise-sensitive receptors) about the estimated duration of the activity (including future onsite noise-sensitive receptors at the Phase 2 Bryant Street Housing under the phased construction scenarios for the Refined Project); • Post a sign onsite describing noise complaint procedures and a complaint hotline number that shall always be answered during construction; • Implement a procedure for notifying the planning department of any noise complaints within one week of receiving a complaint; • Establish a list of measures for responding to and tracking complaints pertaining to construction noise. Such measures may include the evaluation and implementation of additional noise controls at sensitive receptors (residences, hospitals, convalescent homes, schools, churches, hotels and motels, and sensitive wildlife habitat); and • Conduct noise monitoring (measurements) at the beginning of major construction phases (e.g., demolition, grading, excavation) and during high-intensity construction activities to determine the effectiveness of noise attenuation measures and, if necessary, implement additional noise control measures. <p>The construction noise control plan shall include the following additional measures in the event of pile-driving activities:</p>				

MONITORING AND REPORTING PROGRAM¹

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<ul style="list-style-type: none"> When pile driving is to occur within 600 feet of a noise-sensitive receptor, implement “quiet” pile-driving technology (such as pre-drilling of piles, sonic pile drivers, auger cast-in-place, or drilled-displacement, or the use of more than one pile driver to shorten the total pile-driving duration [only if such measure is preferable to reduce impacts to sensitive receptors]) where feasible, in consideration of geotechnical and structural requirements and conditions; Where the use of driven impact piles cannot be avoided, properly fit impact pile driving equipment with an intake and exhaust muffler and a sound-attenuating shroud, as specified by the manufacturer; and Conduct noise monitoring (measurements) before, during, and after the pile-driving activity. 				
<p>Mitigation Measure M-NO-2: Vibration-Sensitive Equipment at 2601 Mariposa Street (KQED Building)</p>				
<p>Prior to construction, the SFMTA and private project co-sponsor and/or its contractors on SFMTA’s behalf (referred to below as project sponsor team) shall designate and make available a community liaison to respond to vibration complaints from building occupants at the KQED building, located at 2601 Mariposa Street. Contact information for the community liaison shall be posted in a conspicuous location so that it is clearly visible to building occupants most likely to be disturbed. Through the community liaison, the project sponsor team shall provide notification to property owners and occupants of 2601 Mariposa Street at least 10 days prior to construction activities involving equipment that can generate vibration capable of interfering with vibration-sensitive equipment, informing them of the estimated start date and duration of vibration-generating construction activities. Equipment types capable of generating such vibration include an impact pile</p>	<p>Project Sponsor Team, and qualified consultant, at the direction of the ERO</p>	<p>Prior to the issuance building and construction permits</p>	<p>Project sponsor, project acoustical engineer and Planning Department</p>	<p>Considered complete after construction activities are completed and after buildings and/or structures are remediated to their pre-construction condition at the conclusion of vibration-generating activity on the site, should any damage occur</p>

MONITORING AND REPORTING PROGRAM¹

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>driver, or similar equipment, operating within 250 feet of the building or a vibratory roller, or similar equipment, operating within 125 feet of the building. If feasible, the project sponsor team shall identify potential alternative equipment and techniques that could reduce construction vibration levels. Alternative equipment and techniques may include, but are not limited to:</p> <ul style="list-style-type: none"> • pre-drilled piles, • caisson drilling, • oscillating or rotating pile installation, • jetting piles into place using a water injection at the tip of the pile could be substituted for driven piles, if feasible, based on soil conditions, • static rollers could be substituted for vibratory rollers in some cases. <p>If concerns prior to construction or complaints during construction related to equipment interference are identified, the community liaison shall work with the project sponsor team and the affected building occupants to resolve the concerns such that the vibration control measures would meet a performance target of the 65 VdB vibration level threshold for vibration sensitive equipment, as set forth by Federal Transit Authority (FTA). To resolve concerns raised by building occupants, the community liaison shall convey the details of the complaint(s) to the project sponsor team, such as who shall implement specific measures to ensure that the project construction meets the performance target of 65 VdB vibration level for vibration sensitive equipment. These measures may include evaluation by a qualified noise and vibration consultant, scheduling certain construction activities outside the hours of operation or recording periods of specific vibration-sensitive equipment if feasible, and/or conducting ground-borne vibration monitoring to document that the project can meet the performance target of 65 VdB at specific distances and/or locations. Ground-borne</p>				

MONITORING AND REPORTING PROGRAM¹

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
vibration monitoring, if appropriate to resolve concerns, shall be conducted by a qualified noise and vibration consultant.				
Mitigation Measure NO-3: Fixed Mechanical Equipment Noise Control for Building Operations				
<p>The SFMTA and a private project co-sponsor and/or its contractors on SFMTA’s behalf (referred to below as project sponsor team) shall prepare operational noise control documentation as detailed below. Prior to approval of a building permit, the project sponsor team shall submit documentation to the Environmental Review Officer (ERO) or the officer’s designee, demonstrating with reasonable certainty that the building’s fixed mechanical equipment (such as heating, ventilation and air conditioning [HVAC] equipment) meets the noise limits specified in sections 2909 (b) and 2909 (d) of the noise ordinance (i.e., an 8-dB increase above the ambient noise level at the property plane for commercial or mixed-use properties; and interior noise limits of 55 dBA and 45 dBA for daytime and nighttime hours inside any sleeping or living room in a nearby dwelling unit on a residential property assuming windows open, respectively). Acoustical treatments required to meet the noise ordinance may include, but are not limited to:</p> <ul style="list-style-type: none"> • Enclosing noise-generating mechanical equipment; • Installing relatively quiet models of air handlers, exhaust fans, and other mechanical equipment; • Using mufflers or silencers on equipment exhaust fans; • Orienting or shielding equipment to protect noise-sensitive receptors (residences, hospitals, convalescent homes, schools, churches, hotels and motels, and sensitive wildlife habitat) to the greatest extent feasible; • Increasing the distance between noise-generating equipment and noise-sensitive receptors; and/or 	Project Sponsor Team and qualified consultant, at the direction of the ERO	Prior to the issuance building permit	Environmental Review Officer (ERO) or designee	Considered complete after receipt and acceptance of the appropriate documentation to the ERO

MONITORING AND REPORTING PROGRAM¹

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<ul style="list-style-type: none"> Placing barriers around the equipment to facilitate the attenuation of noise. <p>Compliance with this fixed-mechanical equipment noise control for building operations standard requirement does not obviate the need for the equipment to demonstrate compliance with the noise ordinance throughout the lifetime of the project.</p>				
AIR QUALITY				
Mitigation Measure M-AQ-1: Off-Road Construction Equipment Emissions Minimization				
<p>The SFMTA and private project co-sponsor and/or its contractors on SFMTA’s behalf (referred to below as project sponsor team) shall comply with the following:</p> <p>A. Engine Requirements.</p> <ol style="list-style-type: none"> All off-road equipment greater than or equal to 25 horsepower shall have engines that meet U.S. EPA or California Air Resources Board Tier 4 Final off-road emission standards. Where access to alternative sources of power is available, portable diesel engines shall be prohibited. If access to alternative sources of power is infeasible, portable diesel engines shall meet the requirements of Subsection (A)(1). Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The project sponsor team shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing 	Project Sponsor Team, construction contractors	Prior to issuance of a construction permit; implementation ongoing during construction	Environmental Review Officer (ERO) or designee/ project sponsor	Considered complete upon Planning Department review and approval of Construction Emissions Minimization Plan, ongoing review and approval of biannual reports, and review and approval of final construction report

MONITORING AND REPORTING PROGRAM¹

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>areas and at the construction site to remind operators of the two-minute idling limit.</p> <p>4. The project sponsor team 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. Waivers.</p> <p>1. The San Francisco Planning Department Environmental Review Officer (ERO) may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road Tier 4 Final equipment is not regionally available, not technically feasible, or would not produce desired emissions reduction due to expected operating modes. In granting the waiver, the project sponsor team must demonstrate with substantial evidence that the project construction does not exceed the BAAQMD threshold for NOx (54 lbs/day) by resulting in a net increase of average daily NOx emissions greater than 4 pounds per day. The project sponsor team must also demonstrate with substantial evidence that the overall combined construction and operational excess cancer risk does not exceed 7 per 1 million persons exposed at nearby sensitive receptors.</p> <p>C. Construction Emissions Minimization Plan.</p> <p>1. Before starting onsite construction activities, the project sponsor team shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the project sponsor team will meet the requirements of Section A.</p>				

MONITORING AND REPORTING PROGRAM¹

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>2. 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 use and hours of operation.</p> <p>3. The project sponsor team 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 project sponsor team agrees to comply fully with the Plan.</p> <p>4. The project sponsor team shall make the Plan available to the public for review onsite during working hours. The project sponsor team 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 project sponsor team 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. Monitoring</p> <p>1. After start of construction activities, the project sponsor team shall submit biannual 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 team shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.</p>				

MONITORING AND REPORTING PROGRAM¹

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>Mitigation Measure M-AQ-3: Emergency Diesel Generator Health Risk Reduction Plan</p> <p>The SFMTA and private project co-sponsor and/or its contractors on SFMTA’s behalf (referred to below as the project sponsor team) shall comply with the following:</p> <ol style="list-style-type: none"> 1. Require all emergency diesel generators to meet Tier 4 Final emission standards and reduce annual testing limit to 20 hours per year for each generator; or 2. Require all emergency generators to be battery-powered; or 3. The project sponsor team shall retain a qualified air quality consultant to develop an Emergency Diesel Generator Health Risk Reduction Plan. The project sponsor team shall submit the plan to the San Francisco Planning Department Environmental Review Officer (ERO) for review and approval prior to issuance of a permit for emergency diesel generators from the San Francisco Department of Building Inspection or the Bay Area Air Quality Management District. The plan must include, for each emergency diesel generator, a description of the anticipated venting location, engine specifications, and annual maintenance testing procedures. The plan must demonstrate with substantial evidence that annual maintenance testing will not result in the project’s overall construction and operational cancer risk exceeding 7 per one million persons exposed at nearby offsite sensitive receptors. <p>Additionally, the operator of the facility at which the generators are located (including the private project co-sponsor as applicable) shall be required to maintain records of the testing schedule for each emergency diesel generator for the life of that generator and to</p>	<p>Project Sponsor Team and construction contractor</p>	<p>Prior to issuance of a permit for emergency diesel generator</p>	<p>Project Sponsor Team, facility maintenance contractor, and the Planning Department</p>	<p>Considered complete upon Planning Department review and approval of Emergency Diesel Generator Health Risk Reduction Plan</p>

MONITORING AND REPORTING PROGRAM¹

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
provide this information for review to the planning department within three months of requesting such information.				
WIND				
Mitigation Measure M-WI-1(a): Design Measures to Reduce Project-Specific Wind Impacts				
<p>The project sponsor team shall retain a qualified wind consultant to prepare, in consultation with the San Francisco Planning Department (planning department), a wind impact mitigation report that identifies design measures to reduce the project’s wind impacts in the project scenario. Prior to certification of the Final Environmental Impact Report, the project sponsor team shall submit the wind impact mitigation report to the planning department for its final review and approval. The wind impact mitigation report shall incorporate updated information on the building design based on a list of potential wind reduction measures identified below, along with the estimated effectiveness of each measure to reduce the identified off-site wind hazards.</p> <ul style="list-style-type: none"> • Porous façades on portions of the north, east and west sides for natural ventilation as part of the heating, ventilation, and air conditioning strategy for the new transit facility at the second and third levels • Recessed building corner up to 12 feet in height at the southwest corner of proposed building near Bryant/Mariposa intersection • Vertical elevated screens on portions of the second and third levels of the west façade (Bryant Street) • Vertical wind screens at grade level on the adjacent Bryant Street sidewalk near the Bryant/Mariposa intersection <p>Such wind reduction design measures may include additional on-site landscaping, or equivalent wind-reducing features; and off-site wind reduction measures such as landscaping, streetscape</p>	Project Sponsor Team/qualified consultant	Prior to completion of the environmental review	Project Sponsor Team, and the Planning Department	Completion of and acceptance of the wind impact mitigation report by the Planning Department

MONITORING AND REPORTING PROGRAM¹

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>improvements or other wind-reducing features, such as wind screens.</p> <p>The project sponsor team shall implement as many of the design measures identified in the wind impact mitigation report as needed to reduce the proposed project’s or project variants’ potential to create a new wind hazard or exacerbate an existing wind hazard in publicly accessible areas of substantial pedestrian use to less-than-significant levels. The final wind impact mitigation report should not find that the project produces a net increase of the already identified wind hazard exceedances. The planning department shall approve the final list of wind reduction measures that the project sponsor team shall implement.</p>				
<p>Mitigation Measure M-WI-1(b): Additional Wind Testing</p>				
<p>If changes to the building design or massing are proposed after certification of the Final Environmental Impact Report, additional wind analysis may be required to confirm the modified design does not result in any 9-hour wind hazard exceedances and to minimize 1-hour wind hazard exceedances.</p> <p>If the planning department determines that the modified design could result in wind hazard criterion exceedances (for example, due to the removal of one or more wind reducing features), the project sponsor team shall retain a qualified wind consultant to prepare a wind analysis under the direction of the planning department. The wind analysis may require a wind tunnel test and shall identify wind reduction measures needed to avoid 9-hour wind hazard exceedances and to minimize 1-hour wind hazard exceedances.</p>	<p>Project Sponsor Team /qualified consultant</p>	<p>Prior to completion of the environmental review</p>	<p>Project Sponsor Team, and the Planning Department</p>	<p>Completion of and acceptance of the wind impact mitigation report by the Planning Department</p>
<p>GEOLOGY AND SOILS</p>				
<p>Mitigation Measure M-GE-6a: Inadvertent Discovery of Paleontological Resources</p>				

MONITORING AND REPORTING PROGRAM¹

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>Worker Awareness Training - Prior to commencing construction, and ongoing throughout ground disturbing activities (e.g., excavation, utility installation, the project sponsor and/or their designee shall ensure that all project construction workers are trained on the contents of the Paleontological Resources Alert Sheet, as provided by the Planning Department. The Paleontological Resources Alert Sheet shall be prominently displayed at the construction site during ground disturbing activities for reference regarding potential paleontological resources.</p> <p>In addition, the project sponsor shall inform the contractor and construction personnel of the immediate stop work procedures and other procedures to be followed if bones or other potential fossils are unearthed at the project site. Should new workers that will be involved in ground disturbing construction activities begin employment after the initial training has occurred, the construction supervisor shall ensure that they receive the worker awareness training as described above.</p> <p>The project sponsor shall complete the standard form/affidavit confirming the timing of the worker awareness training to the Environmental Review Officer (ERO). The affidavit shall confirm the project's location, the date of training, the location of the informational handout display, and the number of participants. The affidavit shall be transmitted to the ERO within five (5) business days of conducting the training.</p> <p>Paleontological Resource Discoveries - In the event of the discovery of an unanticipated paleontological resource during project construction, ground disturbing activities shall temporarily be halted within 25 feet of the find until the discovery is examined by a qualified paleontologist as recommended by the Society of</p>	<p>Project Sponsor Team, construction contractors, at the direction of the ERO</p>	<p>Prior to construction commencement</p>	<p>Project Sponsor Team and the Planning Department</p>	<p>Submission of evidence of worker awareness training and distribution of alert sheet to the satisfaction of the Planning Department, including proper adherence to procedures if a resource is encountered</p>

MONITORING AND REPORTING PROGRAM¹

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>Vertebrate Paleontology standards (SVP 2010) and Best Practices in Mitigation Paleontology (Murphey et al. 2019). Work within the sensitive area shall resume only when deemed appropriate by the qualified paleontologist in consultation with the ERO.</p> <p>The qualified paleontologist shall determine: 1) if the discovery is scientifically significant; 2) the necessity for involving other responsible or resource agencies and stakeholders, if required or determined applicable; and 3) methods for resource recovery. If a paleontological resource assessment results in a determination that the resource is not scientifically important, this conclusion shall be documented in a Paleontological Evaluation Letter to demonstrate compliance with applicable statutory requirements (e.g., Federal Antiquities Act of 1906, CEQA Guidelines Section 15064.5, California Public Resources Code Chapter 17, Section 5097.5, Paleontological Resources Preservation Act 2009). The Paleontological Evaluation Letter shall be submitted to the ERO for review within 30 days of the discovery.</p> <p>If the qualified paleontologist determines that a paleontological resource is of scientific importance, and there are no feasible measures to avoid disturbing this paleontological resource, the qualified paleontologist shall prepare a Paleontological Mitigation Program. The mitigation program shall include measures to fully document and recover the resource of scientific importance. The qualified paleontologist shall submit the mitigation program to the ERO for review and approval within 10 business days of the discovery. Upon approval by the ERO, ground disturbing activities in the project area shall resume and be monitored as determined by the qualified paleontologist for the duration of such activities.</p> <p>The mitigation program shall include: 1) procedures for construction monitoring at the project site; 2) fossil preparation and</p>				

MONITORING AND REPORTING PROGRAM¹

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>identification procedures; 3) curation of paleontological resources of scientific importance into an appropriate repository; and 4) preparation of a Paleontological Resources Report (report or paleontology report) at the conclusion of ground disturbing activities. The report shall include dates of field work, results of monitoring, fossil identifications to the lowest possible taxonomic level, analysis of the fossil collection, a discussion of the scientific significance of the fossil collection, conclusions, locality forms, an itemized list of specimens, and a repository receipt from the curation facility. The project sponsor shall be responsible for the preparation and implementation of the mitigation program, in addition to any costs necessary to prepare and identify collected fossils, and for any curation fees charged by the paleontological repository. The paleontology report shall be submitted to the ERO for review within 30 business days from conclusion of ground disturbing activities, or as negotiated following consultation with the ERO.</p>				
<p>Mitigation Measure M-GE-6b: Preconstruction Paleontological Evaluation and Monitoring Plan during Construction</p>				
<p>The project sponsor shall engage a qualified paleontologist to develop a site-specific monitoring plan prior to commencing soil-disturbing activities at the project site. The Preconstruction Paleontological Monitoring Plan would determine project construction activities requiring paleontological monitoring based on those may affect sediments with moderate sensitivity for paleontological resources. Prior to issuance of any demolition permit, the project sponsor shall submit the Preconstruction Paleontological Monitoring Plan to the ERO for approval.</p> <p>At a minimum, the plan shall include:</p> <ol style="list-style-type: none"> 1. Project Description 2. Regulatory Environment – outline applicable federal, state and local regulations 	<p>Project Sponsor Team, construction contractors, and qualified consultant, at the direction of the ERO</p>	<p>Prior to construction commencement</p>	<p>Project Sponsor Team and the Planning Department</p>	<p>Completion of and acceptance of the Preconstruction Paleontological Evaluation by the Planning Department</p>

MONITORING AND REPORTING PROGRAM¹

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>3. Summary of Sensitivity Classification(s)</p> <p>4. Research Methods, including but not limited to:</p> <p>4.a. Field studies conducted by the approved paleontologist to check for fossils at the surface and assess the exposed sediments.</p> <p>4.b. Literature Review to include an examination of geologic maps and a review of relevant geological and paleontological literature to determine the nature of geologic units in the project area.</p> <p>4.c. Locality Search to include outreach to the University of California Museum of Paleontology in Berkeley.</p> <p>5. Results: to include a summary of literature review and finding of potential site sensitivity for paleontological resources; and depth of potential resources if known.</p> <p>6. Recommendations for any additional measures that could be necessary to avoid or reduce any adverse impacts to recorded and/or inadvertently discovered paleontological resources of scientific importance. Such measures could include:</p> <p>6.a. Avoidance: If a known fossil locality appears to contain critical scientific information that should be left undisturbed for subsequent scientific evaluation.</p> <p>6.b. Fossil Recovery: If isolated small, medium- or large-sized fossils are discovered during field surveys or construction monitoring, and they are determined to be scientifically significant, they should be recovered. Fossil recovery may involve collecting a fully exposed fossil from the ground surface, or may involve a systematic excavation, depending upon the size and complexity of the fossil discovery.</p> <p>6.c. Monitoring: Monitoring involves systematic inspections of graded cut slopes, trench sidewalls, spoils piles, and other types of construction</p>				

MONITORING AND REPORTING PROGRAM¹

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>excavations for the presence of fossils, and the fossil recovery and documentation of these fossils before they are destroyed by further ground disturbing actions. Standard monitoring is typically used in the most paleontologically sensitive geographic areas/geologic units (moderate, high and very high potential); while spot-check monitoring is typically used in geographic areas/geologic units of moderate or unknown paleontological sensitivity (moderate or unknown potential).</p> <p>6.d. Data recovery and reporting: Fossil and associated data discovered during soils disturbing activities should be treated according to professional paleontological standards and documented in a data recovery report. The plan should define the scope of the data recovery report.</p> <p>The consultant shall document the monitoring conducted according to the monitoring plan and any data recovery completed for significant paleontological resource finds discovered, if any. Plans and reports prepared by the consultant shall be considered draft reports subject to revision until final approval by the ERO. The final monitoring report and any data recovery report shall be submitted to the ERO prior to the certificate of occupancy.</p>				

Continues on the next page.

Table 5: IMPROVEMENT MEASURES FOR THE POTRERO YARD MODERNIZATION PROJECT

MONITORING AND REPORTING PROGRAM¹

Adopted Improvement Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
IMPROVEMENT MEASURES AGREED TO BY PROJECT SPONSOR TEAM				
TRANSPORTATION				
Improvement Measure I-TR-A: Construction Management Plan – Additional Measures				
<p>As part of the project’s construction management plan, the SFMTA and a private project co-sponsor and/or its contractors on SFMTA’s behalf (referred to as project sponsor team) will require additional measures to further minimize disruptions to people walking and bicycling, transit, and emergency vehicles during project construction: The additional measures include:</p> <p>Carpool, Bicycle, Walk, and Transit Access for Construction Workers—Carpool, Bicycle, Walk, and Transit Access for Construction Workers—To minimize parking demand and vehicle trips associated with construction workers, the construction contractor will include as part of the Construction Management Plan methods to encourage carpooling, bicycle, walk, and transit access to the project site by construction workers. These methods could include providing secure bicycle parking spaces, participating in free-to-employee and employer ride matching program from www.511.org, participating in emergency ride home program through the City of San Francisco (www.sferh.org), and providing transit information to construction workers.</p> <p>Project Construction Updates for Adjacent Businesses and Residents— To minimize construction impacts on access to nearby residences and businesses, the project sponsor team will provide nearby residences and adjacent businesses with regularly updated information regarding project construction, including construction activities, peak construction vehicle activities, travel lane closures,</p>	<p>Project Sponsor Team, including SFMTA regulatory teams, and construction contractor</p>	<p>Prior to the issuance of construction permits; implementation ongoing during construction with construction updates provided weekly; Active Monitoring of Detours as needed</p>	<p>Project Sponsor Team, SFMTA (in its regulatory capacity)</p>	<p>Considered complete upon the submittal and approval of the Construction Management Plan to the SFMTA (in its regulatory capacity)</p>

MONITORING AND REPORTING PROGRAM¹

Adopted Improvement Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>and parking lane and sidewalk closures (e.g., via the project’s website). At regular intervals to be defined in the construction management plan, a regular email notice will be distributed by the project sponsor team that would provide current construction information of interest to neighbors, as well as contact information for specific construction inquiries or concerns.</p>				
<p>Improvement Measure I-TR-B: Driveway and Loading Operations Plan (DLOP)</p>				
<p>The project sponsor team (including joint development project sponsor as applicable) will be required to prepare and implement a Driveway and Loading Operations Plan (DLOP). The DLOP will be prepared by the private project co-sponsor, in coordination with the SFMTA, and submitted as part of the application for the first temporary occupancy permit. The DLOP will include provisions to manage loading activities and driveway operations associated with the below-grade onsite loading spaces; provisions for assessing on-street commercial and passenger loading supply and protocol for expanding on-street supply, if needed; provisions for trash/recycling/compost truck access and collection operations; provisions for residential move-in and move-out operations; provisions for scheduling Muni deliveries using the onsite loading facilities; and provisions for accommodating recurring deliveries such as UPS, Federal Express, and USPS within the onsite loading facilities.</p> <p>The intent of the DLOP is to reduce potential conflicts between passenger and freight loading and transit operations, and between passenger and freight loading activities and people walking and bicycling, and other vehicles in the project vicinity, as well as to maximize reliance on onsite facilities to accommodate freight loading demand.</p>	<p>Project Sponsor Team</p>	<p>Project Sponsor Team to submit Loading Management Plan to ERO prior to the issuance of any certificate of occupancy for the proposed project.</p>	<p>ERO, Project Sponsor Team or successor owner/ manager of residential building</p>	<p>Considered complete upon ERO approval of Loading Management Plan; Ongoing monitoring to continue indefinitely</p>

Table 6: PUBLIC WORKS STANDARD CONSTRUCTION MEASURES FOR THE POTRERO YARD MODERNIZATION PROJECT

Public Works’ Regulatory Affairs division will ensure the Standard Construction Measures are included in construction specifications and contracts. The planning department environmental monitoring team will confirm the public works standard construction measures have been incorporated into the final project agreement with the project sponsor team.

MONITORING AND REPORTING PROGRAM¹				
Adopted Public Works Standard Construction Measure	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
PUBLIC WORKS STANDARD CONSTRUCTION MEASURES AGREED TO BY PROJECT SPONSOR TEAM				
Public Works Standard Construction Measure #1, Seismic and Geotechnical Studies (Geology and Soils)				
The project manager shall ensure that projects that may potentially be affected by existing soil, slope and/or geologic conditions at the project site will be screened for liquefaction, subsidence, landslide, fault displacement, and other geological hazards at the project site, and will be engineered and designed as necessary to minimize risks to safety and reliability due to such hazards. As necessary, geotechnical investigations will be performed.	Project Sponsor Team, construction contractors	Prior to construction	Project Sponsor Team, Planning Department, Public Works Regulatory Affairs	Considered complete upon submission of geotechnical investigations, if applicable
Public Works Standard Construction Measure #2, Air Quality				
All projects will comply with the Construction Dust Control Ordinance. Major construction projects that are estimated to require 20 or more days of cumulative work within the Air Pollutant Exposure Zone must comply with the additional clean construction requirements of the Clean Construction Ordinance.	Project Sponsor Team, construction contractors	Ongoing during construction	Project Sponsor Team, Planning Department, Public Works Regulatory Affairs	Considered complete upon submission of a Site-Specific Dust Control Plan for the review and approval of the Department of Public Health
Public Works Standard Construction Measure #3, Water Quality				
All projects will implement erosion and sedimentation controls to be tailored to the project site, such as fiber rolls and/or gravel bags around storm drain inlets, installation of silt fences, and other such measures sufficient to prevent discharges of sediment and other pollutants to storm drains and all surface waterways, such as San Francisco Bay, the Pacific Ocean, water supply reservoirs, wetlands, swales, and streams. As required based on project location and size,	Project Sponsor Team, construction contractors	Ongoing during construction	Project Sponsor Team, Planning Department, Public Works Regulatory Affairs	Considered complete upon Project Sponsor Team’s enforcement of water quality considerations

MONITORING AND REPORTING PROGRAM¹

Adopted Public Works Standard Construction Measure	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>a Stormwater Control Plan (in most areas of San Francisco) or a Stormwater Pollution Prevention Plan (SWPPP) (in certain areas of San Francisco) will be prepared. If uncontaminated groundwater is encountered during excavation activities, it will be discharged in compliance with applicable water quality standards and discharge permit requirements.</p>				
<p>Public Works Standard Construction Measure #4, Traffic</p>				
<p>All projects will implement traffic control measures sufficient to maintain traffic and pedestrian circulation on streets affected by construction of the project. The measures will also, at a minimum, be consistent with the requirements of San Francisco Municipal Transportation Agency (SFMTA)'s Blue Book. Traffic control measures may include, but not be limited to, flaggers and/or construction warning sign age of work ahead; scheduling truck trips during non-peak hours to the extent feasible; maintaining access to driveways, private roads, and off-street commercial loading facilities by using steel trench plates or other such method; and coordination with local emergency responders to maintain emergency access. Any temporary rerouting of transit vehicles or relocation of transit facilities would be coordinated with SFMTA Muni Operations.</p>	<p>Project Sponsor Team, construction contractors</p>	<p>Ongoing during construction</p>	<p>Project Sponsor Team; SFMTA Muni Operations, Public Works Regulatory Affairs</p>	<p>Considered complete upon the submittal and approval of the Construction Management Plan to the SFMTA</p>
<p>Public Works Standard Construction Measure #5, Noise</p>				
<p>All projects will comply with local noise ordinances resulting construction noise. Public Works shall undertake measures to minimize noise disruption to nearby neighbors and sensitive receptors during construction. These efforts could include using best available noise control technologies on equipment (i.e., mufflers, ducts, and acoustically attenuating shields), locating stationary noise sources (i.e., pumps and generators) away from sensitive receptors, erecting temporary noise barriers, and other such means.</p>	<p>Project Sponsor Team, construction contractors</p>	<p>Ongoing during construction</p>	<p>Project Sponsor Team, Planning Department, Public Works Regulatory Affairs</p>	<p>Considered complete upon Project Sponsor enforcement of local noise ordinances</p>

MONITORING AND REPORTING PROGRAM¹

Adopted Public Works Standard Construction Measure	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
Public Works Standard Construction Measure #6, Hazardous Materials				
Projects that involve excavation of 50 cubic yards of soil in the Maher Zone will comply with the Maher Ordinance. Projects on sites that are not currently located in the Maher Zone but have the potential to contain hazardous materials in soil and/or groundwater will be referred to the Department of Public Health as newly identified Maher sites.	Project Sponsor Team, construction contractors	Ongoing during construction	Project Sponsor Team, Planning Department, Public Works Regulatory Affairs	Considered complete upon Project Sponsor enforcement of Maher ordinance
Public Works Standard Construction Measure #7, Biological Resources				
Projects will comply with all local, state, and federal requirements for surveys, analysis, and protection of biological resources (e.g., Migratory Bird Treaty Act, Federal and State Endangered Species Acts, etc.). The project site and the immediately surrounding area will be screened to determine whether biological resources may be affected by construction. If biological resources are present, a qualified biologist will carry out a survey of the project site to note the presence of general biological resources and to identify whether habitat for special-status species and/or migratory birds is present. If necessary, measures will be implemented to protect biological resources, such as installing wildlife exclusion fencing, establishing work buffer zones, installing bird deterrents, having a qualified biologist conduct monitoring, and other such applicable measures. Tree removal will also comply with any applicable tree protection ordinance.	Project Sponsor Team, construction contractors	Ongoing during construction	Project Sponsor Team, Planning Department, Public Works Regulatory Affairs	Considered complete upon Project Sponsor enforcement of biological considerations
Public Works Standard Construction Measure #8, Visual and Aesthetic Considerations, Project Site				
All project sites will be maintained in a clean and orderly state. Construction staging areas will be sited away from public view, and on currently paved or previously disturbed areas, where possible.	Project Sponsor Team, construction contractors	Ongoing during construction	Project Sponsor Team, Planning Department, Public Works Regulatory Affairs	Considered complete upon Project Sponsor Team's enforcement of visual considerations

MONITORING AND REPORTING PROGRAM¹

Adopted Public Works Standard Construction Measure	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>Nighttime lighting will be directed away from residential areas and have shields to prevent light spillover effects. Upon project completion, project sites on City-owned lands will be returned to their general pre-project condition, including re-grading of the site and re-vegetation or re-paving of disturbed areas to the extent this is consistent with Public Works Bureau of Urban Forestry Policy and San Francisco Code. Project sites on non-City land will be restored to their general pre-project condition so that the owner may return them to their prior use, unless otherwise arranged with the property owner.</p>				
<p>Public Works Standard Construction Measure #9, Cultural Resources</p>				
<p>All projects that will alter a building or structure, produce vibrations, or include soil disturbance will be screened to assess whether cultural resources are or may be present and could be affected, as detailed below.</p> <p>Soil is defined as native earthen deposits or introduced earthen fill. Soil does not include materials that were previously introduced as part of roadway pavement section including asphalt concrete wearing roadway base and subbase.</p> <p><i>Archeological Resources.</i> The EP Archeologist has determined that Standard Archeological Measure III (Testing/Data Recovery) shall be implemented by Public Works to protect and/or treat significant archeological resources identified as being present within the site and potentially affected by the project (see Attachment H: Public Works Archeological Measure III (Testing / Data Recovery)).</p> <ol style="list-style-type: none"> Public Works shall implement the EP Archeologist's recommendations prior to and/or during project construction consistent with Standard Archeological Measure III and shall consult with the EP Archeologist in 	<p>Project Sponsor Team, construction contractors</p>	<p>Prior to issuance of a construction permit</p>	<p>Project Sponsor Team, the EP Archeologist staff, Public Works and the ERO</p>	<p>Considered complete upon compliance with Standard Archeological Measure III (Testing/Data Recovery) requirements</p>

MONITORING AND REPORTING PROGRAM¹

Adopted Public Works Standard Construction Measure	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>selecting a qualified archeological consultant from the EP Archeological Resources Consultant Pool, as needed, to implement these measures.</p> <p>2. Soil-disturbing activities in archeologically sensitive areas, as identified through the above process, will not begin until preconstruction archeological measures required by the EP Archeologist (e.g., preparation of an Archeological Testing Plan, Archeological Treatment Plan, and/or an Archeological Data Recovery Plan) have been implemented.</p>				
<p>Public Works Standard Construction Measure #9, Cultural Resources</p>				
<p>All projects that will alter a building or structure, produce vibrations, or include soil will be screened to assess whether cultural resources are or may be present disturbance and could be affected, as detailed below.</p> <p><i>Historic (Built Environment) Resources.</i> Where construction will take place in proximity to a building or structure identified as a significant historical resource but would not otherwise directly affect it, Public Works will implement protective measures, such as but not limited to, the erection of temporary construction barriers to ensure that inadvertent impacts to such buildings or structures are avoided. These measures shall require the development of a Construction Best Practices for Historical Resources Plan and a plan outlining the Construction Monitoring for Historical Resources Program to be reviewed and approved by CCSF Planning Department Preservation staff.</p> <p>If a project includes or is directly adjacent to historic buildings or structures susceptible to vibration (such as but not limited to unreinforced masonry, earthen construction, lathe and plaster, or fragile architectural ornamentation) as determined in consultation with CCSF Planning Department Preservation staff, Public Works will determine if vibrations associated with proposed construction</p>	<p>Project Sponsor Team, construction contractors</p>	<p>Prior to issuance of a construction permit</p>	<p>Project Sponsor Team, the EP Preservation staff, Public Works and the ERO</p>	<p>Considered complete upon compliance with requirements</p>

MONITORING AND REPORTING PROGRAM¹

Adopted Public Works Standard Construction Measure	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
<p>activities has the potential to cause damage to such buildings or structures. Generally, vibration below 0.12 inches per second peak particle velocity does not have the potential to damage sensitive buildings or structures. A vibration study may be necessary to determine if such vibration levels will occur. If Public Works determines in consultation with CCSF Planning Department Preservation staff that vibration damage may occur, Public Works will engage a qualified historic architect or historic preservation professional to document and photograph the preconstruction condition of the building and prepare a plan for monitoring the building during construction. The monitoring plan will be submitted to and approved by CCSF Planning Department Preservation Planner prior to the beginning of construction and will be implemented during construction. The monitoring plan will identify how often monitoring will occur, who will undertake the monitoring, reporting requirements on vibration levels, reporting requirements on damage to adjacent historical resources during construction, reporting procedures to follow if such damage occurs, and the scope of the preconstruction survey and post-construction conditions assessment.</p> <p>If any damage to a historic building or structure occurs, Public Works will modify activities to minimize further vibration. If any damage occurs, the building will be repaired following the Secretary of the Interior's Standards for the Treatment of Historic Properties under the guidance of a qualified historic architect or historic preservation professional in consultation with CCSF Department Preservation Planner.</p>				

¹ Definitions of MMRP Column Headings:

Adopted Mitigation, Improvement or Public Works Standard Construction Measures: Full text of the mitigation measures, improvement measures or Public Works Standard Construction Measures copied verbatim from the final CEQA document.

Implementation Responsibility: Entity who is responsible for implementing the mitigation measures, improvement measures or Public Works Standard Construction Measures. In most cases this is the project sponsor and/or project's sponsor's contractor/consultant and at times under the direction of the planning department.

Mitigation Schedule: Identifies milestones for when the actions in the mitigation measure, improvement measure or Public Works Standard Construction Measure need to be implemented.

Monitoring/Reporting Responsibility: Identifies who is responsible for monitoring compliance with the mitigation measure, improvement measure or Public Works Standard Construction Measure and any reporting responsibilities. In most cases it is the Planning Department who is responsible for monitoring compliance. If a department or agency other than the planning department is identified as responsible for monitoring, there should be an expressed agreement between the planning department and that other department/agency. In most cases the project sponsor, their contractor, or consultant are responsible for any reporting requirements.

Monitoring Actions/Completion Criteria: Identifies the milestone at which the mitigation measure, improvement measure or Public Works Standard Construction Measure is considered complete. This may also identify requirements for verifying compliance.



PLANNING COMMISSION RESOLUTION NO. 21484

HEARING DATE: JANUARY 11, 2024

Case Number: 2019-021884CUA/ENV/GPA/MAP/PCA/SHD [Board File No. 231256]
Initiated by: Planning Commission / Introduced October 19, 2023 by Resolution No. 21412 (GPA)
Supervisors Ronen and Walton/ Introduced December 5, 2023 (MAP and PCA)
Project Address: 2500 Mariposa Street (SFMTA Potrero Modernization Project)
Zoning: P (Public) Zoning District
65-X Height and Bulk District
Block/Lot: 3971 / 001
Project Sponsor: Chris Jauregui
Company: Plenary Americas, Potrero Neighborhood Collective LLC
Address: 555 W. Fifth St., Suite 3150
City, State: Los Angeles, CA 90013
Property Owner: City and County of San Francisco, SFMTA
1 South Van Ness Ave., 7 Floor
San Francisco, CA 94103
Staff Contacts: Mathew Snyder, Senior Citywide Planner
Mathew.Snyder@sfgov.org, 628-652-7460
Gabriela Pantoja, Senior Planner
Gabriela.Pantoja@sfgov.org, 628-652-7380
Jennifer McKellar, Senior Environmental Planner
Jennifer.Mckellar@sfgov.org, 625-652-7563
Reviewed by: Joshua Switzky, Acting Director of Citywide Planning
Joshua.Switzky@sfgov.org, 628-652-7464

RESOLUTION APPROVING A PROPOSED ORDINANCE THAT WOULD AMEND THE GENERAL PLAN, INCLUDING URBAN DESIGN ELEMENT MAP 4 (“URBAN DESIGN GUIDELINES FOR THE HEIGHT OF BUILDINGS”) AND URBAN DESIGN ELEMENT MAP 5 (“URBAN DESIGN GUIDELINES FOR THE BULK OF BUILDINGS”); AND ADOPTING FINDINGS, INCLUDING ENVIRONMENTAL FINDINGS, PLANNING CODE SECTION 340 FINDINGS, AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND PLANNING CODE SECTION 101.1.

WHEREAS, Section 4.105 of the Charter of the City and County of San Francisco provides to the San Francisco Planning Commission (“Commission”) the opportunity to periodically recommend General Plan Amendments to the Board of Supervisors; and,

WHEREAS, pursuant to Planning Code Section 340(c), the Commission initiated General Plan Amendments for the Potrero Yard Modernization Project, per Planning Commission Resolution No. 21412 on October 19, 2023;

WHEREAS, the Ordinance would enable the Potrero Yard Modernization Project and Paratransit Variant (“Project”), which is located at 2500 Mariposa Street, Lot 001 in Assessor’s Block 3971, and

WHEREAS, the Project consist of demolishing SFMTA’s existing two-story bus facility and constructing an approximately 1,240,000 square foot, 75-150 foot, mixed-use building that will contain Public Transportation Facility and Public Utility Yard Uses for SFMTA’s new state-of-the-art facility and up to approximately 465 dwelling units. Designed to accommodate SFMTA’s current and future bus maintenance, operation, and administrative needs, the first four levels of the building (up to 75 feet in height) will be a modern, energy-efficient, and seismically safe facility that includes bus maintenance, storage, and repair spaces and employee training and support spaces. The remaining portions of the building (up to 150 feet in height) will be dedicated to the construction of the joint residential and commercial development between SFMTA and Potrero Neighborhood Collective (PNC). In addition to the proposed building, the Project will also include the construction of street improvements including new bulbouts, ADA ramps, street trees, Class 2 bicycle parking spaces, and the addition of on-street passenger and commercial loading spaces along Hampshire and Bryant Streets. A public restroom will be constructed within the building at the corner of Bryant and 17th Street.

WHEREAS, the Project also includes a Paratransit Variant, an alternative to the proposal, which constructs approximately 23,809 additional square feet of area dedicated to SFMTA’s Paratransit division for administrative and operation spaces, and paratransit storage, operation, and circulation areas, and reduces the number of dwelling units from 465 to 104; and

WHEREAS, Urban Design Element Map 4, “Urban Design Guidelines for the Height of Building”, limits building heights at the subject site to “41-88-feet”, which does not accommodate the proposed height of the Project. Similarly, Urban Design Element Map 5, “Urban Design Guidelines for the Bulk of Buildings”, also does not accommodate the proposed design of the Project; and

WHEREAS, the subject General Plan amendments would amend Map 4 by adding to the map notes: “Change Lot 001 n Assessor’s Block 3971 so that it has a height designation of 89-160 ft.”; and would amend Map 5 by adding to the map notes: ““Change the bulk limits for the site identified as the San Francisco Municipal Transportation Agency Potrero Bus Yard (Assessor’s Block 3971, Lot 001), to indicate that there shall be no bulk limit below 75 feet, but that bulk shall be limited between 75 feet and 150 feet as determined by the following controls: (1) building area above 75 feet shall be limited to no more than 50% lot coverage; (2) there shall be 10 foot setbacks above 75 feet along the west, south, and east sides of the site, and a 60 foot setback above 75 feet along the north side of the site; and (3) portions of the building above 75 feet may encroach into the setbacks described in (2) above, but said encroachment shall be limited to no more than a total of 180 linear feet for the west, south, and east sides of the site.”; and,

WHEREAS, the Project will also require that the Planning Commission recommend approval to the Board of Supervisors of (1) Planning Code Text Amendments that would create Planning Code Section 249.98, the Potrero Yard Special Use District, which would permit housing and certain non-residential uses where they are currently not permitted in the P (Public) Use District and provide development controls and building standards specifically tailored for the site; (2) Zoning Map Amendments that would designate the subject property to be

located within the Potrero Yard SUD and redesignate its Height and Bulk District from 65-X to 150-PY. Other Planning Commission actions include (1) certification of the Environmental Impact Report pursuant to the California Environmental Quality Act (“CEQA”); (2) adoption of CEQA findings under CEQA, including findings rejecting alternatives as infeasible and adopting a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program (“MMRP”); (3) grant Conditional Use Authorization for a Planned Unit Development for the Project itself; and (4) adopt Shadow Findings pursuant to Planning Code Section 295 with the recommendation of the of the Recreation and Parks Commission, that net new shadow on Franklin Square Park by the proposed Project at 2500 Mariposa Street would not be adverse to the use of Franklin Square Park; and

WHEREAS, on January 11, 2024, the Planning Commission reviewed and considered the Final EIR for the Potrero Yard Modernization Project (“FEIR”) and found the FEIR to be adequate, accurate and objective, thus reflecting the independent analysis and judgment of the Department and the Commission, and that the summary of comments and responses contained no significant revisions to the Draft EIR, and certified the FEIR for the Project in compliance with the California Environmental Quality Act (“CEQA”), the CEQA Guidelines and Chapter 31 by Motion No. 21482; and,

WHEREAS, on January 11, 2024, the Commission by Motion No. 21483 adopted CEQA Findings, including adoption of a Mitigation Monitoring and Reporting Program (MMRP), under Case No. 2019-021884ENV, for approval of the Project, which findings and MMRP are incorporated by reference as though fully set forth herein; and,

WHEREAS, the Planning Commission (hereinafter “Commission”) conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed Ordinance on January 11, 2024; and,

WHEREAS, the Planning Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of Department staff and other interested parties; and

WHEREAS, all pertinent documents may be found in the files of the Department, as the Custodian of Records, at 49 South Van Ness Avenue, Suite 1400, San Francisco; and

WHEREAS, the Planning Commission has reviewed the proposed Ordinance; and

WHEREAS, the Planning Commission finds from the facts presented that the public necessity, convenience, and general welfare require the proposed amendment; and

RESOLVED, that the Planning Commission hereby **approves** the proposed ordinance.

Findings

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

- The Amendments would allow the Project to be constructed to its proposed height and size, thereby advancing SFMTA's Building Progress Program, which has the goal of repairing, renovating, and modernizing SFMTA's aging facilities and facilitating improvement of the overall transportation service delivery system in the City; the Project would contribute to a greener, more sustainable, and reliable transportation system in the City;
- The Amendments would enable the Project, which in turn would make available public land for housing, particularly affordable housing, thereby furthering the City's housing goals and implementation of the Housing Element via the Public Land housing program by constructing up to 465 new housing units on the site;
- The Amendments would enable the Project, thereby ensuring resiliency to climate change and natural disasters and improve transit service by reducing vehicle breakdowns, increasing on-time performance, and reducing passenger overcrowding. Relatedly, the Project will provide a safer, more secure environment for SFMTA's employees and physical assets.
- The Amendments would enable the construction of state-of-the-art mixed-use building comprised of a modern SFMTA facility, housing, commercial, and public uses. The new building will act as anchor for the Northeast Mission neighborhood and showcase its modern public transportation use while providing land for housing.
- The Amendment will enable the Project, which in turn maintain and increase job opportunities for City and provide much improved and safer working environments for SFMTA's employees.

General Plan Compliance

The proposed Ordinance is consistent with the following Objectives and Policies of the General Plan These General Plan findings may be applied to any other required actions that further the Project, as generally described herein, including, but not limited to, actions that otherwise require General Plan Referrals under City Charter Section 4.105 and Administrative Code Sections 2A.51 through 2A.53 .

HOUSING

OBJECTIVE 1.B

ADVANCE EQUITABLE HOUSING ACCESS.

Policy 5

Improve access to the available Affordable Rental and Homeownership units especially for disproportionately underserved racial and social groups.

Policy 6

Advance equal housing access by eliminating discrimination based on race, ethnicity, immigration status, HIV+ status, gender identity, sexual orientation, disabilities, age, prior incarceration, or mental health and improving housing programs for underserved groups.

The proposed new housing units would be targeted as affordable and workforce housing and would significantly increase the availability of much needed housing in the Mission and the City as a whole.

OBJECTIVE 3.C

ELIMINATE DISPLACEMENT OF VULNERABLE COMMUNITIES¹⁷ AND COMMUNITIES OF COLOR.

Policy 18

Tailor zoning changes within Priority Equity Geographies and intersecting Cultural Districts to serve the specific needs of American Indian, Black, and other communities of color while implementing programs to stabilize communities and meet community needs.

Policy 21

Prevent the potential displacement and adverse racial and social equity impacts of zoning changes, planning processes, or public and private investments especially for populations and [areas vulnerable to displacement](#).

The Project would involve creating new housing without demolishing units or otherwise displacing local residents. The subject site is with the Mission District, which is identified as a Priority Equity Geography. SFMTA and their Joint Development Partner have engaged the local community through a robust multi-year outreach effort to solicit input on aspects of the project that are important to the local community.

OBJECTIVE 4.A

SUBSTANTIALLY EXPAND THE AMOUNT OF PERMANENTLY AFFORDABLE HOUSING FOR EXTREMELY LOW- TO MODERATE-INCOME HOUSEHOLDS

POLICY 15

Expand permanently affordable housing investments in Priority Equity Geographies to better serve American Indian, Black, and other People of color within income ranges underserved, including extremely-, very low-, and moderate-income households.

The housing will be targeted to serve households at a variety of affordability levels.

OBJECTIVE 5.A

CONNECT PEOPLE TO JOBS AND THEIR NEIGHBORHOOD WITH NUMEROUS, EQUITABLE, AND HEALTHY TRANSPORTATION AND MOBILITY OPTIONS

POLICY 17

Expand investments in Priority Equity Geographies to advance equitable access to resources while ensuring community stability.

The subject site is with a Priority Equity Geography and represents a significant investment in a community resource that will benefit the local community and the City as a whole.

POLICY 37

Facilitate neighborhoods where proximity to daily needs and high-quality community services and amenities promotes social connections, supports caregivers, reduces the need for private auto travel, and advances healthy activities.

The subject site has excellent access to daily needs, high quality community services and amenities. It is located across the street from Franklin Square Park, one block away from a major retail center, and has access to other smaller scale retail and community uses throughout the Northeast Mission neighborhood. Beyond being a transit hub itself, it is located near several Muni bus lines including but not limited to the 22-Fillmore and 27-Bryant. It is also adjacent to a major bike route along 17th Street.

POLICY 38

Ensure transportation investments create equitable access to transit and are planned in parallel with increase in housing capacity to advance well-connected neighborhoods consistent with the City's [Connect SF vision](#), and encourage sustainable trips³⁵ in new housing.

As noted above, the proposed Project will be located adjacent to and on top of a major transit facility and near several Muni lines. The Project does not include any off-street parking for residents or employees which will discourage the use of private vehicles and encourage the use of more sustainable means of transportation.

OBJECTIVE 5.B

ADVANCE ENVIRONMENTAL JUSTICE, CLIMATE, AND COMMUNITY RESILIENCE

POLICY 40

Enforce and improve planning processes and building regulations to ensure a healthy environment for new housing developments, especially in Environmental Justice Communities.

The subject site is located within an area identified as having a high environmental justice burden by the Environmental Justice Framework of the General Plan. SFMTA and their Joint Development Partner, PNC, have reached out to the local community and other key stakeholders to illicit feedback on what qualities are important to local residents and employees.

OBJECTIVE 5.C

ELEVATE EXPRESSION OF CULTURAL IDENTITIES THROUGH THE DESIGN OF ACTIVE AND ENGAGING NEIGHBORHOOD BUILDINGS AND SPACES

POLICY 41

Shape urban design policy, standards, and guidelines to enable cultural and identity expression, advance architectural creativity and durability, and foster neighborhood belonging.

POLICY 42

Support cultural uses, activities, and architecture that sustain San Francisco's diverse cultural heritage.

The Project will incorporate public art into the building's façade at several locations. SFMTA and their Joint Development Partner worked with the Potrero Yard Working Group to discuss how artists and their proposed art will be selected to assure the community has a key role in determining this feature of the Project.

TRANSPORTATION

OBJECTIVE 1

MEET THE NEEDS OF ALL RESIDENTS AND VISITORS FOR SAFE, CONVENIENT AND INEXPENSIVE TRAVEL WITHIN SAN FRANCISCO AND BETWEEN THE CITY AND OTHER PARTS OF THE REGION WHILE MAINTAINING THE HIGH QUALITY LIVING ENVIRONMENT OF THE BAY AREA.

POLICY 1.1

Involve citizens in planning and developing transportation facilities and services, and in further defining objectives and policies as they relate to district plans and specific projects.

This is a major transportation project for the City. SFMTA and their Joint Development Partner engaged the community and stakeholders on an ongoing basis in the planning process including the development of the Potrero Yard Design Guidelines, which set the parameters for the Project.

POLICY 1.2

Ensure the safety and comfort of pedestrians throughout the city.

POLICY 1.6

Ensure choices among modes of travel and accommodate each mode when and where it is most appropriate.

The Project's streetscape plan includes new bulbouts, ADA ramps, Class 2 bicycle parking spaces, street trees, expanded sidewalks, on-street commercial and loading spaces, and landscaping, thereby furthering the safety and accessibility for pedestrians, and providing more robust choice of travel modes at a transit, bicycle, and pedestrian rich environment.

POLICY 1.7

Assure expanded mobility for the disadvantaged.

The Paratransit Variant proposal would include dedicated storage and maintenance areas for SFMTA's paratransit fleet at the facility, which would improve the operation of SFMTA's ability to serve the disadvantaged.

Further, the streetscape plan includes safety and accessibility improvements for pedestrians including new ADA ramps, on-street ADA passenger loading spaces, and increased sidewalk widths.

OBJECTIVE 2

USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.

POLICY 2.4

Organize the transportation system to reinforce community identity, improve linkages among interrelated activities and provide focus for community activities.

POLICY 2.5

Provide incentives for the use of transit, carpools, vanpools, walking and bicycling and reduce the need for new or expanded automobile and automobile parking facilities.

The Project site is located within close proximity to public transportation and other sustainable modes of transportation. The Project's bold design will provide a beacon of the importance of transit and its relationship with housing.

OBJECTIVE 9

IMPROVE BICYCLE ACCESS TO SAN FRANCISCO FROM ALL OUTLYING CORRIDORS.

POLICY 9.1

Accommodate bicycles on regional transit facilities and important regional transportation links, such as the City's light rail vehicles, wherever and whenever practically feasible.

The Project's streetscape plan includes ample Class 2 bike parking spaces and an improved bike facility along 17th Street.

OBJECTIVE 11

ESTABLISH PUBLIC TRANSIT AS THE PRIMARY MODE OF TRANSPORTATION IN SAN FRANCISCO AND AS A MEANS THROUGH WHICH TO GUIDE FUTURE DEVELOPMENT AND IMPROVE REGIONAL MOBILITY AND AIR QUALITY.

POLICY 11.2

Continue to favor investment in transit infrastructure and services over investment in highway development and other facilities that accommodate the automobile.

The Potrero Yard Modernization Project represents the first major project of SFMTA's Building Progress Program in which SFMTA seeks to make major improvements to its overall transit infrastructure that will greatly enhance San Francisco's transit efficiency, reliability and sustainability. The Project will help ensure improved ongoing maintenance and operation of Muni buses and increase the Yard's capacity, thereby making travel by transit more reliable and enabling its increased usage by San Francisco residents, workers, and visitors.

OBJECTIVE 12

DEVELOP AND IMPLEMENT PROGRAMS IN THE PUBLIC AND PRIVATE SECTORS, WHICH WILL SUPPORT CONGESTION MANAGEMENT AND AIR QUALITY OBJECTIVES, MAINTAIN MOBILITY AND ENHANCE BUSINESS VITALITY AT MINIMUM COST.

POLICY 12.1

Develop and implement strategies which provide incentives for individuals to use public transit, ridesharing, bicycling and walking to the best advantage, thereby reducing the number of single occupant auto trips.

POLICY 12.3

Implement private and public sector TDM programs which support each other and explore opportunities for private-public responsibility in program implementation.

The Project does not include off-street parking for residents nor employees. However, the site is immediately adjacent to major transit lines and is within walking (or bicycling) distance from a BART station at 16th Street and Mission. Through a Project Agreement and other agreements documents with the City, the Joint Development Partner would be required to implement a TDM program that would encourage travel by sustainable modes over travel by private vehicle.

OBJECTIVE 16

DEVELOP AND IMPLEMENT PROGRAMS THAT WILL EFFICIENTLY MANAGE THE SUPPLY OF PARKING AT EMPLOYMENT CENTERS THROUGHOUT THE CITY SO AS TO DISCOURAGE SINGLE-OCCUPANT RIDERSHIP AND ENCOURAGE RIDESHARING, TRANSIT AND OTHER ALTERNATIVES TO THE SINGLE-OCCUPANT AUTOMOBILE.

POLICY 16.1

Reduce parking demand through the provision of comprehensive information that encourages the use of alternative modes of transportation.

POLICY 16.5

Reduce parking demand through limiting the absolute amount of spaces and prioritizing the spaces for short-term and ride-share uses.

The Project will not include any off-street parking spaces for residents.

OBJECTIVE 21

GIVE FIRST PRIORITY TO IMPROVING TRANSIT SERVICE THROUGHOUT THE CITY, PROVIDING A CONVENIENT AND EFFICIENT SYSTEM AS A PREFERABLE ALTERNATIVE TO AUTOMOBILE USE.

POLICY 21.5

Place and maintain all sidewalk elements, including passenger shelters, benches, trees, newsracks, kiosks, toilets, and utilities at appropriate transit stops according to established guidelines.

The Project includes a comprehensive streetscape plan that features new bulbouts, widened sidewalks, ample Class 2 bike parking, and bus stop shelters and other features, thereby making the public realm more pleasant and easier to use for those using transit, travelling by foot or by bike.

POLICY 21.11

Promote the electrification of bus operation.

The Potrero Yard Modernization Project is the first major project of SFMTA's Building Progress Program which includes as one of its major goals, the complete electrification of their bus fleet.

OBJECTIVE 24

DESIGN EVERY STREET IN SAN FRANCISCO FOR SAFE AND CONVENIENT WALKING

POLICY 24.2

Widen sidewalks where intensive commercial, recreational, or institutional activity is present, sidewalks are congested, where sidewalks are less than adequately wide to provide appropriate pedestrian amenities, or where residential densities are high.

POLICY 24.6

Ensure convenient and safe pedestrian crossings by minimizing the distance pedestrians must walk to cross a street.

OBJECTIVE 25

IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT

POLICY 25.2

Maintain and expand the planting of street trees and the infrastructure to support them.

OBJECTIVE 29

ENSURE THAT BICYCLES CAN BE USED SAFELY AND CONVENIENTLY AS A PRIMARY MEANS OF TRANSPORTATION, AS WELL AS FOR RECREATIONAL PURPOSES.

POLICY 29.3

Remove conflicts to bicyclists on all city streets.

The Project's streetscape plan includes more robust bike lanes along 17th Street, a major east-west bike route through the Mission neighborhood.

OBJECTIVE 30

PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.

POLICY 30.1

Provide secure bicycle parking in new governmental, commercial, and residential developments.

POLICY 30.4

Provide bicycle parking at all transit terminals.

The Project will include ample bike parking spaces for residents and employees. The Project also includes ample bike parking spaces within the public right of way as part of its streetscape plan.

URBAN DESIGN

OBJECTIVE 1

EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.

POLICY 1.3

Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.

POLICY 1.6

Make centers of activity more prominent through design of street features and by other means.

The proposed building would be larger than those on the surrounding blocks. However, the large size is appropriate in this context due to its civic importance and its role in providing a significant amount of new housing. While larger than other buildings in the surrounding neighborhood, care has been taken to design the project to minimize its visual effect: it would be sculpted with heights tapering from Mariposa Street down to 17th Street (which is immediately across the street from Franklin Square) to minimize shadow impacts on the park. Massing above 75-feet and again at 115-feet are limited to certain lengths to break down bulk of the structure at its upper levels. The building will be well modulated throughout breaking down its scale are relating it to the surrounding built context.

POLICY 2.4

Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.

The demolition of the existing Potrero Yard Muni structure would be considered a significant unavoidable impact under CEQA. However, the Commission has found that there are overriding considerations to demolish the structure including the need to modernize SFMTAs facilities, provide improved working environments, and utilize the land for housing.

OBJECTIVE 3

MODERATION OF MAJOR NEW DEVELOPMENT TO COMPLEMENT THE CITY PATTERN, THE RESOURCES TO BE CONSERVED, AND THE NEIGHBORHOOD ENVIRONMENT.

POLICY 3.3

Promote efforts to achieve high quality of design for buildings to be constructed at prominent locations.

The Project includes a bold design that - while larger than surrounding buildings - showcases both its civic importance as a public transit use, and its ability to provide a significant amount of housing on its public site.

POLICY 3.5

Relate the height of buildings to important attributes of the city pattern and to the height and expression of existing development.

POLICY 3.6

Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.

While the Project would be larger in scale than surrounding development, careful consideration has been made to modulate the podium portion of the building by including articulation that is consistent with surrounding development. Similarly, the residential portion of the building is designed to reflect the use with the use of typical residential architectural characteristics and modulation.

OBJECTIVE 4

IMPROVEMENT OF THE NEIGHBORHOOD ENVIRONMENT TO INCREASE PERSONAL SAFETY, COMFORT, PRIDE AND OPPORTUNITY

POLICY 4.6

Emphasize the importance of local centers providing commercial and government services.

The Project is an important public use which will clearly be expressed by its design.

POLICY 4.10

Encourage or require the provision of recreation space in private development.

The residential portion of the development includes usable open space on the podium level that will feature a wide variety of recreational programming for its residents.

POLICY 4.13

Improve pedestrian areas by providing human scale and interest.

The Project includes a robust streetscape plan (as described above), that will provide human scale and interest.

COMMERCE AND INDUSTRY

OBJECTIVE 1

MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.

POLICY 1.3

Locate commercial and industrial activities according to a generalized commercial and industrial land use plan.

The redeveloped Potrero Yard is located within the P (Public) Zoning District, which is specifically intended for this type of use. The proposed Special Use District will reaffirm the intended use for the site.

OBJECTIVE 2

MAINTAIN AND ENHANCE A SOUND AND DIVERSE ECONOMIC BASE AND FISCAL STRUCTURE FOR THE CITY.

Seek to retain existing commercial and industrial activity and to attract new such activity to the city.

The Project represents a commitment to this PDR-like use by expanding and modernizing the facility at its current location.

SAFETY AND RESILIENCE

OBJECTIVE 2.1.

CLIMATE RESILIENCE. PURSUE SYNERGISTIC EFFORTS THAT BOTH ELIMINATE GREENHOUSE GASES (CLIMATE MITIGATION) AND PROTECT PEOPLE, THE BUILT ENVIRONMENT, AND NATURE FROM THE UNAVOIDABLE IMPACTS OF THE CLIMATE CRISIS (CLIMATE ADAPTATION).

POLICY 2.1.4.

Ensure that City projects and private developments provide multi-benefit solutions that mitigate hazard risk and contribute to a zero-emission future.

The Project represents one of the first steps to SFMTA's (and the City's) transition to a 100-percent electric bus fleet, a significant step in ensuring a zero-emission future for San Francisco.

OBJECTIVE 3.2.

NEW BUILDINGS. MAXIMIZE THE SAFETY, ENVIRONMENTAL PERFORMANCE, AND CLIMATE ADAPTABILITY OF ALL NEW DEVELOPMENT.

POLICY 3.2.4.

Ensure foundations and structural systems are designed with consideration of site soils conditions when reviewing projects in areas subject to liquefaction, slope instability, sea level rise, groundwater rise, and other flood hazards

POLICY 3.2.8.

During retrofits and new construction, prioritize building practices that emit lower greenhouse gasses and build resilience to multiple hazards at once, especially in Environmental Justice Communities.

The subject project will be built to LEED-Gold standards.

OBJECTIVE 3.3.

INFRASTRUCTURE AND PUBLIC REALM. ENSURE THE CITY'S LIFELINE SYSTEMS, TRANSPORTATION AND EMERGENCY RESPONSE FACILITIES, UTILITIES, STREETS, PUBLIC SPACES, AND COASTS CAN WITHSTAND AND ADAPT TO ALL HAZARDS.

POLICY 3.3.2.

Identify and replace vulnerable infrastructure and critical service lifelines in high-risk areas.

The modernization of Potrero Yard represents SFMTA's commitment to identifying and replacing vulnerable infrastructure and critical service lifelines.

POLICY 3.3.3.

Conduct capital planning to advance resilient infrastructure prioritizing life safety and functional recovery, as well as the needs of Environmental Justice Communities and other vulnerable people.

As noted above, the Project and other elements of the Building Progress Program will enable a more efficient and sustainable transit system in San Francisco. The subject property is located within an Environmental Justice geography and the Project will include features that emphasize and encourage travel by transit, foot, and bicycle.

RECREATION AND OPEN SPACE

OBJECTIVE 2

INCREASE RECREATION AND OPEN SPACE TO MEET THE LONG-TERM NEEDS OF THE CITY AND BAY REGION

POLICY 2.11

Assure that privately developed residential open spaces are usable, beautiful, and environmentally sustainable.

The Project includes usable open space as an amenity for its future residents on the building's podium level that features a variety of recreational programming.

OBJECTIVE 3

IMPROVE ACCESS AND CONNECTIVITY TO OPEN SPACE

POLICY 3.1

Creatively develop existing publicly-owned rights-of-way and streets into open space.

POLICY 3.2

Establish and Implement a network of Green Connections that increases access to parks, open spaces, and the waterfront.

The Project includes a streetscape plan with improved bike facilities along 17th Street, which is identified as a Green Connection.

ARTS

OBJECTIVE I-3

MAINTAIN AND STRENGTHEN THE ARTS COMMISSION SO THAT IT CAN BETTER SERVE THE PUBLIC AND CITY GOVERNMENT THROUGH ARTS POLICY COORDINATION, PLANNING AND PROGRAMMING.

POLICY I-3.3

Strive for the highest standards of design of public buildings and grounds and structures placed in the public right-of-way.

The design of the bus facility component (the public component) was reviewed by the Civic Design Review Board of the Arts Commission and received a positive recommendation from the body. SFMTA and its Joint Development Partner have been working with the Arts Commission to developing its public arts program.

Planning Code Section 101 Findings

The proposed amendments to the Planning Code are consistent with the eight Priority Policies set forth in Section 101.1(b) of the Planning Code in that:

1. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses enhanced;

The project site does not currently include any neighborhood-serving retail uses. The Project includes three commercial spaces that will enhance and improve future opportunities for resident employment and ownership of such uses.

2. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods;

The project site does not currently include any housing and the surrounding neighborhood is characterized with a mix of Public, PDR, and Urban Mixed-Use zoning. The Project will preserve and expand its current use while providing additional units to the City's housing stock. SFMTA and their joint Development Partner have engaged with the community for more than five years to assure that their needs are understood and that the new building is reflective of and serves the community.

3. That the City's supply of affordable housing be preserved and enhanced;

The Project includes the construction of 465 dwelling units, which are targeted to be affordable at various affordable levels. The Project aims to exceed generally prevailing inclusionary requirements for purely private projects, subject to ongoing finalization through the procurement and Board of Supervisors process.

4. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking;

The Project will improve Muni transit service throughout the City by providing a modern, efficient and sustainable bus facility. The project site will feature a streetscape plan that improves transportation facilities for pedestrians, bicyclists, and transit riders. Careful consideration of the relationship and interaction between all modes of transportation around the facility was made and the streetscape and building were designed to avoid any undo conflicts between modes of transportation.

5. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced;

The Project maintain and expand a public PDR use that will improve the working environment for SFMTA employees and provide ongoing employment opportunities to local residents.

6. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake;

The Project will be designed and constructed to conform to the structural and seismic safety requirements of the Building Code. As such, this Project will improve the property's ability to withstand

an earthquake.

7. That the landmarks and historic buildings be preserved;

The Project does entail demolishing the existing Potrero Yard structure, historically known as the Potrero Trolley Coach Division Facility, which is a known historic resource. The EIR included two preservation alternatives (along with a no project alternative) as a part of its analysis. The Commission has found that pursuing these alternatives, however, would not meet the Projects basic objectives to modernize the current bus yard and achieve systemwide master plan priorities by consolidating scattered transit support functions at Potrero Yard. Pursuing the full or partial preservation would also significantly reduce the site's capacity to provide housing at the site.

8. That our parks and open space and their access to sunlight and vistas be protected from development;

The proposed Ordinance would not have an adverse effect on the City's parks and open space and their access to sunlight and vistas. While the Project would result in net new shadow on Franklin Square Park, the shadow was determined to neither have a significant nor adverse effect on the use of the park due to the limited duration, time and location of such shadow, as described in Planning Commission Motion No. 21486.

Planning Code Section 340 Findings.

The Planning Commission finds from the facts presented that the public necessity, convenience and general welfare require the proposed amendments to the Planning Code as set forth in Section 340.

NOW THEREFORE BE IT RESOLVED that the Commission hereby APPROVES the proposed Ordinance as described in this Resolution.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on January 11, 2024.



Jonas P. Ionin
Commission Secretary

AYES: Braun, Ruiz, Diamond, Imperial, Koppel, Moore, Tanner

NOES: None

ABSENT: None

ADOPTED: January 11, 2024



PLANNING COMMISSION RESOLUTION NO. 21485

HEARING DATE: JANUARY 11, 2024

Case Number: 2019-021884CUA/ENV/GPA/MAP/PCA/SHD [Board File No. 231256]
Initiated by: Planning Commission / Introduced October 19, 2023 by Resolution No. 21412 (GPA)
Supervisors Ronen and Walton/ Introduced December 5, 2023 (MAP and PCA)
Project Address: 2500 Mariposa Street (SFMTA Potrero Modernization Project)
Zoning: P (Public) Zoning District
65-X Height and Bulk District
Block/Lot: 3971 / 001
Project Sponsor: Chris Jauregui
Company: Plenary Americas, Potrero Neighborhood Collective LLC
Address: 555 W. Fifth St., Suite 3150
City, State: Los Angeles, CA 90013
Property Owner: City and County of San Francisco, SFMTA
1 South Van Ness Ave., 7 Floor
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Reviewed by: Joshua Switzky, Acting Director of Citywide Planning
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RESOLUTION APPROVING A PROPOSED ORDINANCE THAT WOULD ADD PLANNING CODE SECTION 249.98 (“THE POTRERO YARD SPECIAL USE DISTRICT” (SUD)), ADD AN ADDITIONAL ROW TO PLANNING CODE TABLE 270 (“BULK LIMITS”) FOR THE NEWLY CREATED “PY” BULK DISTRICT, AMEND ZONING MAP SU08 BY PLACING ASSESSOR’S BLOCK AND LOT 3971/001, (“SUBJECT SITE”) IN THE NEWLY CREATED SUD; AND AMENDING HEIGHT MAP HT08 BY REZONING THE SUBJECT SITE FROM 65-X TO 150-PY; AND ADOPTING FINDINGS, INCLUDING ENVIRONMENTAL FINDINGS, PLANNING CODE SECTION 340 FINDINGS, AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND PLANNING CODE SECTION 101.1.

WHEREAS, on December 8, 2023, Supervisors Hillary Ronan and Shamann Walton introduced an ordinance (Board File 231256) for (1) Planning Code Amendments to establish the Potrero Yard Special use District (“SUD”), and (2) for Zoning Map Amendments to amend Zoning Maps SU08 and HT08, for the Assessor’s Blocks and Lots 3971 / 001.

WHEREAS, pursuant to Planning Code Section 302(b), on December 5, 2023, the San Francisco Board of Supervisors initiated these Planning Code Text and Map Amendments.

WHEREAS, the Ordinance would enable the Potrero Yard Modernization Project and Paratransit Variant (“Project”), which is located at 2500 Mariposa Street, Lot 001 in Assessor’s Block 3971, and

WHEREAS, the Project consist of demolishing SFMTA’s existing two-story bus facility and constructing an approximately 1,240,000 square foot, 75-150 foot, mixed-use building that will contain Public Transportation Facility and Public Utility Yard Uses for SFMTA’s new state-of-the-art facility and up to approximately 465 dwelling units. Designed to accommodate SFMTA’s current and future bus maintenance, operation, and administrative needs, the first four levels of the building (up to 75 feet in height) will be a modern, energy-efficient, and seismically safe facility that includes bus maintenance, storage, and repair spaces and employee training and support spaces. The remaining portions of the building (up to 150 feet in height) will be dedicated to the construction of the joint residential and commercial development between SFMTA and SFMTA’s Joint Development Partner. In addition to the proposed building, the Project will also include the construction of street improvements including new bulbouts, ADA ramps, street trees, Class 2 bicycle parking spaces, and the addition of on-street passenger and commercial loading spaces along Hampshire and Bryant Streets. A public restroom will be constructed within the building at the corner of Bryant Street and 17th Street; and

WHEREAS, the Project also includes a Paratransit Variant, an alternative to the proposal, which constructs approximately 23,809 additional square feet of area dedicated to SFMTA’s Paratransit division for administrative and operation spaces, and paratransit storage, operation, and circulation areas, and reduces the number of dwelling units from 465 to 104; and

WHEREAS, The Subject Site is zoned P (Public), which generally does not permit housing and most non-residential non-public uses and therefore would not permit the Project; similarly building standards provided throughout the Planning Code do not anticipate the buildout of the Project in terms of use mix and building envelop size and configuration and therefore would also not permit the Project; finally, the Subject Site’s “65-X” Height designation would not permit the proposed project which is proposed to reach 150 feet in height;

WHEREAS, the proposed SUD would (1) conditionally permit residential uses via the issuance of a Planned Unit Development and implement residential development controls with regards to usable open space and dwelling unit mix ; (2) principally or conditionally permit non-residential uses pursuant to Table 838 of Planning Code Section 838 (Urban Mixed Use Zoning District) for Sales and Service Category, Entertainment, Arts, and Recreation Category, Industrial Use Category, Institutional Use Category, and Non-Retail Professional Service Use, and implement non-residential development controls with regards to street frontage, transparency, gates, railing, and grill work, location and operation conditions, and off-street parking requirements ; (3) provide building standards including setbacks, lot coverage, point of height measurement, and mass separation limitations; and,

WHEREAS, the Project will also require that the Planning Commission recommend approval to the Board of Supervisors of General Plan Amendments to amend Urban Design Map 4 (“Urban Design Guidelines for the Height of Buildings”) and Urban Design Map 5 (“Urban Design Guidelines for the Bulk of Buildings”). Other Planning Commission actions include (1) certification of the Environmental Impact Report pursuant to the California Environmental Quality Act (“CEQA”); (2) adoption of CEQA findings under CEQA, including findings

rejecting alternatives as infeasible and adopting a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program (“MMRP”); (3) grant Conditional Use Authorization for a Planned Unit Development for the Project itself; and (4) adopt Shadow Findings pursuant to Planning Code Section 295 with the recommendation of the of the Recreation and Parks Commission, that net new shadow on Franklin Square Park by the proposed Project at 2500 Mariposa Street would not be adverse to the use of Franklin Square Park; and

WHEREAS, on January 11, 2024, the Planning Commission reviewed and considered the Final EIR for the Potrero Yard Modernization Project (“FEIR”) and found the FEIR to be adequate, accurate and objective, thus reflecting the independent analysis and judgment of the Department and the Commission, and that the summary of comments and responses contained no significant revisions to the Draft EIR, and certified the FEIR for the Project in compliance with the California Environmental Quality Act (“CEQA”), the CEQA Guidelines and Chapter 31 by Motion No. 21482; and,

WHEREAS, on January 11, 2024, the Commission by Motion No. 21483 adopted CEQA Findings, including adoption of a Mitigation Monitoring and Reporting Program (MMRP), under Case No. 2019-021884ENV, for approval of the Project, which findings and MMRP are incorporated by reference as though fully set forth herein; and,

WHEREAS, on January 11, 2024, the Commission by Resolution No. 21484 found that the Project, including the actions contemplated in this Resolution, is on balance consistent with the General Plan and the eight Priority Policies of Planning Code Section 101.1. That Resolution is incorporated by reference as though fully set forth herein.

WHEREAS, the Planning Commission (hereinafter “Commission”) conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed Ordinance on January 11, 2024; and,

WHEREAS, the Planning Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of Department staff and other interested parties; and

WHEREAS, all pertinent documents may be found in the files of the Department, as the Custodian of Records, at 49 South Van Ness Avenue, Suite 1400, San Francisco; and

WHEREAS, the Planning Commission has reviewed the proposed Ordinance; and

WHEREAS, the Planning Commission finds from the facts presented that the public necessity, convenience, and general welfare require the proposed amendment; and

RESOLVED, that the Planning Commission hereby **approves** the proposed Ordinance.

Findings

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

- The Amendments would allow the Project to be constructed to its proposed height and size, thereby advancing SFMTA's Building Progress Program, which has the goal of repairing, renovating, and modernizing SFMTA's aging facilities and facilitating improvement of the overall transportation service delivery system in the City; the Project would contribute to a greener, more sustainable, and reliable transportation system in the City;
- The Amendments would enable the Project, which in turn would make available public land for housing, particularly affordable housing, thereby furthering the City's housing goals and implementation of the Housing Element via the Public Land housing program by constructing up to 465 new housing units on the site;
- The Amendments would enable the Project, thereby ensuring resiliency to climate change and natural disasters and improve transit service by reducing vehicle breakdowns, increasing on-time performance, and reducing passenger overcrowding. Relatedly, the Project will provide a safer, more secure environment for SFMTA's employees and physical assets.
- The Amendments would enable the construction of state-of-the-art mixed-use building comprised of a modern SFMTA facility, housing, commercial, and public uses. The new building will act as anchor for the Northeast Mission neighborhood and showcase its modern public transportation use while providing land for housing.
- The Amendment will enable the Project, which in turn maintain and increase job opportunities for City and provide much improved and safer working environments for SFMTA's employees.

Planning Code Section 302 Findings.

The Planning Commission finds from the facts presented that the public necessity, convenience and general welfare require the proposed amendments to the Planning Code as set forth in Section 302.

NOW THEREFORE BE IT RESOLVED that the Commission hereby APPROVES the proposed Ordinance as described in this Resolution.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on January 11, 2024



Jonas P. Ionin
Commission Secretary

AYES: Braun, Ruiz, Diamond, Imperial, Koppel, Moore, Tanner
NOES: None
ABSENT: None
ADOPTED: January 11, 2024

BOARD of SUPERVISORS



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NOTICE OF PUBLIC HEARING

LAND USE AND TRANSPORTATION COMMITTEE

BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO

NOTICE IS HEREBY GIVEN THAT the Board of Supervisors of the City and County of San Francisco's Land Use and Transportation Committee will hold a public hearing to consider the following proposal and said public hearing will be held as follows, at which time all interested parties may attend and be heard:

Date: Monday, February 26, 2024

Time: 1:30 p.m.

Location: Legislative Chamber, Room 250, located at City Hall
1 Dr. Carlton B. Goodlett Place, San Francisco. CA 94102

Subject: **File No. 240047.** Ordinance amending the Urban Design Element of the General Plan to facilitate the Potrero Bus Yard Project; adopting findings under the California Environmental Quality Act; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and making findings of public necessity, convenience, and welfare under Planning Code, Section 340.

File No. 231256. Ordinance amending the Planning Code and Zoning Map to create the Potrero Yard Special Use District and change the height and bulk limits at 2500 Mariposa Street, Assessor's Parcel Block No. 3971, Lot No. 001, to facilitate development of the Potrero Yard Modernization Project; adopting findings under the California Environmental Quality Act; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and making findings of public necessity, convenience, and welfare under Planning Code, Section 302.

In accordance with Administrative Code, Section 67.7-1, persons who are unable to attend the hearing on this matter may submit written comments prior to the time the hearing begins. These comments will be added to the official public record in this matter and shall be brought to the attention of the Board of Supervisors. Written comments

NOTICE OF PUBLIC HEARING

File Nos. 240047 and 231256 (Potrero Bus Yard Project)

Hearing Date: February 26, 2024

Page 2

should be addressed to Angela Calvillo, Clerk of the Board, City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA, 94102 or sent via email (bos@sfgov.org). Information relating to this matter is available with the Office of the Clerk of the Board or the Board of Supervisors' Legislative Research Center (<https://sfbos.org/legislative-research-center-lrc>). Agenda information relating to this matter will be available for public review on Friday, February 23, 2024.

For any questions about this hearing, please contact the Assistant Clerk for the Land Use and Transportation Committee:

John Carroll (john.carroll@sfgov.org) ~ (415) 554-4445


f Angela Calvillo
Clerk of the Board of Supervisors
City and County of San Francisco

jec:bjj:ams

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JEC - LUT Hearing - February 26, 2024 - File Nos. 240047 and 231256

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02/16/2024

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Total	\$545.40

EXM# 3784747

NOTICE OF PUBLIC HEARING BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO LAND USE AND TRANSPORTATION COMMITTEE
MONDAY FEBRUARY 26, 2024 - 1:30 PM Legislative Chamber, Room 250, located at City Hall 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102

NOTICE IS HEREBY GIVEN THAT the Board of Supervisors of the City and County of San Francisco's Land Use and Transportation Committee will hold a public hearing to consider the following proposal and said public hearing will be held as follows at which time all interested parties may attend and be heard:

File No. 240047, Ordinance amending the Urban Design Element of the General Plan to facilitate the Potrero Bus Yard Project; adopting findings under the California Environmental Quality Act; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and making findings of public necessity, convenience, and welfare under Planning Code, Section 340. File No. 231256, Ordinance amending the Planning Code and Zoning Map to create the Potrero Yard Special Use District and change the height and bulk limits at 2500 Mariposa Street, Assessor's Parcel Block No. 3971, Lot No. 001, to facilitate development of the Potrero Yard Modernization Project; adopting findings under the California Environmental Quality Act; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and making findings of public necessity, convenience, and welfare under Planning Code, Section 302.

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Board or the Board of Supervisors' Legislative Research Center (https://sfbos.org/legislative-research-center-lrc). Agenda information relating to this matter will be available for public review on Friday, February 23, 2024. For any questions about this hearing, please contact the Assistant Clerk for the Land Use and Transportation Committee: John Carroll (john.carroll@sfgov.org - (415) 554-4445)

EXM-3784747#



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