San Francisco Planning

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PLANNING COMMISSION MOTION NO. 20961

HEARING DATE: JULY 29, 2021

Record No.:	2017-014833ENV
Project Address:	469 STEVENSON STREET
Zoning:	C-3-G (Downtown-General) Zoning District 160-F Height and Bulk District Downtown Plan Area
Block/Lot:	3704/045
Project Sponsor:	469 Stevenson Investment, LLC c/o: Tyler Kepler, Build, Inc. 315 Linden Street San Francisco, CA 94102
Property Owner:	Nordstrom, Inc. 1700 7th Avenue, Suite 1000 Seattle, WA 98101
Staff Contact:	Nicholas Foster, AICP, LEED GA – (628) 652-7330 nicholas.foster@sfgov.org

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 THE PROJECT ("PROJECT"), LOCATED AT 469 STEVENSON STREET, LOT 045 OF ASSESSOR'S BLOCK 3704, WITHIN THE C-3-G (DOWNTOWN-GENERAL) ZONING DISTRICT AND A 160-F HEIGHT AND BULK DISTRICT.

PREAMBLE

On November 17, 2017, Katie O'Brien, on behalf of Build, Inc. ("Project Sponsor"), submitted an application with the Planning Department ("Department") for a Preliminary Project Assessment ("PPA") related to the proposed project ("Project") located at 469 Stevenson Street, Lot 045 of Assessor's Block 3704. The PPA Letter, assigned to Case No. 2017-014833PPA, was issued on May 17, 2018.

On November 17, 2017, the Project Sponsor filed an Environmental Evaluation Application and thereafter submitted a revised Application on May 31, 2018, with the Department. The application packet was deemed accepted on May 31, 2018 and assigned Case Number 2017-014833ENV. The Department is the Lead Agency responsible for the implementation of the California Environmental Quality Act, California Public Resources Code Section 21000 et seq., ("CEQA"), the Guidelines for Implementation of CEQA, 14 California Code of Regulations

Section 15000 et seq. ("CEQA Guidelines"), and Chapter 31 of the San Francisco Administrative Code ("Chapter 31").

On or after October 3, 2018, the Project Sponsor submitted the following applications with the Department: Downtown Project Authorization; Conditional Use Authorization; Shadow Analysis; and Transportation Demand Management. The application packets were accepted on or after October 3, 2018 and assigned to Case Numbers: 2017-014833DNX; 2017-014833CUA; 2017-014833SHD; and 2017-014833TDM, respectively.

The Project involves the construction of a new 27-story, 274-foot-tall residential building containing 495 dwelling units. The Project Sponsor seeks to utilize the State Density Bonus Law, Government Code Section 65915 et seq ("the State Law"), as amended under Assembly Bill No. 2345 (AB-2345). Under the State Law, a housing development that includes affordable housing is entitled to additional density, concessions and incentives, and waivers from development standards that might otherwise preclude the construction of the project. In accordance with the Planning Department's policies regarding projects seeking to proceed under the State Law, the Project Sponsor has provided the Department with "Base Project" including approximately 259,110 square feet of Residential gross floor area that would include housing affordable to very-low income households. Because the Project Sponsor is providing 13% of base project units of housing affordable to very-low income households, the Project seeks a density bonus of 42.5%, an incentive/concession from Height (Section 250), and waivers of the following development standards: 1) Maximum Floor Area Ratio (Section 123); 2) Rear Yard (Section 134); 3) Common Useable Open Space (Section 135); 4) Dwelling Unit Exposure (Section 140); 5) Ground-Level Wind Current (Section 148); and 6) Bulk (Section 270).

The Department determined that an environmental impact report ("EIR") was required for the Project. On October 2, 2019, the Department published a Notice of Preparation of an Environmental Impact Report and Notice of Public Scoping Meeting ("NOP") for the Project. Publication of the NOP initiated a 30-day public review and comment period that ended on November 1, 2019.

On March 11, 2020, the Department published the Draft Environmental Impact Report ("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 ("Commission") public hearing on the DEIR. On March 11, 2020, copies of the DEIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the DEIR, and to government agencies, the latter both directly and through the State Clearinghouse. A notice of completion was filed with the State Secretary of Resources via the State Clearinghouse on March 11, 2020. Notices of availability of the DEIR and the date and time of the public hearing were posted near the project site by the Project Sponsor on March 11, 2020.

The Commission held a duly advertised public hearing on the DEIR on April 16, 2020 at which opportunity for public comment was given, and public comment was received on the DEIR. After a 61-day public review and comment period, starting on March 12, 2020, the period for acceptance of written comments ended on May 11, 2020.

The Department then prepared the Comments and Responses to Comments ("RTC") on environmental issues received during the 61-day public review period for the DEIR document. The Final Environmental Impact Report (FEIR) document was published on May 26, 2021 and includes copies of all of the comments received on the DEIR and written responses to each comment.

The City and County of San Francisco, acting through the Department, fulfilled all procedural requirements of the California Environmental Quality Act, the State CEQA Guidelines, and Chapter 31.

The Planning Department Commission Secretary is the Custodian of Records; the File for Record No. 2017-014833ENV is located at 49 South Van Ness Avenue, Suite 1400, San Francisco, California.

On June 10, 2021, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Application Nos. 2017-014833DNX, 2017-014833CUA, and 2017-014833ENV to consider the various approvals for the Project, including Downtown Project Authorization, Conditional Use Authorization and CEQA Findings. Before hearing the item, the Commission voted 6-0 (Chan absent) to continue the item to June 24, 2021.

On June 24, 2021, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Application Nos. 2017-014833DNX, 2017-014833CUA, and 2017-014833ENV to consider the various approvals for the Project, including Downtown Project Authorization, Conditional Use Authorization and CEQA Findings. Before hearing the item, the Commission voted 5-0 (Fung, Chan absent) to continue the item to July 29, 2021.

On July 29, 2021, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Application Nos. 2017-014833DNX, 2017-014833CUA, and 2017-014833ENV to consider the various approvals for the Project, including Downtown Project Authorization, Conditional Use Authorization and CEQA Findings

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 FEIR for the Project 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 approved the FEIR for the Project in compliance with CEQA, the CEQA Guidelines and Chapter 31.

WHEREAS, the Department prepared the California Environmental Quality Act Findings, attached to this Motion as Attachment A and incorporated fully by this reference, regarding the alternatives, mitigation measures, improvement measures, environmental impacts analyzed in the FEIR and overriding considerations for approving the Project, and the proposed MMRP attached as Attachment B and incorporated fully by this reference, which includes both mitigation measures and improvement 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 Planning Commission hereby adopts findings under CEQA, including rejecting alternatives as infeasible and adopting a Statement of Overriding Considerations, as further set forth in Attachment A hereto, and adopts the mitigation measures set forth for the Project in the MMRP attached as Exhibit C, based on the findings attached to this Motion as Attachment A, as though fully set forth in this Motion, and based on substantial evidence in the entire record of this proceeding.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on July 29, 2021.

Jonas P Ionin Digitally signed by Jonas P Ionin Date: 2021.08.24 11:57:22 -07'00'

Jonas P. Ionin
Commission Secretary

AYES:	Tanner, Diamond, Fung, Koppel
NAYS:	Imperial, Moore
ABSENT:	Chan
ADOPTED:	July 29, 2021

Attachment A

469 STEVENSON STREET PROJECT

CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS:
FINDINGS OF FACT, EVALUATION OF MITIGATION MEASURES AND ALTERNATIVES, AND STATEMENT OF OVERRIDING CONSIDERATIONS

SAN FRANCISCO PLANNING COMMISSION

July 29, 2021

In determining to approve the 469 Stevenson Street Project ("Project"), as described in Section I.A, Project Description, below, the following findings of fact and decisions regarding mitigation measures, and the statement of overriding considerations, are made and adopted based on substantial evidence in the whole record of this proceeding and under the California Environmental Quality Act, California Public Resources Code Sections 21000-21189.3 ("CEQA"), including Sections 21081 and 21081.5, the Guidelines for implementation of CEQA, California Code of Regulations, Title 14, sections 15000-15387 ("CEQA Guidelines"), including sections 15091 through 15093, and Chapter 31 of the San Francisco Administrative Code.

This document is organized as follows:

Section I provides a description of the project proposed for adoption, project objectives, the environmental review process for the project, the approval actions to be taken and the location of records;

Section II identifies the impacts found not to be significant that do not require mitigation;

Section III identifies potentially significant 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 impacts that cannot be avoided or reduced to less-than-significant levels and describes any applicable mitigation measures as well as the disposition of the mitigation measures;

Section V identifies mitigation measures considered but rejected as infeasible for economic, legal, social, technological, or other considerations;

Section VI evaluates the different project alternatives and the economic, legal, social, technological, and other considerations that support approval of the project and the rejection as infeasible of alternatives, or elements thereof, analyzed; and

Section VII presents a statement of overriding considerations setting forth specific reasons in support of the actions for the project and the rejection as infeasible of the alternatives not incorporated into the project.

The Mitigation Monitoring and Reporting Program ("MMRP") for the mitigation measures that have been proposed for adoption is attached with these findings as Exhibit 1 to Attachment A to Motion No. 20961. The MMRP is required by CEQA Section 21081.6 and CEQA Guidelines Section 15091. The MMRP provides a table setting forth each mitigation measure listed in the Final Environmental Impact Report for the Project ("FEIR") that is required to reduce or avoid a significant adverse impact. The MMRP also specifies the agency responsible for implementation of each measure and establishes monitoring actions and a monitoring schedule. The full text of the mitigation measures is set forth in the MMRP.

These findings are based upon substantial evidence in the entire record before the San Francisco Planning Commission (the "Commission"). The references set forth in these findings to certain pages or sections of the Draft Environmental Impact Report ("Draft EIR" or "DEIR") or the Responses to Comments document ("RTC") in the FEIR are for ease of reference and are not intended to provide an exhaustive list of the evidence relied upon for these findings. Together, the DEIR and the RTC comprise the Final Environmental Impact Report ("FEIR").

I. PROJECT DESCRIPTION, OBJECTIVES, ENVIRONMENTAL REVIEW PROCESS, APPROVAL ACTIONS, AND RECORDS

The Project would redevelop the subject property with a residential building with ground floor retail, private and common open space and parking.

Overall, the Project is proposed to include 495 dwelling units; approximately 4,000 square feet of commercial retail floor area; and approximately 25,000 square feet of private and common open space. The Project would provide three below grade parking levels with 178 parking spaces, 200 Class 1 bicycle spaces and two service delivery loading spaces. In addition, one on-site freight loading space would be located on the street level and 27 Class 2 bicycle parking spaces would be placed along the sidewalk on Jessie Street.

The Project is more particularly described below in Section I.A

A. Project Description.

1. Project Location and Site Characteristics.

The project site is a through lot located at 469 Stevenson Street in the South of Market (SoMa) neighborhood of San Francisco (Assessor's Block 3704, Lot 45). The project site is approximately 28,790 square feet (0.66-acre) and currently developed as a public surface parking lot with 176 parking spaces.

Access to the project site is currently available from the existing 24-foot-wide curb cut on Stevenson Street and the 12-foot-wide curb cut on Jessie Street. There is no existing vegetation on the project site. However, there are five trees adjacent to the east boundary of the project site on the Clearway Energy property. The topography of the site is generally level with a ground surface elevation of approximately 30 feet above mean sea level.

The project site is located within the C-3-G (Downtown-General) zoning district, which allows retail and high-density residential development, and a 160-F height and bulk district. This height and bulk designation allow for buildings up to 160 feet in height, and bulk limitations of 110 feet in length and 140 feet along the diagonal for buildings 80 feet in height or taller.

The project site is served by the city's transit network and is located less than one block south of the Powell Street Bay Area Rapid Transit (BART) station and the subsurface San Francisco Municipal Railway (Muni) lines. Additionally, there are several aboveground Muni bus lines that operate within 0.5 mile of the project site, including the 14-Mission, 27-Bryant, 45-Union/Stockton, and 8-Bayshore Express. The closest aboveground Muni stop is located about 300 feet north of the project site on Market Street and Sixth Street.

2. Project Characteristics.

The Project would replace the existing 176 space surface parking lot with a 27-story (274 foot-tall with an additional 10 feet for rooftop mechanical equipment) mixed-use residential building of approximately 535,000 square feet. The proposed building would consist of residential and commercial retail uses above a three-level below grade parking garage. The Project would provide sidewalk landscaping improvements and open space consisting of solariums, courtyards, and balconies. The Project would connect to existing utility lines including sewer, water, electricity, and gas lines.

a. Residential Component

The Project would provide approximately 495 dwelling units within approximately 475,000 square feet of residential space. Levels 2 through 5 would each contain 21 units consisting of 6 studios, 9 one-bedroom units, 2 two-bedroom units, 2 three-bedroom units, and 2 five-bedroom units. Levels 6 through 26 would each contain 19 units consisting of 8 studios, 5 one-bedroom units, 4 two-bedroom units, and 2 three-bedroom units. The 27th level would include 8 one-bedroom units, and 4 two-bedroom units.

b. Commercial Retail Component

The Project would include two commercial retail spaces on the ground floor along Jessie Street. The commercial retail spaces would total approximately 4,000 square feet.

c. Building Features

The Project would incorporate building massing features, including massing articulation, to improve the building's performance with respect to wind safety and comfort to meet the wind hazard requirements of Planning Code section 148. The Project would also include a 12-foot-tall glass wind screen along the full perimeter of the private open space areas on the second and sixth levels to further reduce wind speeds and enhance pedestrian safety and comfort.

The proposed heating, ventilation, and air conditioning (HVAC) equipment would be located on the roof and concealed behind a 10-foot tall roof screen. The HVAC system is required to be designed to include a MERV-13 filtration system in accordance with Health Code article 38. The Project would include one emergency back-up generator within the building's main electrical room on the ground floor.

The Project would comply with the San Francisco Green Building Ordinance by meeting the Leadership in Energy and Environmental Design (LEED) Silver certification requirements and incorporating building materials, fixtures, and landscaping that promote energy efficiency and water conservation. The Project would also designate at least 8 percent of the total parking spaces for low-emitting, fuel efficient, and carpool/van pool vehicles.

d. Open Space

The Project would provide approximately 11,000 square feet of common open space. Common open space areas would consist of a fitness solarium, approximately 6,000 square feet; a lounge solarium, approximately 4,000 square feet; and a courtyard area on the ground floor, approximately 1,000 square feet. In addition, the Project would include approximately 14,000 square feet of private open space. Private open space would consist of balconies for 22 dwelling units. The private balconies would be provided for units on the 2nd, 6th, and 27th floors.

e. Landscaping

Landscaping at the project site would include approximately eight street tree planting areas along Jessie Street. Due to the narrow sidewalks along Stevenson Street, street trees cannot be planted. Therefore, the Project would instead provide seven vegetated landscape strips along Stevenson Street. Trees would also be planted in the building's outdoor courtyard. Raised planters would be provided in the private balcony areas on the 2nd, 6th, and 27th floors. An 18-foot-tall "green screen" made from plants grown on a vertical trellis would be placed around the private balconies on the second floor.

f. Stormwater Retention

Landscaped areas along Jessie Street and Stevenson Street would retain and treat runoff before entering the city's stormwater system. The Project would also incorporate the following low impact design measures to

reduce the amount of stormwater entering into the city's combined sewer system: vegetated sidewalk planting areas, roof drains to direct runoff from flow-through-planters, permeable pavement, and a rainwater cistern.

g. Streetscape and Sidewalk Improvements

The Project would provide sidewalk improvements along Stevenson Street and Jessie Street in accordance with the city's Better Streets Plan. These sidewalk improvements would include enhanced sidewalk paving, tree planting areas along Jessie Street, landscaped strips along Stevenson Street, bicycle racks, and relocation of one existing streetlight along Jessie Street to Stevenson Street near the driveway entrance. The project would not alter the existing 10-foot-wide sidewalk widths Jessie Street, but would widen the existing sidewalk along the project frontage on Stevenson Street from 7 to 9 feet by stepping the ground floor of the building back from the property line. The Project would also not result in any new bus stops or changes to existing bus stops in the vicinity of the project site.

The Project would relocate the existing commercial loading zone (yellow curb) west of the project site and convert the existing street parking to (white curb) passenger loading. In addition, some of the existing street parking on Stevenson Street would be converted to passenger loading. Overall, the Project would provide a 22-foot-long passenger loading zone on Stevenson Street is near a pedestrian entrance for the project, one 36-foot-long commercial loading zone on Stevenson Street just west of the Project driveway, and two passenger loading zones (59 feet long and 39 feet long) and one commercial loading zone (16.5 feet long) on the south side of Jessie Street across from the project frontage.

h. Site Access and Circulation

The Project would remove the existing 24-foot-wide curb cut on Stevenson Street and 12-foot-wide curb cut on Jessie Street and replace them with a new, single 24-foot-wide driveway on Stevenson Street. This driveway would provide vehicle access to the parking garage and the onsite commercial loading area for both the residential and commercial retail components of the Project.

Stevenson Street and Jessie Street are each currently eastbound one-way roads and the Project would not result in a change of this designation. Vehicles would have to turn on Stevenson Street from Sixth Street and turn right to enter the garage. Vehicles exiting the garage would have to turn right onto Stevenson Street to reach Fifth Street. Each parking garage level would contain a central set of elevators and stairs to access the building's ground floor. The ground floor would contain a separate set of elevators and stairs to access the upper residential floors. Additionally, residents would be able to enter the building at the street level from the main lobby doorway on Jessie Street, or from the second lobby doorway on Stevenson Street.

i. Vehicle Parking

The Project would include approximately 56,000 square feet of off-street vehicular parking space, with a total of 178 parking spaces at a proposed parking ratio of 0.36 space per unit. Per sections 155(i), 166 and 169 of the Planning Code, the Project would provide at least 9 accessible parking spaces and 12 car-share spaces. In addition, at least 8 percent of the total proposed parking spaces would be designated for low-emitting, fuel efficient, and carpool/van pool vehicles. The parking spaces would be reserved for residents only.

The off-street loading area for freight deliveries would be within the parking garage and accessed by the driveway on Stevenson Street. One freight loading space would be located on the ground floor and two service vehicle parking spaces would also be provided on the first parking level.

j. Bicycle Parking

The Project would provide 200 class 1 and 27 class 2 bicycle parking spaces. The class 1 bicycle parking spaces would be provided in a designated 3,400-square-foot room on the first parking garage level, which would be

equipped with space efficient bicycle racks. The class 2 bicycle parking spaces would consist of bicycle racks installed along the sidewalk on Jessie Street.

k. Transportation Demand Management Plan

The Project includes a Transportation Demand Management ("TDM") Plan, in compliance with Section 169 of the Planning Code. The Project would implement TDM Measures from the following categories of measures in the TDM Program Standards: active transportation; car-share; delivery; family-oriented; high occupancy vehicle; land use; information and communications; and parking management. The TDM Ordinance requires, prior to issuance of a certificate of occupancy, that a property owner facilitate a site inspection by the Planning Department and document implementation of applicable aspects of the TDM Plan, and maintain a TDM Coordinator, allow for Department inspections, and submit periodic compliance reports throughout the life of the Project.

l. Construction Activities

The Project is anticipated to be constructed on a mat foundation and no pile driving or piers are proposed or required. To accommodate the below-grade parking and foundation, the Project would entail excavation to a maximum depth of 55 feet below ground surface (bgs). The entire 0.66-acre project site would be permanently disturbed and approximately 55,850 cubic yards of soil would be excavated and hauled offsite for disposal and recycling.

m. Construction Schedule

Construction of the Project is anticipated to begin in 2021 and be completed by 2024, requiring approximately 36 months of construction. Construction activities would include site preparation/demolition, excavation and shoring, building construction, architectural coating, and sitework/paving. Construction would generally occur between the hours of 7:00 a.m. and 8:00 p.m. up to seven days a week. However, during the total 36-month construction phase, nighttime construction work may be required on up to five (5) nights and include the following activities:

- Erection and dismantling of the tower crane;
- Miscellaneous utility work;
- Fire alarm testing; and
- Concrete pour for the mat slab foundation.

This required nighttime work would occur at different times throughout the 36-month construction period and not for five (5) sequential nights. Depending on the construction phase, the number of onsite construction workers would range from approximately 15 to 75 workers per day.

Construction equipment and materials would be staged primarily onsite, although it is expected portions of the sidewalks along Stevenson Street and Jessie Street would be used for staging of materials, requiring temporary partial sidewalk closures. Additionally, both Stevenson Street and Jessie Street would require occasional closures to allow for project construction activities, such as installation of the tower crane, mat foundation construction, or material deliveries. During this time, both streets would not be entirely closed or closed at the same time. It is not expected that construction activities would block Jessie Street for more than one week at a time. Jessie Street could be used for temporary staging of the tower crane; however, that has not been

determined. It is anticipated that construction activities would only block 100 feet of Jessie Street for the width of the sidewalk and one travel lane primarily for the tower crane erection and dismantling.

B. Project Objectives.

The Project Sponsor, BUILD, seeks to achieve the following objectives by undertaking the project:

1. Redevelop an underutilized site in a transit-oriented, urban infill location with a range of dwelling units, ground-floor commercial retail uses, and open space amenities.
2. Build a substantial number of residential units onsite to help alleviate the current housing shortage in San Francisco and the greater Bay Area, and to contribute to the General Plan's Housing Element goals and the Association of Bay Area Government's (ABAG's) Regional Housing Needs Allocation for the City and County of San Francisco.
3. Promote the construction of affordable housing units in San Francisco by providing onsite inclusionary housing units.
4. Produce a high-quality architectural and landscape design that encourages variety, is compatible with its surrounding context and promotes sustainability through environmentally sensitive design features that meet or exceed the requirements of the San Francisco Public Utilities Commission's Non-Potable Water Ordinance as well as the City and County of San Francisco's Stormwater Management Requirements, Green Building Ordinance, and Better Streets Design Guidelines.
5. Develop the project site to encompass ample open space amenities for building residents and encourage use of common residential open space.
6. Provide off-street vehicle parking that is adequate for the occupancy proposed pursuant to section 151.1 of the San Francisco Planning Code and to meet investment capital parking requirements.
7. Design a project that incorporates building massing features, including massing articulation, that would maximize the building's performance with respect to wind safety and comfort impacts.
8. Construct a high-quality project that includes a sufficient number of dwelling units and commercial space(s) to make redevelopment of the site economically feasible by producing a reasonable return on investment for the project sponsor and its investors, attracting investment capital and construction financing, and generating sufficient revenue to provide onsite inclusionary housing units.

C. Environmental Review.

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. Code. Regs. Title 14, section 15000 et seq., (hereinafter "CEQA Guidelines"), and Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31").

On October 2, 2019, the department determined that an environmental impact report (hereinafter "EIR") was required for the Project and published an initial study. The department provided public notice of that determination ("notice of preparation") and the availability of the initial study for public review and comment by publication in a newspaper of general circulation on October 2, 2019. Publication of the notice of preparation

and initial study initiated a 30-day public review and comment period that began on October 3, 2019 and ended on November 1, 2019. This notice was mailed 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 October 2, 2019.

On March 11, 2020, the department published the 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 Commission public hearing on the DEIR; this notice was mailed to the department's list of persons requesting such notice, and to property owners and occupants within a 300-foot radius of the site. Also on March 11, 2020, copies of the DEIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the DEIR, and to government agencies, the latter both directly and through the State Clearinghouse.

A notice of completion was filed with the State Secretary of Resources via the State Clearinghouse on March 11, 2020.

The Planning Commission held a duly advertised public hearing on said DEIR on April 16, 2020, 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 May 11, 2020.

The department prepared responses to comments on environmental issues received at the public hearing and in writing during the 61-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 the RTC published on May 26, 2021, distributed to the commission and all parties who commented on the DEIR, and made available to others upon request.

An FEIR was 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 RTC document, all as required by law.

Project EIR files have been made available for review by the commission and the public. These files are available for public review at the department at 49 South Van Ness, Suite 1400, and are part of the record before the commission. The project files are also available on the San Francisco Property Information Map, which can be accessed at https://sfplanninggis.org/pim/. Individual files can be viewed by clicking on the Planning Applications link, clicking the "More Details" link under the project's environmental record number 2017-014833ENV and then clicking on the "Related Documents" link. On June 20, 2021, the commission reviewed and considered the information contained in the FEIR and found 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, and found that the FEIR reflected the independent judgement and analysis of the City and County of San Francisco, was adequate, accurate and objective, and that the RTC document contained no significant revisions to the DEIR that would require recirculation of the document pursuant to CEQA Guideline section 15088.5, and certified the FEIR as complete, and in compliance with CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code.

D. Approval Actions.

The Project requires the following approvals:

1. Actions by the City Planning Commission

- Approval of an Individually Requested State Density Bonus project with up to two incentives/concessions and unlimited waivers from the following requirements: height, bulk, floor area ratio, rear yard requirements, open space, section 148 wind comfort exceedances, and dwelling unit exposure.

- Adoption of findings and a statement of overriding considerations under the California Environmental Quality Act (CEQA).

- Approval of a Downtown Project Authorization (Planning Code section 309).

- Approval of Conditional Use Authorization (Planning Code section 124[f]).

- Approval of a TDM Plan (Planning Code section 169).

2. San Francisco Public Works

- If sidewalk(s) are used for construction staging and pedestrian walkways are constructed in the curb lane(s), 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 streetscape improvements.

- Approval of the placement of bicycle racks in the public right-of-way.

- Approval of a new curb cut and removal of existing curb cuts.

- Approval of a permit for nighttime construction.

3. San Francisco Municipal Transportation Agency

- Approval of modifications to color curb designations for on-street parking and loading spaces.

- Approval of a special traffic permit from the Sustainable Streets Division if sidewalk(s) are used for construction staging and pedestrian walkways are constructed in the curb lane(s).

4. San Francisco Department of Building Inspection

- Review and approval of demolition, grading, nighttime construction, and site/building permits.

5. San Francisco Public Utilities Commission

- Review and approval of stormwater design features, including a stormwater control plan, in accordance with city's 2016 Stormwater Management Requirements and Design Guidelines.

- Review and approval of the project's landscape and irrigation plans per the Water Efficient Irrigation Ordinance and the San Francisco Public Utilities Commission (SFPUC) Rules and Regulations Regarding Water Service to Customers.

- Review and approval of groundwater dewatering wells (if they are to be used during construction), per San Francisco Health Code article 12B (Soil Boring and Well Regulation Ordinance) (joint approval with the San Francisco Department of Public Health).

6. San Francisco Department of Public Health

- Review and approval of a site mitigation plan, in accordance with San Francisco Health Code article 22A (Maher Ordinance).
- Review and approval of a construction dust control plan, in accordance with San Francisco Health Code article 22B (Construction Dust Control Ordinance).
- Review and approval of groundwater dewatering wells (if they are to be used during construction) (joint approval with the SFPUC).
- Approval of an enhanced ventilation proposal in compliance with San Francisco Health Code article 38.
- Approval to operate an alternative water source system under San Francisco Health Code article 12C.

7. Actions by Other Government Agencies

- Approval of any necessary air quality permits for installation, operation, and testing (e.g., Authority to Construct/Permit to Operate) of individual air pollution sources, such as the proposed backup emergency diesel generator and any necessary boilers (Bay Area Air Quality Management District).

E. Findings About Significant Environmental Impacts and Mitigation Measures.

The following Sections II, III and IV set forth the findings about the determinations of the Final EIR regarding significant environmental impacts and the mitigation measures proposed to address them. These findings provide written analysis and conclusions regarding the environmental impacts of the Project and the mitigation measures included as part of the Final EIR and adopted as part of the Project.

In making these findings, the opinions of the department and other City staff and experts, other agencies and members of the public have been considered. These findings recognize that the determination of significance thresholds is a judgment within the discretion of the City and County of San Francisco; the significance thresholds used in the FEIR are supported by substantial evidence in the record, including the expert opinion of the FEIR preparers and City staff; and the significance thresholds used in the FEIR provide reasonable and appropriate means of assessing the significance of the adverse environmental effects of the Project.

These findings do not attempt to describe the full analysis of each environmental impact contained in the FEIR. Instead, a full explanation of these environmental findings and conclusions can be found in the FEIR (which includes the Initial Study, DEIR, and RTC document) and these findings hereby incorporate by reference the discussion and analysis in the FEIR supporting the determination regarding the Project impacts and mitigation measures designed to address those impacts. For ease of reference only, the page of the Initial Study (IS), DEIR or RTC is noted after the impact number where the primary discussion and analysis of that impact can be found. In making these findings, the determinations and conclusions of the FEIR relating to environmental impacts and mitigation measures are hereby ratified, adopted and incorporated in these findings, except to the extent any such determinations and conclusions are specifically and expressly modified by these findings.

As set forth below, the mitigation measures set forth in the FEIR and the attached MMRP are hereby adopted and incorporated, to substantially lessen or avoid the potentially significant impacts of the Project. Accordingly, in the event a mitigation measure recommended in the FEIR has inadvertently been omitted in these findings or the MMRP, such mitigation measure is nevertheless 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 measure in the FEIR due to a clerical error, the language of the mitigation measure as set forth in the FEIR shall control. The impact numbers and mitigation measure numbers used in these findings reflect the numbers contained in the FEIR.

In Sections II, III and IV below, the same findings are made for a category of environmental impacts and mitigation measures. Rather than repeat the identical finding to address each and every significant effect and mitigation measure, the initial finding obviates the need for such repetition because in no instance are the conclusions of the FEIR, or the mitigation measures recommended in the FEIR for the Project, being rejected.

F. Location and Custodian of Records.

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

II. IMPACTS FOUND NOT TO BE SIGNIFICANT AND THUS DO NOT REQUIRE MITIGATION

Under CEQA, no mitigation measures are required for impacts that are less than significant (Pub. Res. Code § 21002; CEQA Guidelines §§ 15126.4, subd. (a)(3), 15091). As more fully described in the FEIR and the Initial Study, and based on the evidence in the whole record of this proceeding, it is hereby found that implementation of the Project would not result in any significant impacts in the following areas and that these impact areas therefore do not require mitigation:

Land Use

- Impact LU-1 (IS 79)[1]: The proposed project would not physically divide an established community.
- Impact LU-2 (IS 79): The proposed project would not cause a significant physical environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.
- Impact C-LU-1 (IS 80): The proposed project, in combination with reasonably foreseeable future projects, would not result in significant cumulative impacts related to land use.

Population and Housing

- Impact PH-1 (IS 81): The proposed project would not induce substantial unplanned population growth in an area, either directly or indirectly.
- Impact PH-2 (IS 83): The proposed project would not displace substantial numbers of existing housing units, or substantial numbers of people necessitating the construction of replacement housing.

[1] As noted, a full explanation of these environmental findings and conclusions can be found in the FEIR (which includes the Initial Study, DEIR, and RTC document). For ease of reference only, the page of the Initial Study (IS), DEIR or RTC is noted after the impact number where the primary discussion and analysis of that impact can be found (i.e. "IS 79" is Initial Study, page 79).

- Impact C-PH-1 (IS 83): The proposed project, in combination with reasonably foreseeable projects in the vicinity, would not result in a significant cumulative impact related to population and housing.

Cultural Resources

- Impact CR-1 (IS 85): The proposed project would not cause a substantial adverse change in the significance of a historic architectural resource.

- Impact CR-2 (IS 91): Demolition of the existing surface parking lot and construction of the proposed project would not result in physical damage to adjacent historic resources.

Transportation and Circulation

- Impact TR-1 (IS 110): Construction of the proposed 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.

- Impact TR-2 (IS 112): Operation of the proposed project would not create potentially hazardous conditions for people walking, bicycling, driving or public transit operations.

- Impact TR-3 (IS 114): 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.

- Impact TR-4 (IS 115): Operation of the proposed project would not substantially delay public transit.

- Impact TR-5 (IS 116): Operation of the proposed project would not cause substantial additional VMT.

- Impact TR-6 (IS 118): Operation of the proposed project would not result in a loading deficit.

- Impact C-TR-1 (IS 120): The project, in combination with reasonably foreseeable future projects, would result in significant cumulative construction-related transportation impacts, but the project would not contribute considerably to those impacts.

- Impact C-TR-2 (IS 121): The project, in combination with reasonably foreseeable future projects, would not create potentially hazardous conditions for people walking, bicycling, driving or public transit operations.

- Impact C-TR-3 (IS 121): The project, in combination with reasonably foreseeable future projects, would not significantly interfere with accessibility.

- Impact C-TR-4 (IS 122): The project, in combination with reasonably foreseeable future projects, would substantially delay public transit, but the project would not contribute considerably to this impact.

- Impact C-TR-5 (IS 124): The project, in combination with reasonably foreseeable future projects, would not cause substantial additional VMT or substantially induce automobile travel.

- Impact C-TR-6 (IS 125): The project, in combination with reasonably foreseeable future projects, would result in significant cumulative impacts to loading, but the project would not contribute considerably to this impact.

Noise

- Impact NO-2 (IS 141): Construction of the proposed project would not generate excessive ground-borne vibration or ground-borne noise.

- Impact C-NO-2 (IS 150): Construction of the proposed project, in combination with reasonably foreseeable projects, would not result in a significant cumulative impact related to vibration.

- Impact C-NO-3 (IS 150): Operation of the proposed project, in combination with reasonably foreseeable projects, would result in a significant cumulative impact related to noise. The proposed project's contribution to this cumulative impact would be less than cumulatively considerable.

Air Quality

- Impact AQ-1 (IS 153): The proposed project would not result in odors that would affect a substantial number of people.

- Impact C-AQ-1 (IS 153): The proposed project in combination with other reasonably foreseeable cumulative projects would not result in significant cumulative odor impacts.

- Impact AQ-1 (DEIR 4-41): During construction, the proposed project would not result in a cumulatively considerable net increase in non-attainment criteria air pollutants.

- Impact AQ-2 (DEIR 4-44): At project buildout, operation of the proposed project would not result in a cumulatively considerable net increase in non-attainment criteria air pollutants.

- Impact AQ-4 (DEIR 4-51): The proposed project would not conflict with implementation of the 2017 Bay Area Clean Air Plan.

Greenhouse Gas Emissions

- Impact C-GG-1 (IS 156): The proposed project would generate greenhouse gas emissions, but not at levels that would result in a significant impact on the environment or conflict with any policy, plan, or regulation adopted for the purpose of reducing greenhouse gas emissions.

Wind

- Impact WD-1 (DEIR 4-67): The proposed project would not create wind hazards in publicly accessible areas of substantial pedestrian use.

- Impact C-WD-1 (DEIR 4-71): The proposed project in combination with reasonably foreseeable projects, would not create wind hazards in publicly accessible areas of substantial pedestrian use.

Recreation

- Impact RE-1 (IS 163): The proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration the facilities would occur or be accelerated or the construction of new facilities would required.

- Impact C-RE-1 (IS 165): The proposed project, in combination with other reasonably foreseeable projects would not result in a significant cumulative impact related to recreation.

Utilities and Service Systems

- Impact UT-1 (IS 167): The proposed project would not require or result in the relocation or construction of new or expanded, water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, nor would it result in a determination by the wastewater treatment provider that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

- Impact UT-2 (IS 169): Adequate water supplies are available to serve the proposed project and reasonably foreseeable future development in normal, dry, and multiple dry years, unless the Bay Delta Plan Amendment is implemented; in that event, the SFPUC may develop new or expanded water supply facilities to address shortfalls in single and multiple dry years, but this would occur with or without the proposed project. Impacts related to new or expanded water supply facilities cannot be identified at this time or implemented in the near term; instead, the SFPUC would address supply shortfalls through increased rationing, which could result in significant cumulative effects, but the project would not make a considerable contribution to impacts from increased rationing.

- Impact UT-3 (IS 173): The proposed project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

- Impact UT-4 (IS 174): Construction and operation of the proposed project would comply with all applicable statutes and regulations related to solid waste.

- Impact C-UT-1 (IS 174): The proposed project, in combination with reasonably foreseeable projects, would not result in a significant cumulative impact related to utilities and service systems.

Public Services

- Impact PS-1 (IS 177): The proposed project would increase demand for police protection, fire protection, and other government services, but not to an extent that would require new or physically altered governmental facilities, the construction of which could cause significant environmental impacts.

- Impact C-PS-1 (IS 180): The proposed project, combined with reasonably foreseeable future projects in the vicinity, would not result in a significant cumulative impact related to public services.

Biological Resources

- Impact BI-1 (IS 182): The proposed project would not have a substantial adverse effect, either directly or indirectly through habitat modifications, on any special-status species and would not interfere with the movement of native resident or wildlife species or with established native resident or migratory wildlife corridors.

- Impact BI-2 (IS 183): The proposed project would not conflict with the City's local tree ordinance.

- Impact C-BI-1 (IS 183): The proposed project, in combination with reasonably foreseeable projects, would not result in a significant cumulative impact related to biological resources.

Geology and Soils

- Impact GE-1 (IS 186): The proposed project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, seismic ground-shaking, liquefaction, lateral spreading, or landslides.

- Impact GE-2 (IS 190): The proposed project would not result in substantial soil erosion or loss of topsoil.

- Impact GE-3 (IS 191): The proposed project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

- Impact GE-4 (IS 192): The proposed project could be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, but would not create substantial risks to life or property.

- Impact GE-5 (IS 192): The proposed project would not directly or indirectly destroy a unique paleontological resource.

- Impact C-GE-1 (IS 193): The proposed project combined with reasonably foreseeable projects in the vicinity, would not result in a significant cumulative impact related to geology and soils.

Hydrology and Water Quality

- Impact HY-1 (IS 196): The proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, or conflict with or obstruct implementation of a water quality control plan.

- Impact HY-2 (IS 197): The proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin, nor would it conflict with a sustainable groundwater management plan.

- Impact HY-3 (IS 198): The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would result in substantial erosion or siltation onsite or offsite; substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite; or impede or redirect flood flows.

- Impact C-HY-1 (IS 199): The proposed project, in combination with other reasonably foreseeable projects, would not result in a significant cumulative impact related to hydrology and water quality.

Hazards and Hazardous Materials

- Impact HZ-1 (IS 201): The proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

- Impact HZ-2 (IS 202): The proposed project is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5, but would not create a significant hazard to the public

or the environment through reasonably foreseeable conditions involving the release of hazardous materials into the environment.

- Impact HZ-3 (IS 204): The proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of an existing or proposed school.

- Impact HZ-4 (IS 204): The proposed project would not expose people or structures to a significant risk of loss, injury or death involving fires, nor interfere with the implementation of an emergency response plan.

- Impact C-HZ-1 (IS 205): The proposed project, in combination with other reasonably foreseeable projects, would not result in a significant cumulative impact related to hazardous materials.

Mineral Resources

- Impact MI-1 (IS 207): The proposed project would have no impact on mineral resources.

- Impact C-MI-1 (IS 207): The proposed project, in combination with reasonably foreseeable projects, would not result in a significant cumulative impact related to mineral resources.

Energy Resources

- Impact EN-1 (IS 209): The proposed project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation; or conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

- Impact C-EN-1 (IS 211): The proposed project, in combination with reasonably foreseeable future projects, would not result in cumulative energy impacts.

Agriculture and Forest Resources

- Impact AF-1 (IS 213): The proposed project would not convert farmland; conflict with existing zoning for agricultural uses, forest land, timberland, or Williamson Act contract; and would not result in the loss or conversion of forest land.

- Impact C-AF-1 (IS 214): The proposed project, in combination with other reasonably foreseeable projects, would not result in a significant cumulative impact related to agriculture and forestry resources.

Wildfire

- (IS 215) The project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. Therefore, this topic is not applicable to the project.

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

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 (unless mitigation to

such levels is achieved through adoption of a project alternative). The findings in this Section III and in Section IV concern mitigation measures set forth in the FEIR. The full text of the mitigation measures is contained in the FEIR and in Exhibit 1, the MMRP. The impacts identified in this Section III would be reduced to a less-than-significant level through implementation of the mitigation measures contained in the FEIR, included in the Project, or imposed as conditions of approval and set forth in Exhibit 1. Impacts identified in Section IV would remain significant and unavoidable even with implementation of the mitigation measures contained in the FEIR, included in the Project, or imposed as conditions of approval and set forth in Exhibit 1.

The Commission recognizes that some of the mitigation measures are partially within the jurisdiction of other agencies. The Commission urges these agencies to assist in implementing these mitigation measures, and finds that these agencies can and should participate in implementing these mitigation measures.

Air Quality

Impact AQ-3 (DEIR 4-46): Construction and operation of the proposed project would generate toxic air contaminants, including DPM, at levels that would expose sensitive receptors to substantial pollutant concentrations.

Demolition, excavation, grading, foundation construction, building construction, and interior and exterior work would affect localized air quality during the construction phases of the Project. Short-term emissions from construction equipment during these site preparation activities would include directly emitted particulate matter (PM2.5 and PM10) and TACs such as DPM. In addition, the long-term emissions from the Project's mobile and stationary sources during operations, as described under Impact AQ-2 (DEIR 4-44), would include particulate matter (PM2.5) and TACs such as DPM and some compounds or variations of ROGs. A health risk assessment was conducted for the Project to evaluate the potential health risks to nearby residents resulting from project implementation.

According to the health risk assessment, the combination of unmitigated construction-related and operational emissions at the maximum impacted offsite sensitive receptor would result in an increased cancer risk of 65 in 1 million, which is above the 7 in 1 million significance threshold for projects in the air pollutant exposure zone. Therefore, the Project would result in a significant cancer risk impact at offsite sensitive receptors. Also, the Project would contribute PM2.5 concentrations of 0.3 µg/m3, which is above the 0.2 µg/m3 significance threshold. Therefore, PM2.5 concentrations at offsite sensitive receptors would also be significant.

Mitigation Measure M-AQ-3a: Off-road Construction Equipment Emissions Minimization

Mitigation Measure M-AQ-3b: Diesel Backup Generator Specifications

The Commission finds that, for the reasons set forth in the FEIR, implementing Mitigation Measures M-AQ-3a and M-AQ-3b would reduce impact AQ-3 to a less-than-significant level.

Impact C-AQ-1 (DEIR 4-54): The proposed project during construction and operations, in combination with reasonably foreseeable projects, would result in significant health risk impacts to sensitive receptors.

The Project's contribution to cumulatively significant health risks at offsite sensitive receptors would be an increased cancer risk of 65 in 1 million, which exceeds the project contribution significance threshold of 7 in 1 million, resulting in a significant contribution to cumulative health risks at offsite sensitive receptors.

PM2.5 concentrations at offsite sensitive receptors would be 0.3 µg/m3, which exceeds the project contribution significance threshold of 0.2 µg/m3. Therefore, the Project would result in a considerable contribution to cumulatively significant PM2.5 concentrations at offsite sensitive receptors and this impact would be significant.

Mitigation Measure M-AQ-3a: Off-road Construction Equipment Emissions Minimization

Mitigation Measure M-AQ-3b: Diesel Backup Generator Specifications

The Commission finds that, for the reasons set forth in the FEIR, implementing Mitigation Measures M-AQ-3a and M-AQ-3b would reduce impact C-AQ-1 to a less-than-significant level.

Cultural Resources

Impact CR-3 (IS 91): The proposed project could result in a substantial adverse change in the significance of an archeological resource.

While there are no known prehistoric or historic resources at the project site, the preliminary archaeological review determined that the project site is highly sensitive for prehistoric archeological resources based on proximity of the project site to the resource-rich historic bayshore and Sullivan Marsh. There are three known prehistoric sites within 0.25 mile of the project site. Preliminary archaeological review of the project site's development history suggests that earthquake-related debris and fill is likely present in the upper few feet below the surface, but that there is a high potential for the presence of 19th century historic domestic archaeological features under this fill/debris. There also may be the potential for power-generation-related historic industrial features in project soils on the eastern half of the parcel. The project has the potential to adversely impact significant prehistoric and historical archaeological resources, if such resources are present within the project site.

Mitigation Measure M-CR-3: Archeological Testing

The Commission finds that, for the reasons set forth in the FEIR, implementing Mitigation Measure M-CR-3 would reduce impact CR-3 to a less-than-significant level.

Impact CR-4 (IS 96): The project could disturb human remains, including those interred outside of formal cemeteries.

There are no known human remains, including those interred outside of formal cemeteries, located in the immediate vicinity of the project site. However, human remains may be present in prehistoric archaeological deposits, and also may potentially be found in isolation. In the event that human remains are encountered during construction, any inadvertent damage to human remains would be considered a significant impact.

Mitigation Measure M-CR-3: Archeological Testing

The Commission finds that, for the reasons set forth in the FEIR, implementing Mitigation Measure M-CR-3 would reduce impact CR-4 to a less-than-significant level.

Impact C-CR-1 (IS 97): The proposed project, in combination with reasonably foreseeable projects in the vicinity, could result in a cumulatively considerable contribution to a significant cumulative impact related to cultural resources.

Impacts to archaeological resources and human remains are generally site-specific and limited to the project's construction area. However, there is one cumulative project within 100 feet of the project site (996 Mission Street) that would result in ground disturbance. Given the high sensitivity for prehistoric archeological resources in the immediate vicinity, there is a reasonable potential for the project's construction activities to encounter significant archeological resources that extend beyond the project site and into the areas proposed for excavation by cumulative projects. Therefore, the Project in combination with cumulative projects could result in a significant cumulative impact on prehistoric archeological resources. The potential disturbance of archeological resources within the project site could make a cumulatively considerable contribution to a cumulative loss of significant archeological information that would contribute to our understanding of prehistory. Therefore, the Project's contribution to this significant impact would be cumulatively considerable.

Mitigation Measure M-CR-3: Archeological Testing

The Commission finds that, for the reasons set forth in the FEIR, implementing Mitigation Measure M-CR-3 would reduce impact C-CR-1 to a less-than-significant level.

Tribal Resources

Impact TCR-1 (IS 99): Project-related activities could cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code section 21074.

The project site is highly sensitive for prehistoric archeological resources based on proximity of the project site to the resource-rich historic bayshore and Sullivan Marsh. Redeposited prehistoric archaeological deposits could be present in the artificial fill/ reworked native soils that form the uppermost stratum of the project site, as much as 40 feet below surface in native sand and marsh deposits. In San Francisco, based on tribal consultation undertaken by the City and County of San Francisco in 2015, all prehistoric archeological resources are considered also to be potential tribal cultural resources. Impact CR-3 determines that the Project's excavation could result in a significant impact to prehistoric archaeological resources should any be encountered. Therefore, the Project also has the potential to encounter tribal cultural resources during excavation and other construction activities. Any inadvertent damage to tribal cultural resources would be considered a significant impact.

Mitigation Measure M-TCR-1: Tribal Cultural Resources Interpretive Program

The Commission finds that, for the reasons set forth in the FEIR, implementing Mitigation Measure M-TCR-1 would reduce impact TCR-1 to a less-than-significant level.

Impact C-TCR-1 (IS 101): The proposed project, in combination with reasonably foreseeable future projects, could result in a cumulatively considerable contribution to a cumulative tribal cultural resources impacts.

Cumulatively, development in the project vicinity has the potential to result in impacts to prehistoric archaeological resources, which are also considered tribal cultural resources. If the project were to encounter tribal cultural resources, this could result in a significant cumulative impact. The potential disturbance of tribal

cultural resources within the project site could make a cumulatively considerable contribution to a cumulative loss of tribal cultural resources. Therefore, the Project's contribution to this significant impact would be cumulatively considerable.

Mitigation Measure M-TCR-1: Tribal Cultural Resources Interpretive Program

The Commission finds that, for the reasons set forth in the FEIR, implementing Mitigation Measure M-TCR-1 would reduce impact C-TCR-1 to a less-than-significant level.

Noise and Vibration

Impact NO-1 (IS 134): Construction of the proposed project would result in a temporary or periodic increase in ambient noise levels.

Construction activities associated with the Project would include site preparation and demolition, excavation and shoring, foundation and below grade work, building construction, exterior finishing, and sitework/paving. Each construction stage has its own mix of equipment and, consequently, its own noise characteristics. These various construction operations would change the character of the noise generated at the project site and, therefore, the ambient noise level as construction progresses. The loudest phases of construction include excavation and shoring and building construction, as the noisiest construction equipment is earthmoving and grading equipment and concrete/industrial saws.

Noise levels from all phases of construction are expected to be at least 10 dB(A) above the ambient noise level at the closest noise sensitive receptors. A 10 dBA increase in noise level is perceived as a doubling of loudness. Given that construction activities would increase ambient noise levels by at least 10 dBA for the entire duration of construction and would be approximately 20 dBA above ambient noise levels for 36 months, construction noise impacts would be considered significant.

Mitigation Measure M-NO-1: Construction Noise

The Commission finds that, for the reasons set forth in the FEIR, implementing Mitigation Measure M-NO-1 would reduce impact NO-1 to a less-than-significant level.

Impact NO-2 (IS 144): The proposed project would generate noise levels in excess of standards established in the local general plan or noise ordinance and could result in a substantial permanent increase in ambient noise levels in the project vicinity.

Per San Francisco Police Code section 2909(a) residential properties may not produce a noise level more than 5 dB(A) above the ambient noise level at any point outside of the property plane. Typical residential and commercial building construction would involve new rooftop mechanical equipment, such as air handling units, condensing units, make-up air units, and exhaust fans. This equipment would generate noise that would radiate to neighboring properties. The Project's rooftop HVAC and mechanical equipment would exceed the property plane noise requirements in section 2909(a) of the Police Code and would therefore result in a substantial increase in ambient noise levels in excess of standard established in the noise ordinance. This would be a significant impact.

Mitigation Measure M-NO-2: HVAC and Mechanical Equipment Exterior Noise

The Commission finds that, for the reasons set forth in the FEIR, implementing Mitigation Measure M-NO-2 would reduce impact NO-2 to a less-than-significant level.

Impact C-NO-1 (IS 148): Construction of the proposed project, in combination with reasonably foreseeable projects, would result in a significant cumulative impact related to noise and the project's contribution would be cumulatively considerable.

There are currently 17 cumulative projects in proximity to the Project. One of these projects is a transportation network project (Better Market Street Project) and the rest are development projects. Thirteen of these cumulative projects are within 0.25 mile (1,320 feet) to the 469 Stevenson project site such that their construction and operational noise would have the potential to combine with the project's construction and operational noise at the nearest sensitive receptor locations. Given the large number of cumulative projects nearby and the potential for numerous projects to be under construction simultaneously as the Project, cumulative construction noise could be substantial by both increasing the intensity of noise levels in the area and the duration that sensitive receptors experience construction noise Therefore, the Project in combination with cumulative projects would result in a significant construction noise impact.

Mitigation Measure M-NO-1: Construction Noise

The Commission finds that, for the reasons set forth in the FEIR, implementing Mitigation Measure M-NO-1 would reduce impact C-NO-1 to a less-than-significant level.

IV. SIGNIFICANT IMPACTS THAT CANNOT BE AVOIDED OR MITIGATED TO A LESS-THAN-SIGNIFICANT LEVEL

Based on substantial evidence in the whole record of these proceedings, the Planning Commission finds that, where feasible, changes or alterations have been required, or incorporated into, the Project to reduce the significant environmental impacts as identified in the FEIR. The Commission finds that the mitigation measures in the FEIR and described below are appropriate, and that changes have been required in, or incorporated into, the Project, pursuant to Public Resources Code section 21002 and CEQA Guidelines Section 15091, that may lessen, but do not avoid (i.e., reduce to less-than-significant levels), the potentially significant environmental effects associated with implementation of the Project that are described below. Although all of the mitigation measures set forth in the MMRP, attached as Exhibit 1, are hereby adopted, for some of the impacts listed below, despite the implementation of feasible mitigation measures, the effects remain significant and unavoidable.

The Commission further finds based on the analysis contained within the FEIR, other considerations in the record, and the significance criteria identified in the FEIR, that feasible mitigation measures are not available to reduce some of the significant Project impacts to less-than-significant levels, and thus those impacts remain significant and unavoidable. The Commission also finds that, although mitigation measures are identified in the FEIR that would reduce some significant impacts, certain measures, as described in this Section IV below, are uncertain or infeasible for reasons set forth below, and therefore those impacts remain significant and unavoidable or potentially significant and unavoidable.

Thus, the following significant impacts on the environment, as reflected in the FEIR, are unavoidable. But, as more fully explained in Section VII, below, under Public Resources Code section 21081(a)(3) and (b), and CEQA Guidelines 15091(a)(3), 15092(b)(2)(B), and 15093, it is found and determined that legal, environmental, economic, social, technological and other benefits of the Project override any remaining significant adverse impacts of the Project for each of the significant and unavoidable impacts described below. This finding is supported by substantial evidence in the record of this proceeding.

Shadow

Impact SD-1 (DEIR 4-93): The proposed project could create new shadow that could substantially and adversely affect the use and enjoyment of publicly accessible open spaces.

The Project would increase shadow cast near the project site. Existing open space within potential reach of project shadow includes UN Plaza and Mint Plaza.

The Project would cast net new shadow on UN Plaza, but would not be expected to substantially and adversely affect the use and enjoyment of UN Plaza and shadow impacts on UN Plaza would be less than significant.

The Project would result in net new shadow falling on Mint Plaza, adding approximately 325,407 net new annual square foot hour (sfh) of shadow and increasing sfh of shadow by 0.56 percent above current levels from 68.82 percent to 69.38 percent. The longest duration of net new shadow on Mint Plaza due to the Project would occur on February 15th and October 25th when the Project would generate new shadow over the northwestern half of the plaza starting just prior to 2 p.m. and be present for approximately 90 minutes.

While the observed uses of Mint Plaza were largely transitory in nature, portions of Mint Plaza that would likely be more sensitive to the addition of net new shadow would be features that are fixed in location, conducive to more stationary activities (where users remain rather than pass through) or are observed to be currently well used by the public. The seating wall areas in Mint Plaza would likely qualify as the most sensitive areas as would the areas where movable seating is typically placed. The project's net new shadow would fall on Mint Plaza's seating wall, non-fixed seating areas and landscaped planters.

Due to the size, duration and location of shadow cast on Mint Plaza from the Project, the time of day the net new shadow would occur, and the number of users observed in the open space areas identified as most sensitive areas, the new shadow cast by the Project could substantially affect the use and enjoyment of Mint Plaza and result in a significant shadow impact.

Other than a reduction in building height or a change in building mass, no further modification of the Project would eliminate the net new shadow on Mint Plaza. Reducing the building height or changing the building mass would reduce the development program of the Project. Therefore, there is no feasible mitigation to reduce this impact to a less-than-significant level and this impact is significant and unavoidable.

Impact C-SD-1 (DEIR 4-100): The proposed project, in combination with reasonably foreseeable projects, could create new shadow in a manner that could substantially and adversely affect the use and enjoyment of publicly accessible open spaces.

The Project could combine with reasonably foreseeable projects to result in significant cumulative shadow impacts on UN Plaza. However, as the Project would only increase sfh of shadow by 0.003 percent above current levels in the early morning, and because the areas of net new shadow from the Project were not observed to be areas well used or particularly sensitive to shadow, the Project's incremental shadow contribution on UN Plaza would not be cumulatively considerable.

Shadow cast from the Project would have a significant and unavoidable impact on Mint Plaza. Under the cumulative scenario, the only cumulative project that would shade Mint Plaza is the 921 Howard Street project. The 921 Howard Street project would generate a small amount of early morning shadow (prior to 8:30 a.m.) lasting less than 15 minutes over the western section of the plaza between November 16th and January 24th. While short in duration (less than 15 minutes), this cumulative shadow would cast shadow in a portion of the

plaza that is currently unshaded (plaza is 75 to 85 percent shaded) and was observed to be occupied by 10 to 15 people during the morning.

Although the Project and the 921 Howard Street project would not shade the plaza on the same dates, both projects would contribute new shadow on Mint Plaza. As such, the Project in combination with cumulative development projects could result in a significant cumulative impact on Mint Plaza. As cumulative shadow on Mint Plaza would be mostly from the Project, the Project's contribution to this significant cumulative shadow impact would be cumulatively considerable. Therefore, the Project in combination with reasonably foreseeable projects would result in a significant cumulative shadow impact on Mint Plaza.

There is no feasible mitigation for the Project's contribution to the significant cumulative shadow impact. Any theoretical mitigation would fundamentally alter the basic design and programming parameters of the Project. Other than a reduction in building height or a change in building mass, no other modification of the Project would eliminate the net new shadow on Mint Plaza. Reducing the building height or changing the building mass would reduce the development program of the Project. Therefore, there is no feasible mitigation to reduce this cumulative impact to a less-than-significant level and this impact is significant and unavoidable.

V. MITIGATION MEASURES REJECTED AS INFEASIBLE

No mitigation measures identified in the FEIR are rejected as infeasible.

VI. EVALUATION OF PROJECT ALTERNATIVES

This Section describes the reasons for approving the Project and the reasons for rejecting the alternatives as infeasible. CEQA requires that an EIR evaluate a reasonable range of alternatives to the Project or the project location that substantially reduce or avoid significant impacts of the Project. CEQA requires that every EIR also evaluate a "No Project" alternative. Alternatives provide the decision maker with a basis of comparison to the proposed 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 proposed Project.

Alternatives Considered for Detailed Analysis

The planning department considered a range of alternatives in preparing the EIR. After an extensive alternative screening and selection process, three alternatives were selected for detailed analysis in the EIR.

A. No Project Alternative

Description

Under the No Project Alternative, the project site would remain substantially in its existing physical condition and the proposed new residential uses would not be developed. The existing onsite parking lot would remain unaltered. This alternative would reduce or avoid impacts associated with construction activities, and effects associated with the operation of more intense uses on the site.

The existing land use controls on the project site would continue to govern site development and would not be changed.

Significant Impacts Compared to Proposed Project

The No Project Alternative would reduce the impacts of the project because no new development would occur. None of the significant and unavoidable impacts associated with the project would occur. The No Project Alternative would have less-than-significant impacts or no impacts on topics determined in the FEIR to be either less than significant or less than significant with mitigation under the project, and would not require mitigation measures.

Feasibility

The No Project Alternative is hereby rejected as infeasible because, although it would eliminate the significant and unavoidable shadow impacts of the Project, it would fail to meet all of the basic objectives of the Project. In particular, this alternative would fail to achieve the objective regarding constructing a substantial number of residential units onsite to help alleviate the current housing shortage in San Francisco and the greater Bay Area, and to contribute to the General Plan's Housing Element goals and the Association of Bay Area Government's (ABAG's) Regional Housing Needs Allocation for the City and County of San Francisco (Objective 2).

For these reasons, it is hereby found that the No Project Alternative is rejected because it would not meet the basic objectives of the Project and, therefore, is not a feasible alternative.

B. Alternative B: Reduced Density Alternative (Planning Code Compliant)

Description

The Reduced Density Alternative (Planning Code Compliant) would redevelop the project site with a new mixed-use residential project, like the Project, but would construct a shorter and less dense building than under the Project.

The Reduced Density Alternative (Planning Code Compliant) would include a maximum floor area ratio (FAR) of 338,629 gsf and a building height of approximately 160 feet (with an additional 10 feet for rooftop mechanical equipment). The proposed density and building height are code compliant not utilizing the State Density Bonus Law and would be consistent with the Planning Code.

Under this alternative, the site would be redeveloped to provide 346 units comprised of approximately 42 studios, 204 one-bedroom units, 64 two-bedroom units, and 36 three-bedroom units, compared to the 495 units that would be provided by the Project. On floors two through eight, 34 residential units would be provided on each floor. On the ninth floor, the building footprint would be reduced allowing for the common terraces and 12 residential units. Twelve residential units would also be provided on floors 9 through 17.

Similar to the Project, primary access to the units would be via a 1,951 square foot residential lobby located along Jessie Street with secondary access along Stevenson Street and through the below-grade parking garage. Two retail spaces totaling 6,357 square feet would be provided along Jessie Street flanking the residential lobby, which is slightly more than the retail space provided by the Project (4,000 square feet). An 8,242 square foot residential amenity space would be provided along Stevenson Street.

Unlike the Project, the Reduced Density Alternative (Planning Code Compliant) would only provide two levels of below grade parking (as opposed to the three levels with the Project). As a result, the Reduced Density Alternative (Planning Code Compliant) only requires 37,600 cubic yards of excavation compared to 55,850 cubic yards for the Project.

The Reduced Density Alternative (Planning Code Compliant) would include 150 residential vehicular parking spaces (a 0.43 parking ratio) below grade, which is 28 fewer total residential vehicular parking spaces than the

Project, 2 service vehicle parking spaces, and 2 car-share spaces. One off-street freight loading space would also be provided at grade like the Project. All access to off-street parking and freight loading would be provided via a single curb-cut along Stevenson Street, similar to the Project. The Reduced Density Alternative (Planning Code Compliant) would also provide 192 class 1 bicycle parking spaces in a bicycle storage room on the ground floor accessed via the public lobby. Twenty-three class 2 bicycle parking spaces would also be provided along Stevenson and Jessie streets. A bicycle workshop area would be provided in the below grade parking garage, similar to the Project.

Open space would be provided in a series of common terraces at the podium and tower levels. A 7,141 square foot common open space would be provided on the second floor fronting Stevenson Street and two common open space terraces totaling 9,282 square feet would be provided on the ninth floor.

Construction of the Reduced Density Alternative (Planning Code Compliant) is expected to follow a 29-month construction schedule, which would be 7 months shorter than the Project construction schedule. The same discretionary project approvals identified for the Project would be required for this alternative.

Significant Impacts Compared to Proposed Project

Cultural Resources, Tribal Cultural Resources, and Noise

Under the Reduced Density Alternative (Planning Code Compliant), there would still be subsurface ground disturbance required for construction of the two-level below grade parking garage. With the reduced excavation and earth movement required for the Reduced Density Alternative (Planning Code Compliant), as described above, the potential for excavation activities to encounter below-ground human remains, archaeological resources, and tribal cultural resources would be lessened compared to the Project. Noise impacts under the Reduced Density Alternative (Planning Code Compliant) would be similar in character to, but less than those identified for the Project due to the shorter duration of construction activities and the reduced intensity of land uses. However, the Reduced Density Alternative (Planning Code Compliant) would still have the potential to result in significant impacts to archeological resources, human remains, tribal cultural resources and noise. As with the Project, the Reduced Density Alternative (Planning Code Compliant) would be required to implement Mitigation Measures M-CR-3, M-TCR-1, M-NO-1, and M-NO-2 to reduce impacts to archaeological resources, human remains, tribal cultural resources, and noise to a less than significant level.

Air Quality

The Reduced Density Alternative (Planning Code Compliant) would result in less construction and therefore would be anticipated to result in less toxic air contaminants relative to the Project. However, it would likely still exceed the cancer risk and PM2.5 significance thresholds for projects within an air pollutant exposure zone and require implementation of mitigation measures M-AQ-3a, Off-road Construction Equipment Emissions Minimization and M-AQ-3b, Diesel Generator Specifications, like the Project.

Regarding cumulative air quality impacts, cumulatively, the Reduced Density Alternative (Planning Code Compliant) would result in slightly lower localized health risk impacts when compared to the Project because it would require less construction equipment and would generate less vehicle trips resulting in lower increases in cancer risk and PM2.5 concentrations. However, the Reduced Density Alternative (Planning Code Compliant) would likely still make a considerable contribution to cumulative cancer risks and PM2.5 concentrations, requiring implementation of mitigation measures M-AQ-3a (Off-road Construction Equipment Emissions Minimization) and M-AQ-3b (Diesel Backup Generator Specifications). Thus, like the Project, the Reduced Density Alternative (Planning Code Compliant) would result in a less-than-significant-with-mitigation localized health risk impact.

Shadow

The shadow analysis prepared for the Reduced Density Alternative (Planning Code Compliant) determined that this alternative would cast less shadow on Mint Plaza compared to the Project and cast no shadow on UN Plaza. The net new shadow cast by this alternative occurs approximately 90 days a year between November 2nd and February 7th for approximately 15 minutes whereas the Project cast shadow for approximately 180 days a year between September 21st and March 21st for approximately 90 minutes. Both the Reduced Density Alternative (Planning Code Compliant) and the Project net new shadow is cast in the mid-to-late afternoon. In addition, the largest area of net new shadow created by this alternative would be less than the Project. The Reduced Density Alternative (Planning Code Compliant)'s largest area of net new shadow cast on Mint Plaza would be 400 square feet and would occur on January 4th and December 6th. The largest area of net new shadow created by the Project would be approximately 5,811 square feet and would occur on November 1st and February 8th.Thus, the shadow impact on Mint Plaza with the Reduced Density Alternative (Planning Code Compliant) would be less than significant and would have fewer shadow impacts than the Project.

Under the cumulative scenario, combined, the Reduced Density Alternative (Planning Code Compliant) and the 921 Howard Street Project would shade various portions of Mint Plaza for short durations and would not be expected to substantially and adversely affect the use or enjoyment of this open space. Therefore, unlike the Project, the Reduced Density Alternative (Planning Code Compliant) would result in a less than significant cumulative shadow impact.

Other Impacts

The FEIR concluded that the Project would have no impacts or less than significant impacts for the following environmental topics: Land Use and Land Use Planning, Population and Housing, Odors, Greenhouse Gas Emissions, Recreation, Utilities and Service Systems, Public Services, Biological Resources, Geology and Soils, Hydrology and Water Quality, Hazards/Hazardous Materials, Mineral Resources, Energy Resources, Agriculture and Forestry Resources, and Wildfire. Impacts of the Reduced Density Alternative (Planning Code Compliant) for these topics would be similar in character to, but less than those identified for the Project due to the shorter duration of construction activities and the reduced intensity of construction activities and land uses. The Reduced Density Alternative (Planning Code Compliant) would not result in any new potentially significant impacts for these environmental topics. As such, impacts related to these topics would be similar to those of the Project and either result in a less than significant impact or no impact.

Feasibility

The Reduced Density Alternative (Planning Code Compliant) is hereby rejected as infeasible because it would provide 149 fewer residential units than the Project (346 units with the Reduced Density Alternative (Planning Code Compliant) compared to 495 units with the Project). As a result, the Reduced Density Alternative (Planning Code Compliant) would not maximize the opportunity to alleviate the current housing shortage and to contribute to the City's Regional Housing Needs Allocation to the same extent as the Project (Objective 2). In addition, by providing fewer residential units, the Reduced Density Alternative (Planning Code Compliant) would also provide fewer affordable units, thereby not promoting the construction of affordable units to the same extent as the Project (Objective 3). Finally, the reduced density would make redevelopment of the site economically infeasible (Objective 8).

The economic feasibility of the Project and the Reduced Density Alternative (Planning Code Compliant) was analyzed in an economic analysis prepared by ALH Urban & Regional Economics (ALH Economics)[2] and peer reviewed by the City's consultant Seifel Consulting[3]. Given the current economic recession resulting from the COVID-19 pandemic and resulting impact on the San Francisco apartment market, neither the Project nor the Reduced Density Alternative (Planning Code Compliant) are currently economically feasible, due to a decline in apartment revenues coupled with an increase in construction costs (ALH Analysis, p. 10; Seifel Peer Review, p.9). Real estate development, however, is cyclical. Current economic conditions are likely to persist in the near term, but it is reasonable to assume that future changes in apartment revenues and/or development costs could improve financial feasibility and enable development of the Project. Following receipt of entitlements, permitting and construction of the Project will take at least three years before occupancy begins, providing ample time for the Project to be economically feasible.

Even assuming improved economic conditions, the Reduced Density Alternative (Planning Code Compliant) makes redevelopment of the site economically infeasible because development costs under the Reduced Density Alternative (Planning Code Compliant) would be higher than the estimated net proceeds. Under the pre-COVID analysis prepared by ALH Economics and peer reviewed by the City's consultant Seifel Consulting, the Reduced Density Alternative (Planning Code Compliant)'s anticipated yield on cost would be 18% below the minimum threshold to proceed and its return on development cost would be 68% below the minimum threshold to proceed. (ALH Analysis, Table 4, p. 12; Seifel Peer Review, Table 5, p. 9). The Reduced Density Alternative (Planning Code Compliant) also has a higher negative margin as a percent of cost and a lower return on cost rendering it financially infeasible absent a significant cost reduction along with a significant increase in market rents. (ALH Analysis, p. 11).

The Project also does fall below the minimum thresholds required to proceed under current economic conditions, but the Project's economics are closest to meeting feasibility thresholds. The comparative difference in the financial performance between the Reduced Density Alternative (Planning Code Compliant) and the Project is likely to remain given the different development characteristics. (ALH Analysis, p. 10; Seifel Peer Review, p. 9) The Reduced Density Alternative (Planning Code Compliant) therefore is economically infeasible.

In addition, the City has numerous Plans and policies, including in the General Plan (Housing and Transportation Elements) related to the production of housing, including affordable housing, particularly near transit, as more particularly described in the materials considered by the Commission at the June 10, 2021 hearing regarding the FEIR certification and project approvals, which are incorporated by reference as though fully set forth herein. The Reduced Density Alternative (Planning Code Compliant) does not promote these Plans and policies to the same extent as the project. Relevant policies include, but are not limited to, the following. From the Housing Element: Objective 1 (identify and make available for development adequate sites to meet the City's housing needs, especially permanently affordable housing); Policy 1.8 (promote mixed use development including permanently affordable housing); Policy 1.10 (support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips); Objective 4 (foster a housing stock that meets the needs of all residents across life cycles); Policy 4.1 (develop new housing for families with children); Policy 4.4 (encourage sufficient and suitable rental housing opportunities, emphasizing permanently affordable rental units wherever possible); Policy 4.5 (ensure that new permanently affordable housing is located in all of the City's neighborhoods, and encourage integrated

[2] Amy L. Herman and Mary A. Smitheram-Sheldon, "Revised 469 Stevenson Street Alternatives Economic Analysis" (November 11, 2020; Revised March 8, 2021) ("ALH Analysis").

[3] Seifel Consulting, Inc., "Peer Review of Financial Feasibility Analysis of 469 Stevenson Street Project" (April 22, 2021) ("Seifel Peer Review").

neighborhoods, with a diversity of unit types provided at a range of income levels); Policy 12.1 (encourage new housing that relies on transit use and environmentally sustainable patterns of movement). From the Transportation Element: Objective 2 (use the transportation system as a means for guiding development and improving the environment); Policy 2.1 (use rapid transit and other transportation improvements as catalyst for desirable development and coordinate new facilities with public and private development); Policy 2.5 (provide incentives for use of transit, carpools, vanpools, walking and bicycling, and reduce need for new or expanded automobile and parking facilities).

For these reasons, the Reduced Density Alternative (Planning Code Compliant) is hereby rejected because it would fail to meet some project objectives, as well as several City Plans and policies related to the production of housing, including affordable housing, particularly housing and jobs near transit, and urban design, to the same extent as the project. It is, therefore, not a feasible alternative.

C. Alternative C: No Residential Parking, Tower Only Alternative

Description

The No Residential Parking, Tower Only Alternative would redevelop the project site with a new mixed-use residential project, similar to the Project, but would include only one basement level (as opposed to the three basement levels included in the Project). The No Residential Parking, Tower Only Alternative would result in a taller building, but with 28 fewer units than the Project by slightly changing the design to eliminate the podium height massing along the four corners and relocate that square footage to the top of the building creating a streamlined single tower.

The No Residential Parking, Tower Only Alternative would include a single tower with one basement level with a maximum FAR of 479,957 square feet. The tower would be approximately 284-feet-tall (with additional 10 feet for rooftop mechanical equipment).

This alternative would include 467 units comprised of approximately 349 one-bedroom units, 60 two-bedroom units, and 58 three-bedroom units. Residential uses would begin at the second floor, which includes 17 units and a 11,078-square-foot common open space podium balcony. The 3rd through 28th floors would include 18 residential units per floor with the units on the 28th floor having 576 square feet (total) of private balconies.

Primary access to the residential units would be from the residential lobby located along Jessie Street with secondary access along Stevenson Street. The ground floor would include two retail spaces along Jessie Street totaling approximately 3,651 square feet and on each side of the 1,453 square foot lobby. A 747 square foot common open space would be provided along Jessie Street and a 9,500 square foot solarium for residents would be provided along Stevenson Street.

The No Residential Parking, Tower Only Alternative would require 45,110 cubic yards less excavation (10,740 cubic yards total) than the Project (55,850 cubic yards) for below-grade foundation and structural work because it would only provide one basement level.

The single basement level would be for off-street loading and service vehicle parking, accessible parking, and bicycle parking. No car-share parking would be provided for this alternative pursuant section 166 of the Planning Code. This alternative would provide 193 class 1 bicycle parking spaces in a bicycle storage room located in the basement and accessed via the ground floor lobby. This alternative would also provide 25 class 2 bicycle parking spaces along Jessie and Stevenson streets.

Open space would include a ground floor solarium, a second story podium terrace, and private balconies at the rooftop level.

Construction of the No Residential Parking, Tower Only Alternative is expected to follow a 34-month construction schedule, which is two months shorter than the Project's construction schedule. The same discretionary project approvals identified for the Project would be required for this alternative.

Significant Impacts Compared to Proposed Project

Cultural Resources, Tribal Cultural Resources, and Noise

Under the No Residential Parking, Tower Only Alternative there would still be subsurface ground disturbance for construction of the basement level. However, with the reduced excavation and earth movement required for the No Residential Parking, Tower Only Alternative, as described above, the potential for excavation activities to encounter below-ground human remains, archaeological resources, and tribal cultural resources would be lessened compared to the Project. Construction noise impacts under the No Residential Parking, Tower Only Alternative would be similar in character to, but less than those identified for the Project due to the shorter duration of construction activities. The No Residential Parking, Tower Only Alternative would result in 28 fewer residential units on the project site; however, the number of units under this alternative would be comparable to the Project and therefore operational noise impacts would similar. For these reasons the No Residential Parking, Tower Only Alternative would still have the potential to result in significant impacts to archeological resources, human remains, tribal cultural resources and noise. As with the Project, the No Residential Parking, Tower Only Alternative would be required to implement Mitigation Measures M-CR-3, M-TCR-1, M-NO-1, and M-NO-2 to reduce impacts to archeological resources, human remains, tribal cultural resources, and noise to a less than significant level.

Air Quality

The No Residential Parking, Tower Alternative would result in a reduced cancer risk and a lower localized PM2.5 concentration because it would require marginally less heavy-duty diesel equipment. Because the No Residential Parking, Tower Only Alternative would result in less construction, it would be anticipated to result in less toxic air contaminants relative to the Project, but it would likely still exceed the cancer risk and PM2.5 significance thresholds for projects within an air pollutant exposure zone and require implementation of Mitigation Measures M-AQ-3a, Off-road Construction Equipment Emissions Minimization, and M-AQ-3b, Diesel Generator Specifications, like the Project. As such, construction and operational health risk impacts for the No Residential Parking, Tower Only Alternative would be less than that of the Project and would be less than significant with implementation of the mitigation measures discussed above.

Cumulatively, the No Residential Parking, Tower Only Alternative would result in slightly lower localized health risk impacts when compared to the Project because it would require less construction equipment and would generate less vehicle trips, resulting in lower increases in cancer risk and PM2.5 concentrations. However, the No Residential Parking, Tower Only Alternative would still make a considerable contribution to cumulative cancer risks and PM2.5 concentrations, requiring implementation of Mitigation Measures M-AQ-3a (Off-road Construction Equipment Emissions Minimization) and M-AQ-3b (Diesel Backup Generator Specifications). Like the Project, the No Residential Parking, Tower Only Alternative would result in a less-than-significant-with-mitigation localized health risk impact.

Shadow

Given that the No Residential Parking, Tower Only Alternative would be slightly taller than the Project, this alternative would shade similar areas of UN Plaza and Mint plaza for similar durations during similar times of the year. The No Residential Parking, Tower Only Alternative would not result in significant shadow impacts on UN Plaza. The largest area of net new shadow cast by the No Residential Parking, Tower Only Alternative would be greater than that of the Project. Thus, for the same reasons as the Project, the No Residential Parking, Tower Only Alternative would result in a significant shadow impact on Mint Plaza. Similarly, there is no feasible mitigation for the No Residential Parking, Tower Only Alternative's shadow impact on Mint Plaza. This is because other than a reduction in building height or a change in building mass, no other modification to the No Residential Parking, Tower Only Alternative would eliminate the net new shadow on Mint Plaza. Therefore, the impact would be significant and unavoidable.

Under the cumulative scenario, the project at 921 Howard Street would also shade portions of Mint Plaza, similar to the Project, which combined with the No Residential Parking, Tower Only Alternative would result in a significant cumulative shadow impact. Like the Project and for the same reasons as the Project, the No Residential Parking, Tower Only Alternative's contribution to cumulative shadow would be considerable. Therefore, the No Residential Tower, Parking Only Alternative, would result in a significant and unavoidable project-level and cumulative shadow impact on Mint Plaza that is slightly greater than the Project.

Other Impacts

The FEIR concluded that the Project would have no impacts or less than significant impacts for the following environmental topics: Land Use and Land Use Planning, Population and Housing, Odors, Greenhouse Gas Emissions, Recreation, Utilities and Service Systems, Public Services, Biological Resources, Geology and Soils, Hydrology and Water Quality, Hazards/Hazardous Materials, Mineral Resources, Energy Resources, Agriculture and Forestry Resources, and Wildfire. The No Residential Parking, Tower Only Alternative would be similar in character to, but require less construction than identified for the Project due to the shorter duration of construction activities and less amount of excavation of the site as there would only be one basement level. The No Residential Parking, Tower Only Alternative would result in 28 fewer residential units on the project site, but the intensity of development under this alternative would be comparable to the Project. As such, the No Residential Parking, Tower Only Alternative would not result in any new potential significant impacts for these environmental topics. Impacts related to these other topics would be similar to those of the Project and either result in a less than significant impact or no impact.

Feasibility

The No Residential Parking, Tower Alternative could feasibly attain most of the project sponsor objectives, including providing much-needed housing but would provide five percent (5%) fewer housing units, including five percent (5%) fewer affordable housing units. It also would not provide a high-quality architectural design that is compatible with its surrounding context because it fails to provide a pedestrian scale podium level along Stevenson Street, consistent with surrounding structures (Objective 4). Also, by not providing any residential parking, the alternative would fail to meet the objective of providing adequate off-street vehicle parking for the residential use and to meet investment capital parking requirements (Objective 6). The lack of residential parking could also create financing challenges as it could render a standard construction loan unattainable and potentially make development of the site economically infeasible (Objective 8).

The economic feasibility of the Project and the No Residential Parking, Tower Alternative was analyzed in an economic analysis prepared by ALH Economics and peer reviewed by the City's consultant Seifel Consulting.[4]

[4] *See* Footnotes 2 and 3.

Given the current economic recession resulting from the COVID-19 pandemic and resulting impact on the San Francisco apartment market, neither the Project nor the No Residential Parking, Tower Alternative are currently economically feasible, due to a decline in apartment revenues coupled with an increase in construction costs (ALH Analysis, p. 10; Seifel Peer Review, p.9). Real estate development, however, is cyclical. Current economic conditions are likely to persist in the near term, but it is reasonable to assume that future changes in apartment revenues and/or development costs could improve financial feasibility and enable development of the Project. The Project will require a few more years to complete entitlements and permitting, and a few years to complete construction before occupancy begins.

Even assuming improved economic conditions, the No Residential Parking, Tower Alternative makes redevelopment of the site economically infeasible because development costs under the No Residential Parking, Tower Alternative would be higher than the estimated net proceeds. Under the pre-COVID analysis prepared by ALH Economics and peer reviewed by the City's consultant Seifel Consulting, the No Residential Parking, Tower Alternative's anticipated yield on cost would be 16% below the minimum threshold to proceed and its return on development cost would be 45% below the minimum threshold to proceed (ALH Analysis, Table 4, p. 12; Seifel Peer Review, Table 5, p. 9). The No Residential Parking, Tower Alternative also has a higher negative margin as a percent of cost and a lower return on cost rendering it financially infeasible absent a significant cost reduction along with a significant increase in market rents (ALH Analysis, p. 11).

The lack of parking in the No Residential Parking, Tower Alternative also could negatively impact the lease-up of the units and potentially lengthen the time before unit occupancy. This delay in absorption could increase the overall development costs by increasing the operating reserve and decreasing the return (yield) on development cost (ALH Analysis, p. 11). The lack of parking also could impact the ability to obtain financing or capitalize the No Residential Parking, Tower Alternative.

The Project also falls below the minimum thresholds required to proceed, but the Project's economics are closest to meeting feasibility thresholds. The comparative difference in the financial performance of the Project and the No Residential Parking, Tower Alternative is likely to remain given the different development characteristics including the lack of parking and its potential negative impact on renting of units (ALH Analysis, p. 10-11; Seifel Peer Review, p. 9). The No Residential Parking, Tower Alternative, therefore is economically infeasible.

In addition, the City has numerous Plans and policies, including in the General Plan (Housing and Transportation Elements) related to the production of housing, including affordable housing, particularly near transit, as more particularly described in the materials considered by the Commission at the June 10, 2021 hearing regarding the FEIR certification and project approvals, which are incorporated by reference as though fully set forth herein. The Reduced Density Alternative (Planning Code Compliant) does not promote these Plans and policies to the same extent as the project. Relevant policies include, but are not limited to, the following. From the Housing Element: Objective 1 (identify and make available for development adequate sites to meet the City's housing needs, especially permanently affordable housing); Policy 1.8 (promote mixed use development including permanently affordable housing); Policy 1.10 (support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips); Objective 4 (foster a housing stock that meets the needs of all residents across life cycles); Policy 4.1 (develop new housing for families with children); Policy 4.4 (encourage sufficient and suitable rental housing opportunities, emphasizing permanently affordable rental units wherever possible); Policy 4.5 (ensure that new permanently affordable housing is located in all of the City's neighborhoods, and encourage integrated neighborhoods, with a diversity of unit types provided at a range of income levels); Policy 12.1 (encourage new housing that relies on transit use and environmentally sustainable patterns of movement). From the Transportation Element: Objective 2 (use the transportation system as a means for guiding development and improving the environment); Policy 2.1 (use rapid transit and other transportation improvements as catalyst for

desirable development and coordinate new facilities with public and private development); Policy 2.5 (provide incentives for use of transit, carpools, vanpools, walking and bicycling, and reduce need for new or expanded automobile and parking facilities). From the Urban Design Element: Policy 1.3 (recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts); Policy 3.1 (promote harmony in the visual relationships and transitions between new and older buildings); Policy 3.2 (avoid extreme contrasts in color, shape and other characteristics which will cause new buildings to stand out in excess of their public importance). In addition, the No Residential Parking, Tower Only Alternative would be inconsistent with the following Urban Design Guidelines: S2 (harmonize relationships between buildings, streets, and open space); S5 (create a defined and active streetwall); A2 (modulate buildings vertically and horizontally).

For these reasons, it is hereby found that the No Residential Parking, Tower Only Alternative is rejected because it would fail to meet some project objectives, as well as several City Plans and policies related to the production of housing, including affordable housing, particularly housing and jobs near transit, and urban design, to the same extent as the project. It is, therefore, not a feasible alternative.

Alternatives Considered and Rejected, and Reasons for Rejection

Section 15126.6(c) of the CEQA Guidelines provides that an EIR should "identify any alternatives that were considered by the lead agency but rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination." The screening process for identifying viable EIR alternatives included consideration of the following criteria: ability to meet the project objectives; potential ability to substantially lessen or avoid environmental effects associated with the Project; and potential feasibility.

The department considered the following three additional alternatives. The first alternative considered was similar to the No Residential Parking, Tower Only Alternative, but it did not include a basement level. This alternative was eliminated from further consideration as the project sponsor determined at least one level of below-grade loading and parking was desirable for the commercial retail component. The second alternative considered was a mid-height alternative that would be slightly taller than the Reduced Density Alternative (Planning Code Compliant) and would still result in a less than significant shadow impact on Mint Plaza. However, additional shadow modeling determined that this alternative would be substantially similar (only one building floor taller) to the Reduced Density Alternative (Planning Code Compliant) and was eliminated from further consideration. The third alternative considered was an offsite alternative that was under the project sponsor's control; however, there was already an approved project on that site and it was therefore eliminated from further consideration.

VII. STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to Public Resources Section 21081 and CEQA Guidelines Section 15093, the Commission hereby finds, after consideration of the FEIR and the evidence in the record, that each of the specific overriding economic, legal, social, technological and other benefits of the Project as set forth below independently and collectively outweighs the significant and unavoidable impacts and is an overriding consideration warranting approval of the Project. 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, this determination is that each individual reason is sufficient. The substantial evidence supporting the various benefits can be found in the FEIR and the preceding findings, which are incorporated by reference into this Section, and in the documents found in the administrative record, as described in Section I.

On the basis of the above findings and the substantial evidence in the whole record of this proceeding, the Commission specifically finds that there are significant benefits of the Project in spite of the unavoidable

significant impacts. The Commission further finds that, as part of the process of obtaining Project approval, all significant effects on the environment from implementation of the Project have been eliminated or substantially lessened where feasible. Any remaining significant effects on the environment found to be unavoidable are found to be acceptable due to the following specific overriding economic, technical, legal, social and other considerations:

- The project would redevelop an underutilized site into a new high-quality residential development with ground-floor retail.

- The project would address the City's housing goals by building 495 new residential dwelling units on the site, including 73 onsite, permanently affordable housing units, consistent with the City's General Plan Housing Element and ABAG's Regional Housing Needs Allocation for the City.

- The project would provide active neighborhood-friendly retail space in a manner that is compatible with the existing surrounding development.

- Additionally, the Project promotes the objectives and policies of the General Plan by providing a range of unit types to serve a variety of needs, including large, five-bedroom, family size units providing a unique opportunity for multigenerational housing. The Project would bring additional housing into a neighborhood that is well served by public transit on the edge of Downtown. The Project also would not displace any existing housing.

- The project would provide a podium level along Stevenson Street, bringing the scale of the building down to the street level through the creation of a uniform street wall consistent with the height and scale of surrounding structures.

- The project would activate Stevenson Street, creating a vibrant pedestrian alley linking 6th Street to 5th Street via Mint Plaza improving the safety and usability of South of Market alleyways and public open space. In addition, the removal of the parking lot and replacement with active street frontages will improve pedestrian and neighborhood safety and encourage investment in the area. The Project would include significant streetscape improvements that would meet or exceed Better Streets Plan requirements. These changes will enhance the attractiveness of the site for pedestrians and bring this site into conformity with principles of good urban design.

- The Project provides approximately 200 Class 1 secure indoor bicycle parking spaces and27 Class 2 bicycle rack spaces, encouraging residents and visitors to access the site by bicycle.

- The project would include sufficient off-street parking for residential and commercial uses in a below-grade parking garage, allowing the at-grade space to be oriented towards residents and pedestrians.

- The project would provide transportation demand management features such as car-share program and bicycle parking.

- The project would redevelop the existing parking lot into residential uses in a sustainable and eco-friendly infill development.

- The project would be constructed at no cost to the City, and would provide substantial direct and indirect economic benefits to the City, including at least $4 million in property tax revenue

on a previously low tax-generating parcel, and would provide 1500-2000 jobs on-site during construction, as well as 20-25 permanent and temporary jobs for the management and maintenance of the new residential units. These jobs will provide employment opportunities for San Francisco residents, promote the City's role as a commercial center, and provide additional payroll tax revenue to the City, providing direct and indirect economic benefits to the City.

- The project is consistent with the City's General Plan, in particular the Housing Element, the Urban Design Element, the Commerce and Industry Element, and the Transportation Element, as more particularly described in the materials considered by the Commission at the June 10, 2021 hearing regarding the FEIR certification and project approvals, which are incorporated by reference as though fully set forth herein.

- In-Kind Contribution: The Project Sponsor has agreed to provide in-kind contributions as outlined in Exhibit K (attached with these findings as Exhibit K to Attachment A to Motion No. 20961), as received, and reviewed by the Planning Commission on July 29, 2021. The in-kind contributions are intended to assist with landscaping and general maintenance of Mint Plaza, with the boarder goal of helping activate the use of the Plaza. The Project Sponsor shall work with Department Staff to identify, design, and implement voluntary program and/or design improvements to Mint Plaza associated with its in-kind contributions.

Having considered the above, the Planning Commission finds that the benefits of the Project outweigh the unavoidable adverse environmental effects identified in the FEIR, and that those adverse environmental effects are therefore acceptable.

EXHIBIT B:

PLANS

469 STEVENSON STREET
SAN FRANCISCO, CALIFORNIA
DOWNTOWN PROJECT AUTHORIZATION

COVER SHEET
469 Stevenson
BUILD

05/25/2021
2016056

0.000

PROJECT SUMMARY	
GENERAL INFO	
BLOCK/LOT #	3704/045
ZONING DISTRICT	C-3-G
HEIGHT AND BULK DISTRICT	160-F
PROPOSED HEIGHT TO TOP OF SCREEN	284'-0"

GENERAL LAND USE	
SITE AREA	28,790 SF
RESIDENTIAL GFA	425,644 SF
RETAIL GSF	3,985 SF
USEABLE COMMON OPEN SPACE GSF	11,184 SF
USEABLE PRIVATE OPEN SPACE GSF	13,384 SF

DWELLING UNITS - TOTAL	495
NUMBER OF STORIES	27 + 3 BASEMENT
PARKING SPACES (INCLUDING ADA)	166
LOADING SPACES	1 + 2 SV
BICYCLE SPACES (CLASS 1)	200
BICYCLE SPACES (CLASS 2)	27
CAR SHARE SPACES	12

LAND USE RESI	
STUDIO UNITS	192
1 BEDROOM UNITS	149
2 BEDROOM UNITS	96
3 BEDROOM UNITS	50
5 BEDROOM UNITS	8
TOTAL BMR UNITS	73
AFFORDABLE HOUSING ON-SITE	45 UNITS AT 50% AMI
	14 UNITS AT 80% AMI
	14 UNITS AT 110% AMI

NARRATIVE

The project sponsor proposes a mixed-use project on mid-block parcel located between Stevenson Street and Jessie Street, in-between Fifth Street and Sixth Street (the “Property”). The property does not have existing structures. The baseline improvement would be a 259,110 residential GFA development over two basements.

The project sponsor proposes to utilize the State Density Bonus and will provide affordable housing units on site. The proposed improvement would be a 425,644 residential GFA development over three basements, featuring 495 residential units and approximately 3,985 square feet of retail (the ‘Project’).

As a transit oriented development, additional residential density at this location would encourage walkable communities, provide additional affordable housing, and improve access to jobs for working families.

Base Planning Allowed			GFA	formula
A1	Site Area		28,790 sf	
A2	Max "Base" GFA	9:1 with TDRs	259,110 sf	A1 x 9

With State Density Bonus Applied			
B1	Max "Bonus" GFA	349,799 sf	A2 x 1.35

Parcel: 3704/045

BASE PROJECT

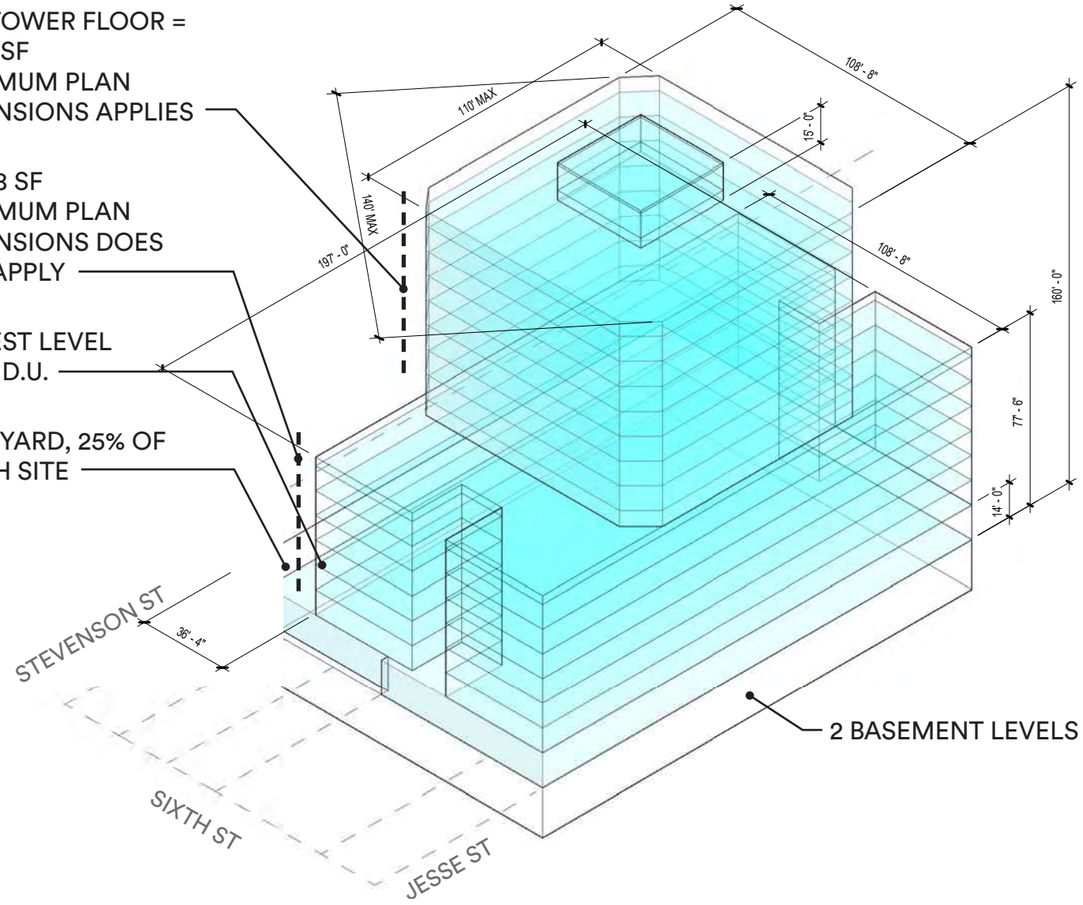
TOTAL 17 FLOORS
+ 2 BASEMENTS

TYP. TOWER FLOOR =
11,746 SF
MAXIMUM PLAN
DIMENSIONS APPLIES

20,938 SF
MAXIMUM PLAN
DIMENSIONS DOES
NOT APPLY

LOWEST LEVEL
WITH D.U.

REAR YARD, 25% OF
DEPTH SITE



WAIVER REQUIRED:

Height, Bulk, Open Space requirements, dwelling unit exposure for 15%

BONUS PROJECT

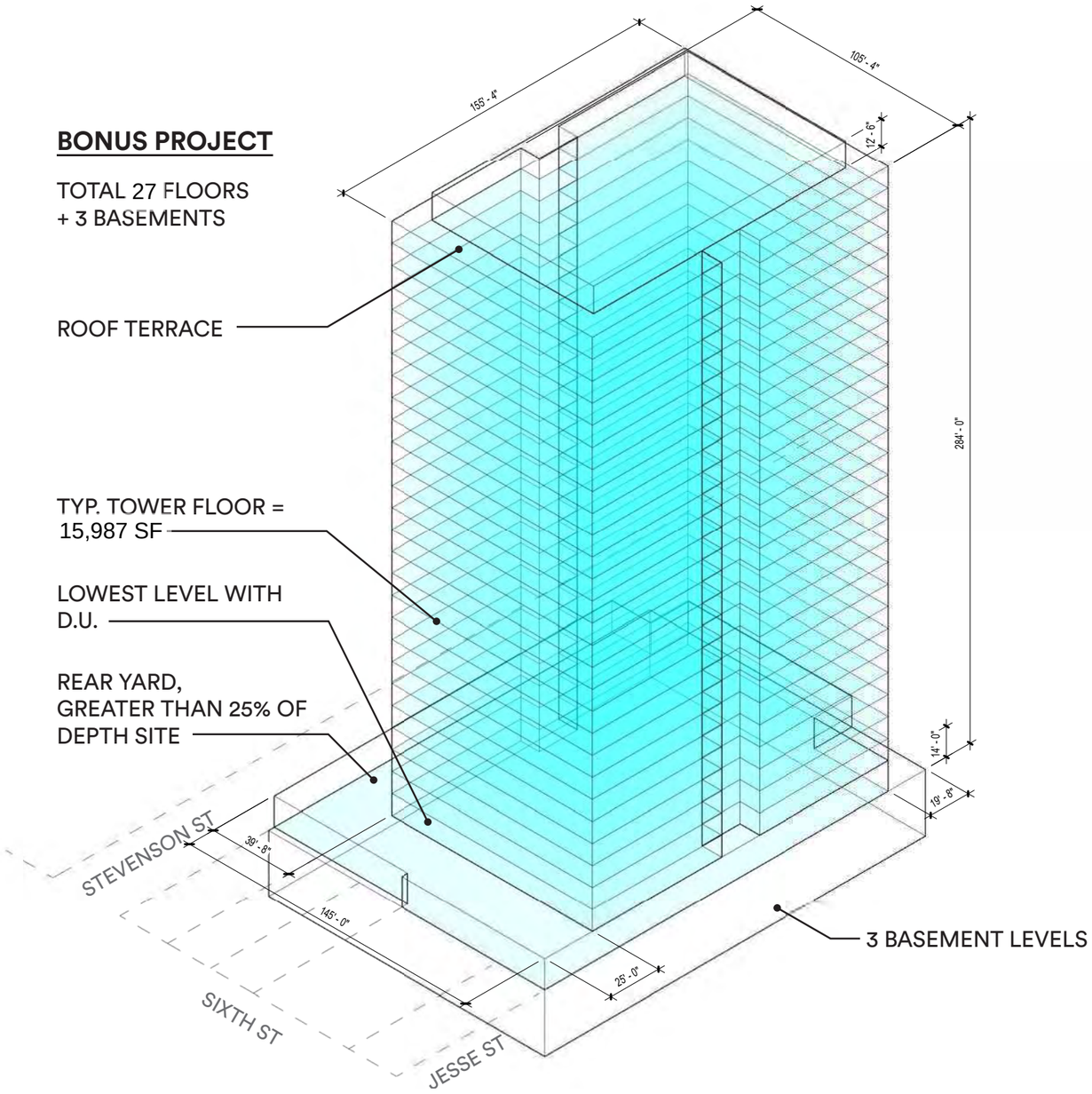
TOTAL 27 FLOORS
+ 3 BASEMENTS

ROOF TERRACE

TYP. TOWER FLOOR =
15,987 SF

LOWEST LEVEL WITH
D.U.

REAR YARD,
GREATER THAN 25% OF
DEPTH SITE



STATE DENSITY BONUS - AXON
469 Stevenson
BUILD

05/25/2021
2016056

1.001

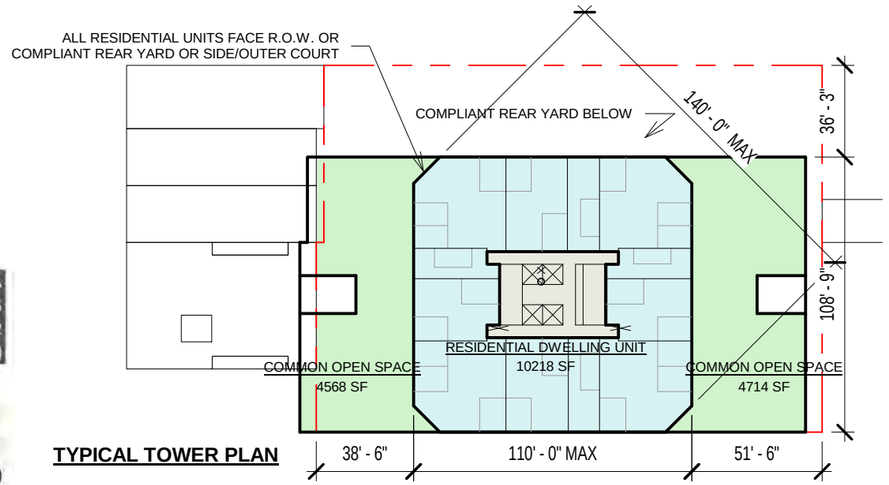
FLR. ELEV.	FTF	FLR.	TOTAL SQUARE FOOTAGE	GFA EXCLUSIONS	RESIDENTIAL GFA	RETAIL GFA	PARKING GFA	PARKING SPACES	TOTAL GFA	GFA EXCLUSIONS NOTES per sec 102 FLOOR AREA, GROSS (b)
+175.00		M.PH								
+160.00	15.00	RF								
+148.75	11.25	17	11,746	361	11,385				11,385	(4)(B)
+139.84	8.92	16	11,746	361	11,385				11,385	(4)(B)
+130.92	8.92	15	11,746	361	11,385				11,385	(4)(B)
+122.00	8.92	14	11,746	361	11,385				11,385	(4)(B)
+113.09	8.92	13	11,746	361	11,385				11,385	(4)(B)
+104.17	8.92	12	11,746	361	11,385				11,385	(4)(B)
+95.25	8.92	11	11,746	361	11,385				11,385	(4)(B)
+86.34	8.92	10	11,746	361	11,385				11,385	(4)(B)
+77.42	8.92	9	11,746	361	11,385				11,385	(4)(B)
+67.50	9.92	8	20,938	361	20,577				20,577	(4)(B)
+58.59	8.92	7	20,938	361	20,577				20,577	(4)(B)
+49.67	8.92	6	20,938	361	20,577				20,577	(4)(B)
+40.75	8.92	5	20,938	361	20,577				20,577	(4)(B)
+31.83	8.92	4	20,938	361	20,577				20,577	(4)(B)
+22.92	8.92	3	20,938	361	20,577				20,577	(4)(B)
+14.00	8.92	2	20,938	361	20,577				20577.4	(4)(B)
+0.00	14.00	1	28,783	17,383	11,400	0	0	0	11400	(4)(B), (8), (13), (14), (17), (21)
-10.00	10.00	B1	28,783	28,383	400	0	0	75	400	(1), (3), (6), (7)
-20.00	10.00	B2	28,783	28,383	400	0	0	75	400	(1), (3), (6), (7)
			338,629 SF	79,919 SF	259,110 SF	0 SF*	0 SF	150 SPACES	259,110 SF	

		Provided Bike Parking	**Required Open Space**	**Provided Private Open Space = 252**
Studio + 1BR	**71.2%**		sf	**Provided Common Open Space** sf
		Class 1 192	Private 252	L02 Rear Yard 7,141
2BR	**18.5%**	Class 2 23	Common 16,272	L09 West 4,568
3BR	**10.4%**			L09 East 4,714
				16,423

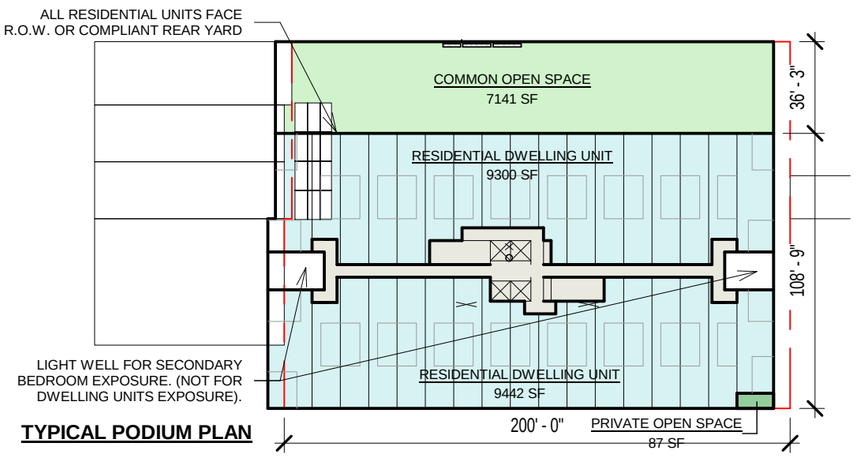
Required/Provided Off-Street Loading in C-3 District:

2 Loading Spaces

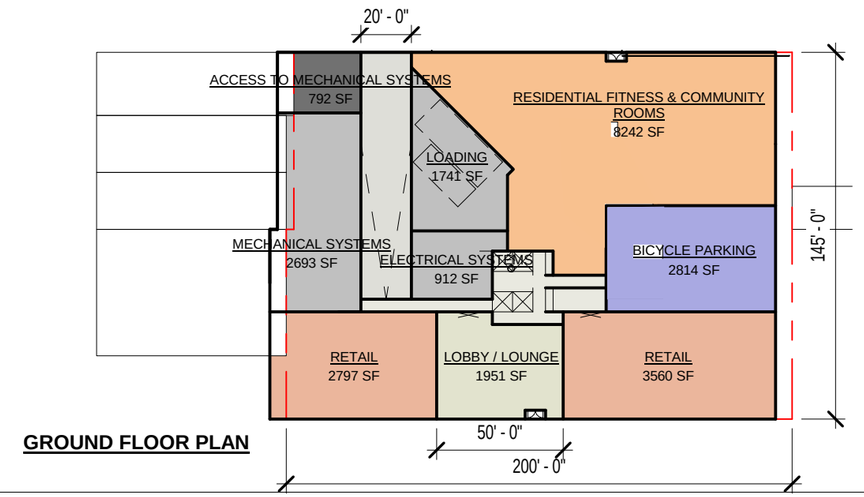
NOTES ON GROUND FLOOR PLAN:
(1) GROUND FLOOR HEIGHT IS 14' FLOOR TO FLOOR
(2) ACTIVE USES FENESTRATED WITH TRANSPARENT WINDOWS & DOORWAYS FOR >60% OF FRONTAGE.
(3) LOBBY WIDTH IS <25% OF BUILDING FRONTAGE.
(4) ACCESS TO MECHANICAL SYSTEMS EXEMPT FROM ACTIVE USE REQUIREMENTS PER 145.1(C)(3)



TYPICAL TOWER PLAN



TYPICAL PODIUM PLAN



GROUND FLOOR PLAN

BASE PROJECT AREA SUMMARY
469 Stevenson
BUILD

05/25/2021
2016056

0 30 60

1.002

FLR. ELEV.	F/F	FLR.	TOTAL SQUARE FOOTAGE	GFA EXCLUSIONS	124(f) EXCLUSIONS	RESIDENTIAL GFA	RETAIL GFA	PARKING GFA	PARKING SPACES	TOTAL GFA	GFA EXCLUSIONS NOTES per sec 102 FLOOR AREA, GROSS (b)
+276.50		M.PH									
+274.00	2.50	RF									
+262.00	12.00	27	11,178	622		10,556				10,556	(4)(B)
+250.67	11.33	26	15,987	622		15,365				15,365	(4)(B)
+241.00	9.67	25	15,987	622		15,365				15,365	(4)(B)
+231.33	9.67	24	15,987	622		15,365				15,365	(4)(B)
+221.67	9.67	23	15,987	622		15,365				15,365	(4)(B)
+212.00	9.67	22	15,987	622		15,365				15,365	(4)(B)
+202.33	9.67	21	15,987	622		15,365				15,365	(4)(B)
+192.67	9.67	20	15,987	622		15,365				15,365	(4)(B)
+183.00	9.67	19	15,987	622		15,365				15,365	(4)(B)
+173.33	9.67	18	15,987	622	686	15,365				15,365	(4)(B), sec 124(f)
+163.67	9.67	17	15,987	622	864	15,365				15,365	(4)(B), sec 124(f)
+154.00	9.67	16	15,987	622	2,797	15,365				15,365	(4)(B), sec 124(f)
+144.33	9.67	15	15,987	622	2,161	15,365				15,365	(4)(B), sec 124(f)
+134.67	9.67	14	15,987	622	3,421	15,365				15,365	(4)(B), sec 124(f)
+125.00	9.67	13	15,987	622	3,017	15,365				15,365	(4)(B), sec 124(f)
+115.33	9.67	12	15,987	622	3,421	15,365				15,365	(4)(B), sec 124(f)
+105.67	9.67	11	15,987	622	2,839	15,365				15,365	(4)(B), sec 124(f)
+96.00	9.67	10	15,987	622	3,259	15,365				15,365	(4)(B), sec 124(f)
+86.33	9.67	9	15,987	622	3,836	15,365				15,365	(4)(B), sec 124(f)
+76.67	9.67	8	15,987	622	2,966	15,365				15,365	(4)(B), sec 124(f)
+67.00	9.67	7	15,987	622	3,761	15,365				15,365	(4)(B), sec 124(f)
+55.00	12.00	6	15,987	622	3,933	15,365				15,365	(4)(B), sec 124(f)
+43.00	12.00	5	19,897	622	4,594	19,275				19,275	(4)(B), sec 124(f)
+33.33	9.67	4	19,897	622	4,940	19,275				19,275	(4)(B), sec 124(f)
+23.67	9.67	3	19,897	622	5,147	19,275				19,275	(4)(B), sec 124(f)
+14.00	9.67	2	19,897	622	4,961	19,275				19,275	(4)(B), sec 124(f)
+0.00	14.00	1	27,126	15,363		11,763	0	0	0	11,763	(4)(B), (13), (14), (17)
-14.00	14.00	B1	28,275	27,085		1,190		0	42	1,190	(1), (3), (6), (7), (8), (21)
-28.00	14.00	B2	28,275	27,085		1,190		0	78	1,190	(1), (3), (6), (7)
-42.00	14.00	B3	24,448	23,258		1,190		0	58	1,190	(1), (3), (6), (7)
			534,617 SF	108,973 SF	56,599	425,644 SF	0 SF*	0 SF	178 SPACES	425,644 SF	
						this should be	*3,985 sf GSF		0.36 per unit		

SITE SUMMARY		
Zoning District	C-3-G	
Height District	160-F	
Site Area	28,790	sf

PROJECT SUMMARY	
Height of Buildings	274'-0"
Number of Stories	27 + 3 Basements
Dwelling Units	495
Parking Spaces	178
Loading Spaces	1 + 2 SV

TOTAL SQUARE FOOTAGE		
Residential	474,606	sf
Retail	3,985	sf
Parking	56,026	sf
TOTAL	534,617	sf

PLANNING GFA (per sec. 102)		
Residential	425,644	GFA
Retail (General)	0	GFA
Parking	0	GFA
TOTAL	425,644	GFA

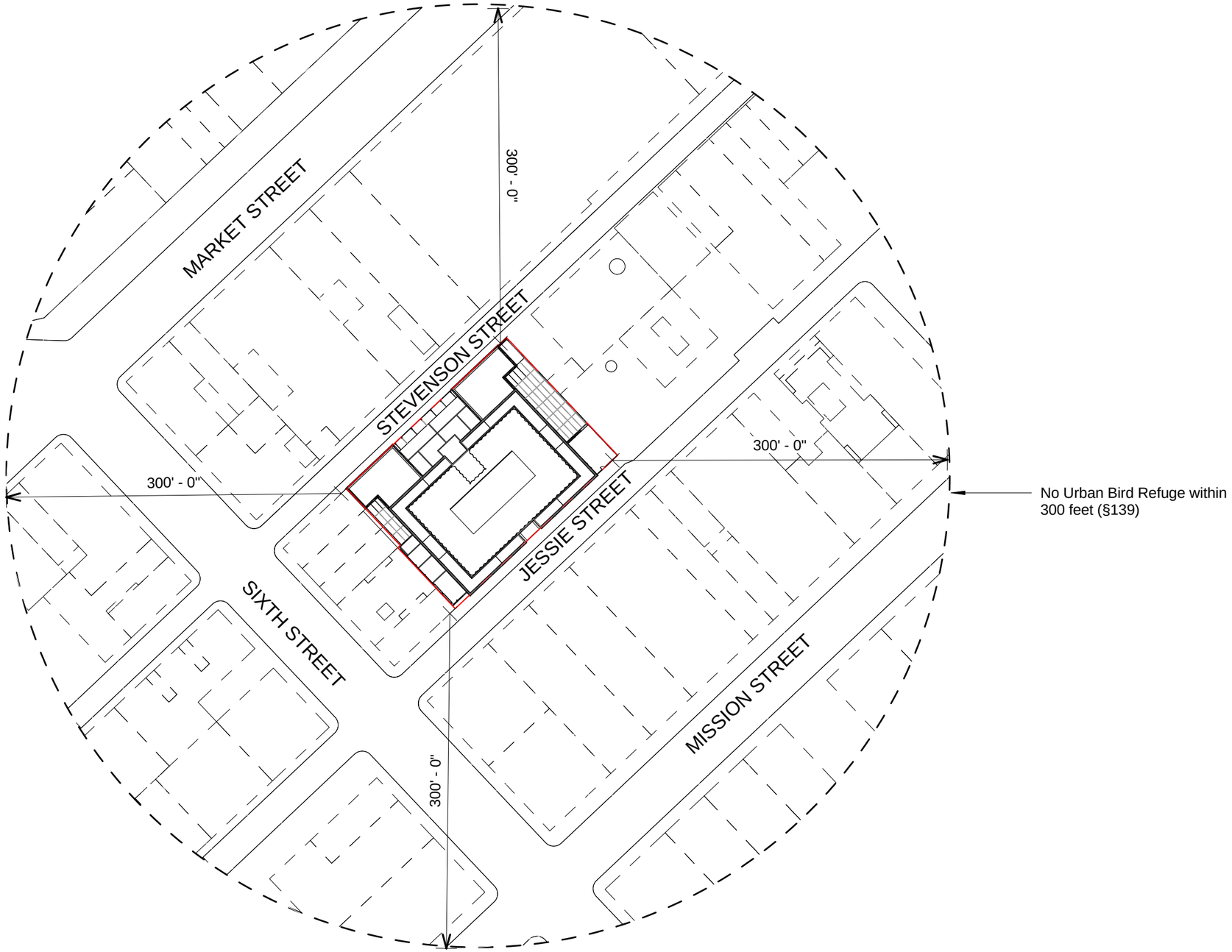
RESIDENTIAL SUMMARY	
STUDIOS	192
1 BDRM	149
2 BDRM	96
3 BDRM	50
5 BDRM	8
Dwelling Units	495

Sec 135 - RESIDENTIAL OPEN SPACE		
Dwelling units with Balconies	22	
Common Open Space Required (x Units x 36 sf/Unit X 1.33)	22,647	sf
Common Open Space Provided	11,184	sf

PARKING SUMMARY	Existing		Permitted as Accessory	Provided
Sec 150.b Residential Off-Street Vehicle Parking	0	(# of Dwelling Units) x .5 =	248 spaces	178 spaces
			Required	**Provided**
Non-Accessible Off-Street Vehicle Parking	176 spaces			159 spaces
Sec 155.i Accessible Off-Street Vehicle Parking	0 spaces	1 accessible space per 25 spaces	7 spaces	7 spaces
Sec 166 Car-Share Parking Spaces, Residential	0 spaces	2, plus 1 for ever 200 dwelling units over 200 =	5 spaces	12 spaces

Sec 152.1 OFF-STREET LOADING	0	200,001 - 500,000 GFA =	2	1 + 2 SV

Sec 155.2 BICYCLE PARKING			**Class 1**	**Class II**
(A) = Residential Dwelling Units	495	units		
Sec 155.2.11 - Dwelling Units			100 Class I spaces plus onc Class I space for every four dwelling units over 100	One per 20 units.
Formula			=100+(((A)-100)/4)	=(A)/20'
Bicycle Parking Required - Dwelling Units			**199 spaces**	**25 spaces**
(B) = Retail Sales and Services	3,985	sf		
Table 155.2 - Retail Sales and Services			One Class I space for every 7,500 sf of occupied floor area.	Minimum 2 spaces. One Class II space for every 2500 sf of occupied floor area
Formula			=(B) / 7500	=(B) / 2500, 2 minimum
Bicycle Parking Required - Retail			**1 spaces**	**2 spaces**
Bicycle Parking Required - Total			**200 spaces**	**27 spaces**

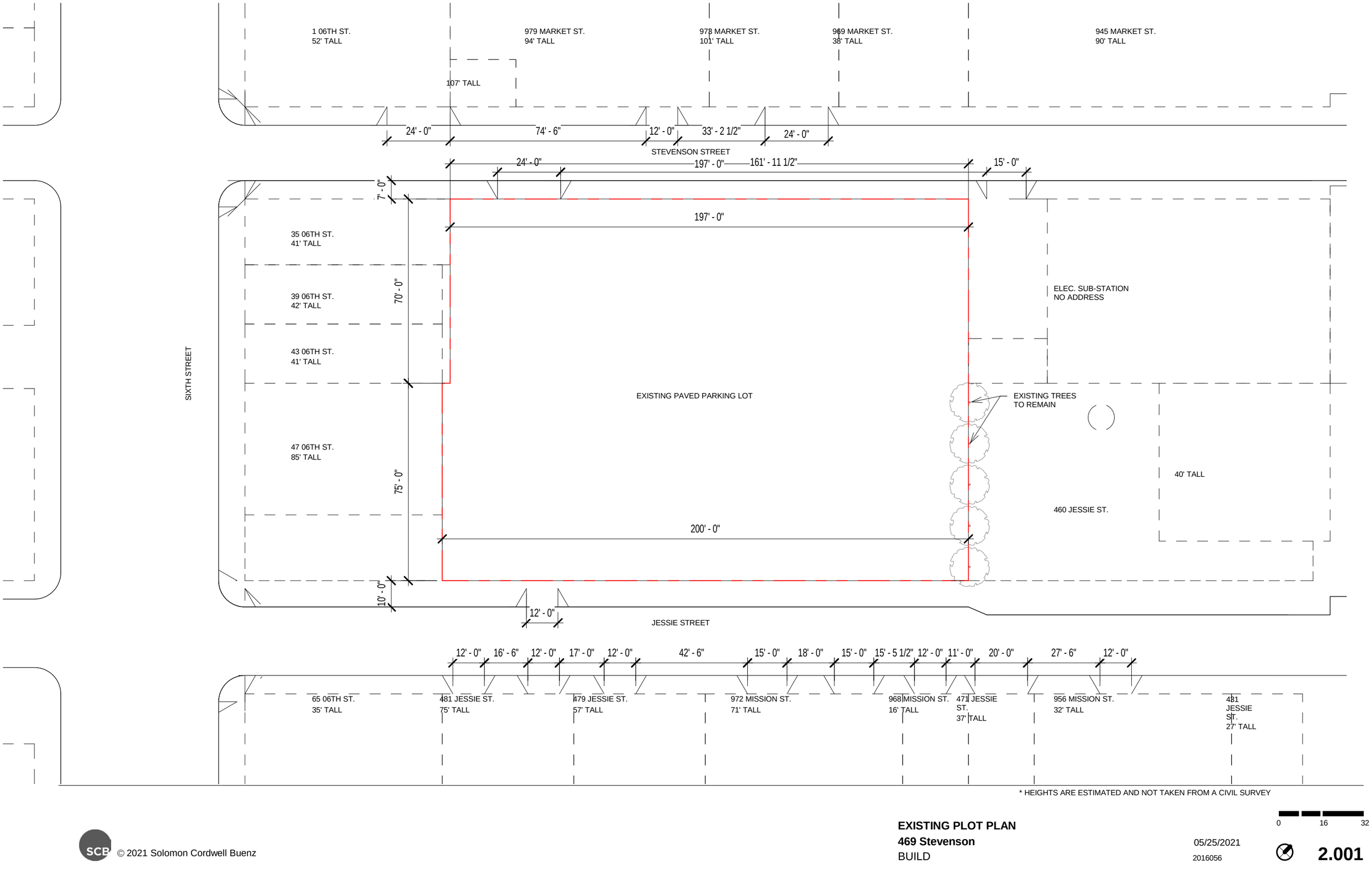


LOCATION PLAN
469 Stevenson
BUILD

05/25/2021
2016056

0 50 100

2.000



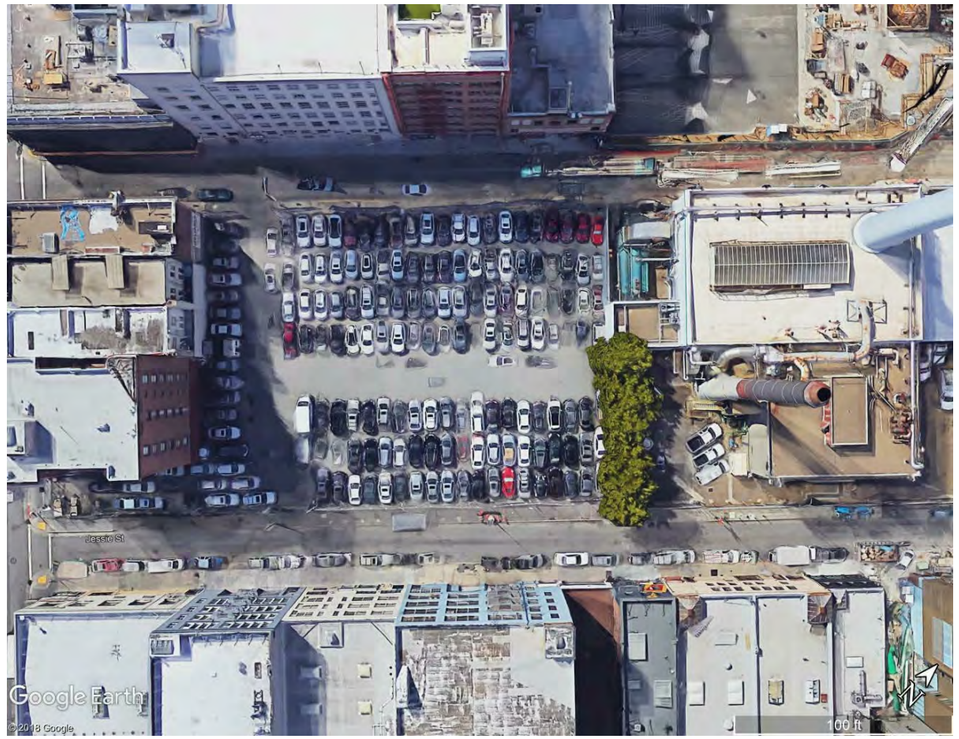
* HEIGHTS ARE ESTIMATED AND NOT TAKEN FROM A CIVIL SURVEY

EXISTING PLOT PLAN
469 Stevenson
BUILD

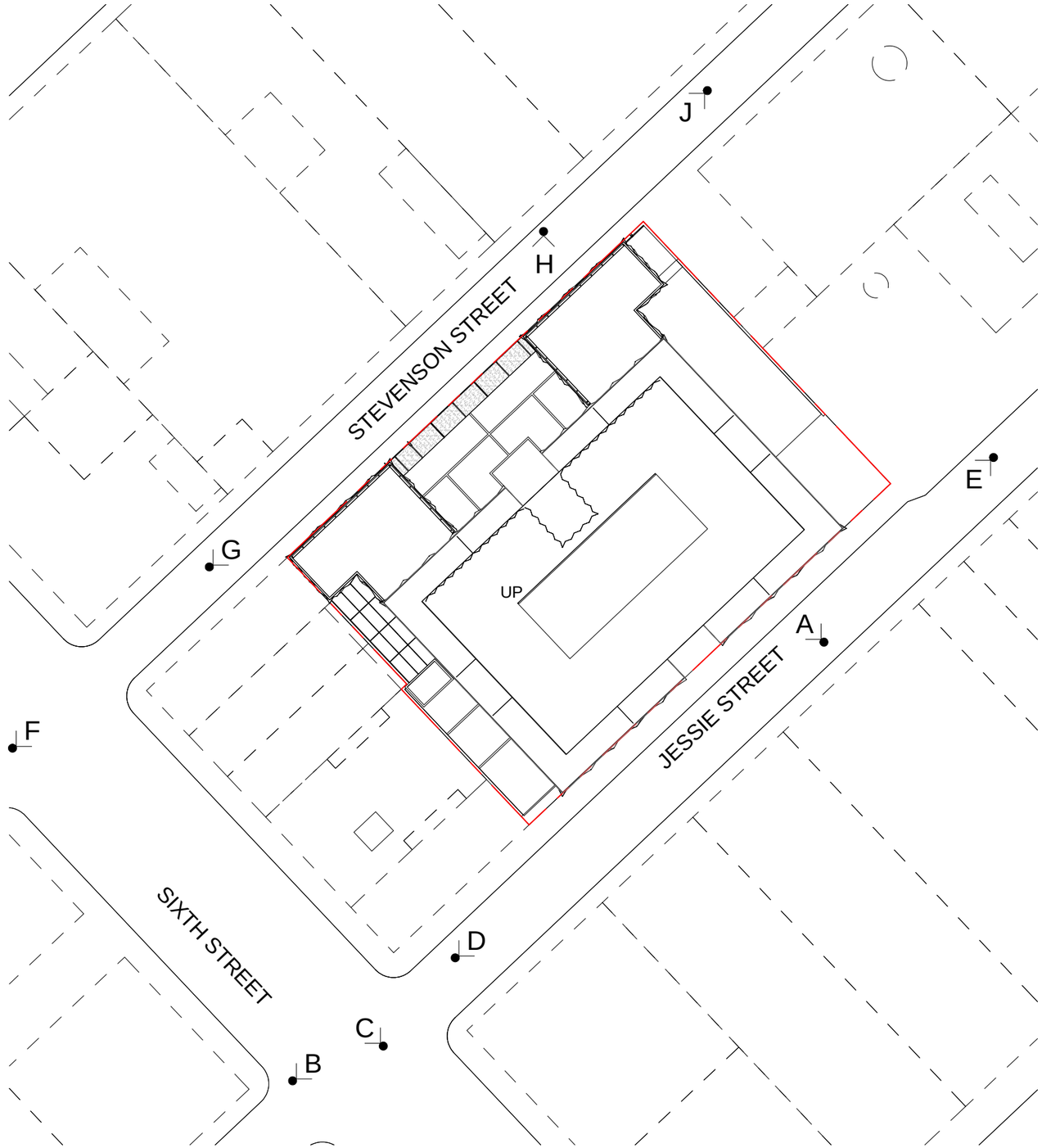
05/25/2021
2016056

0 16 32

2.001



VIEW A



PLOT PLAN AND PHOTOS
469 Stevenson
BUILD

05/25/2021
2016056

0 25 50

2.002

VIEW B: JESSIE ST

VIEW C: JESSIE AND 6TH ST

VIEW D: JESSIE ST

VIEW E: JESSIE AND 6TH ST

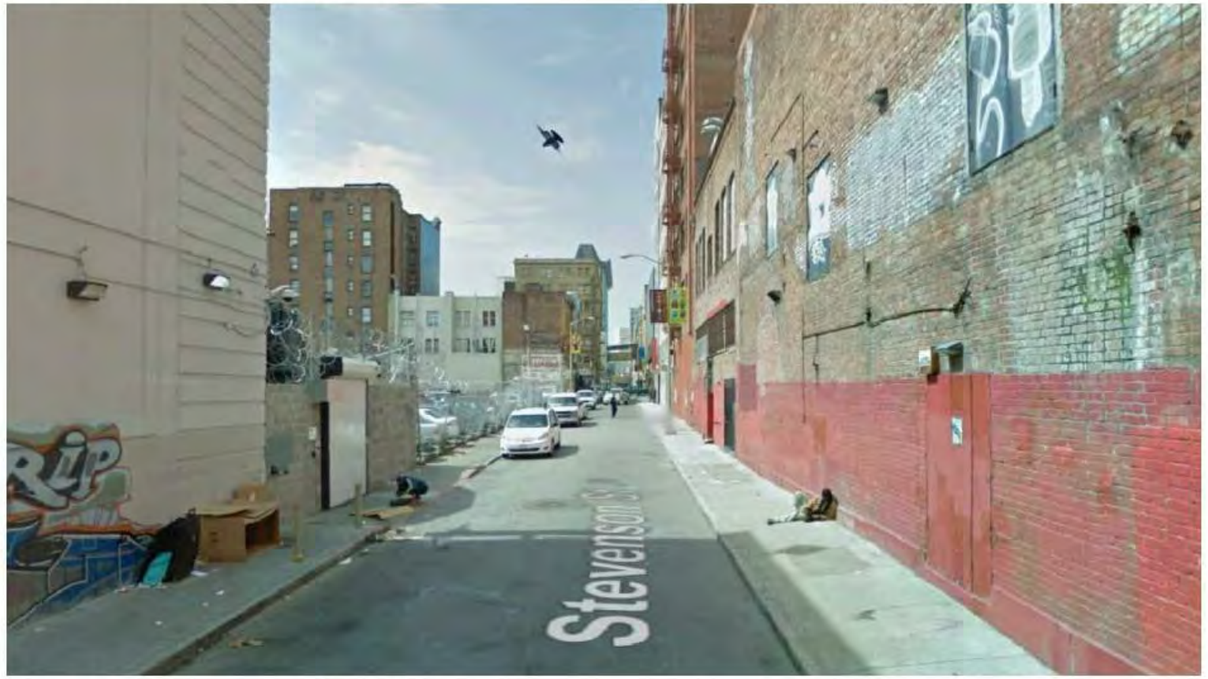
PHOTOGRAPHS OF PROPERTY
469 Stevenson
BUILD

05/25/2021
2016056

VIEW F: STEVENSON ST

VIEW G: STEVENSON ST

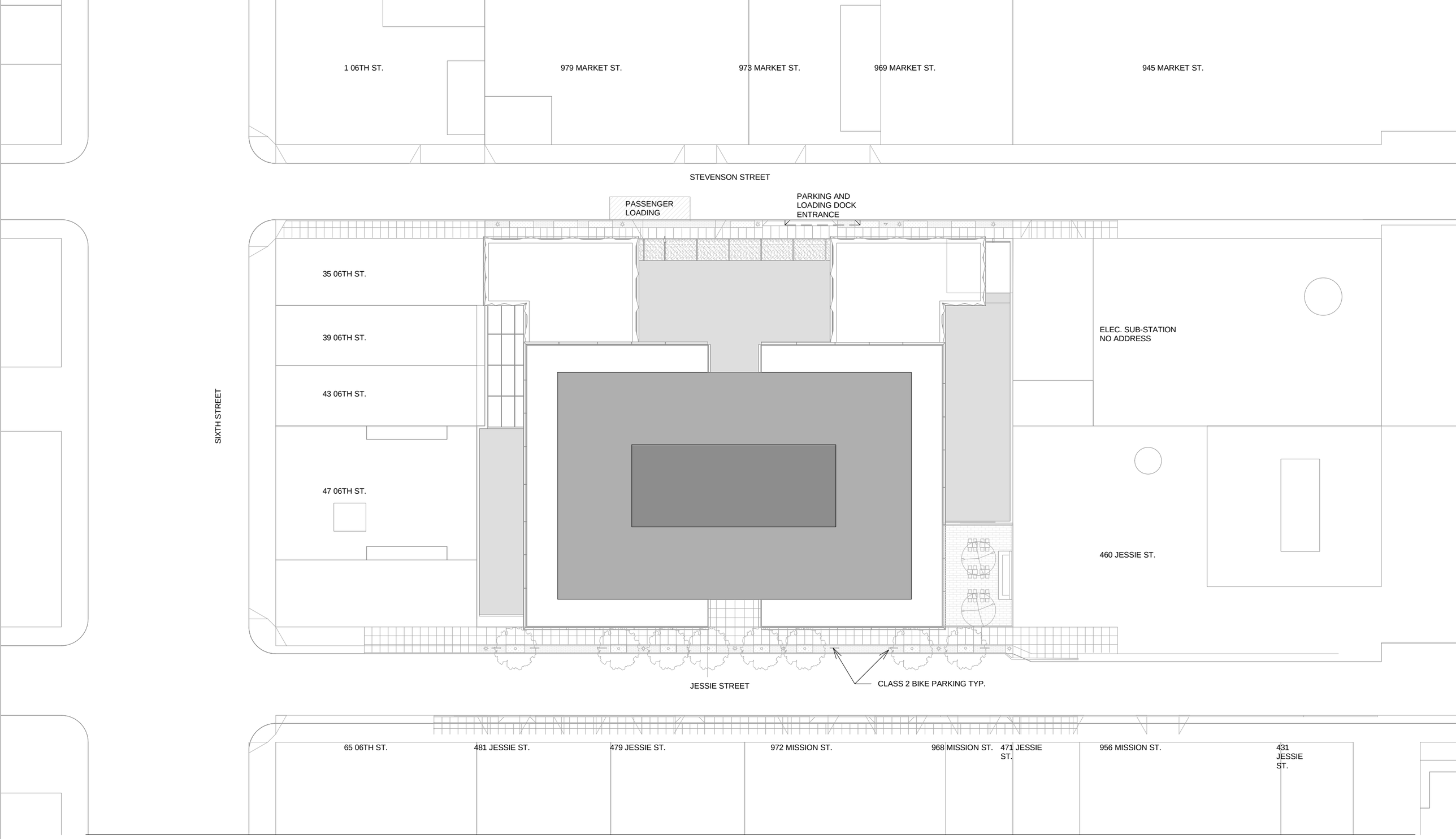
VIEW H: STEVENSON ST



VIEW J: STEVENSON ST

PHOTOGRAPHS OF PROPERTY
469 Stevenson
BUILD

05/25/2021
2016056

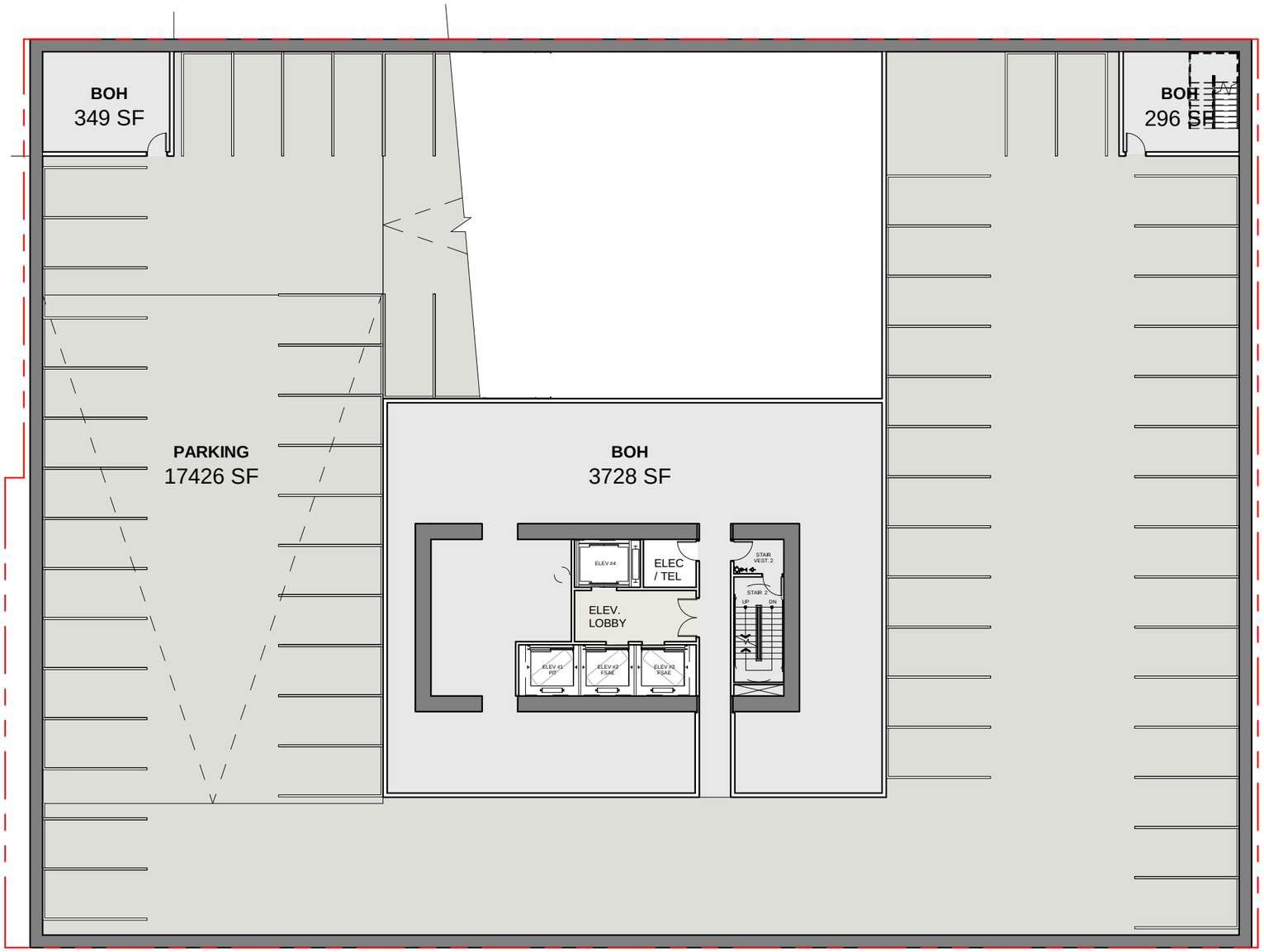


PROPOSED SITE PLAN
469 Stevenson
BUILD

0 16 32

05/25/2021
2016056

2.005

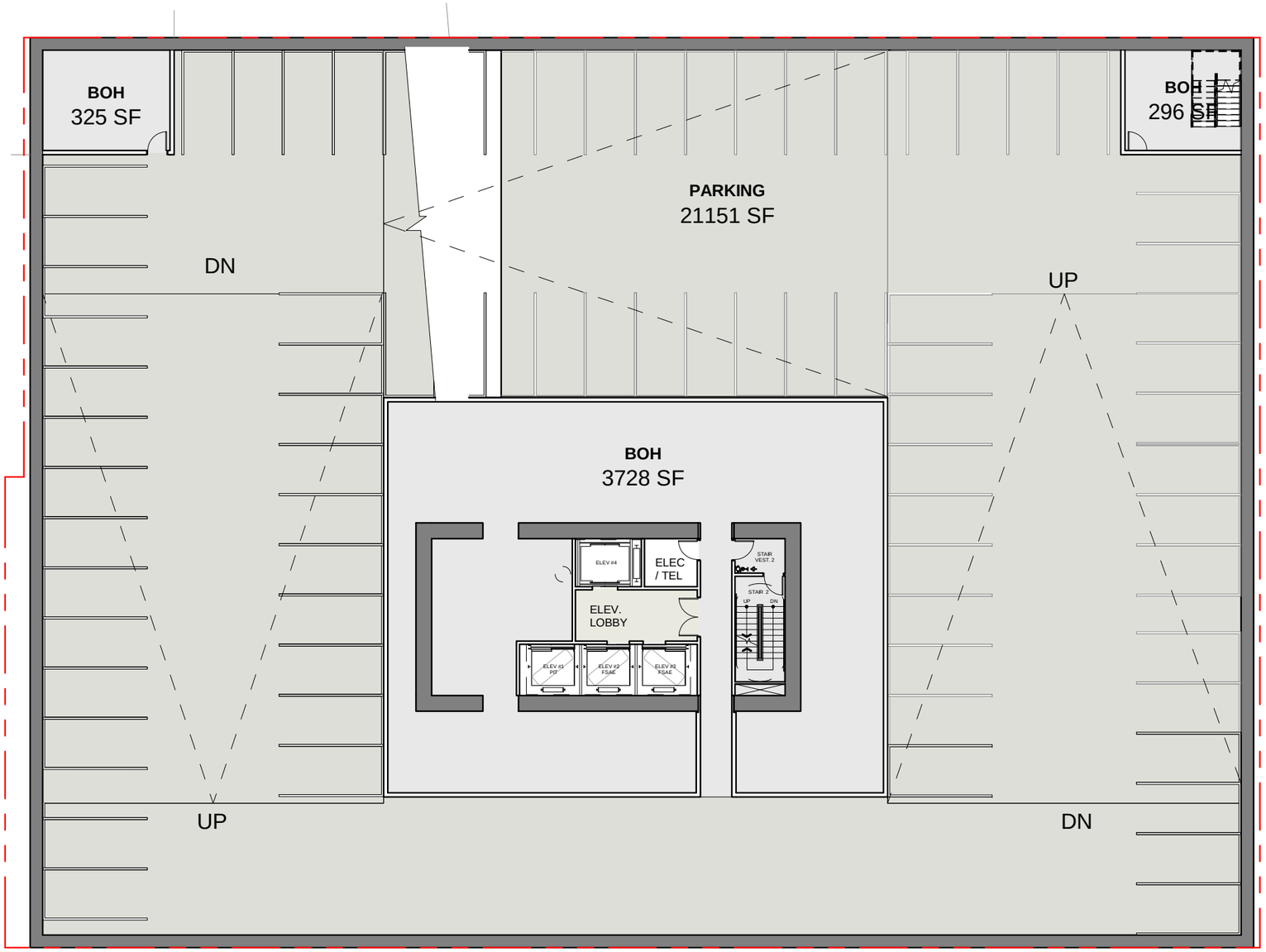


BASEMENT 03 PLAN
469 Stevenson
BUILD

05/25/2021
2016056

0 10 20

3.198

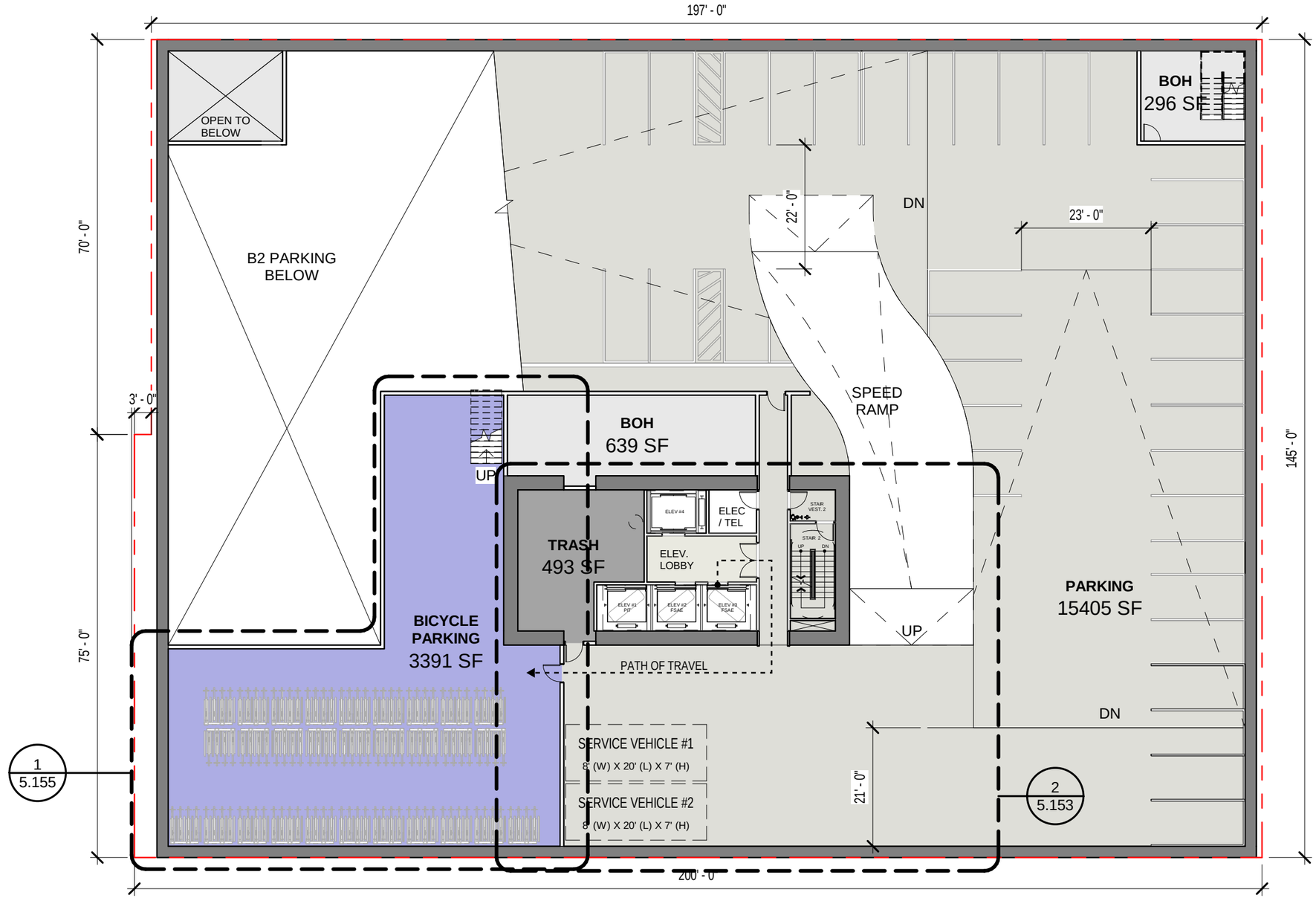


BASEMENT 02 PLAN
469 Stevenson
BUILD

05/25/2021
2016056

0 10 20

3.199

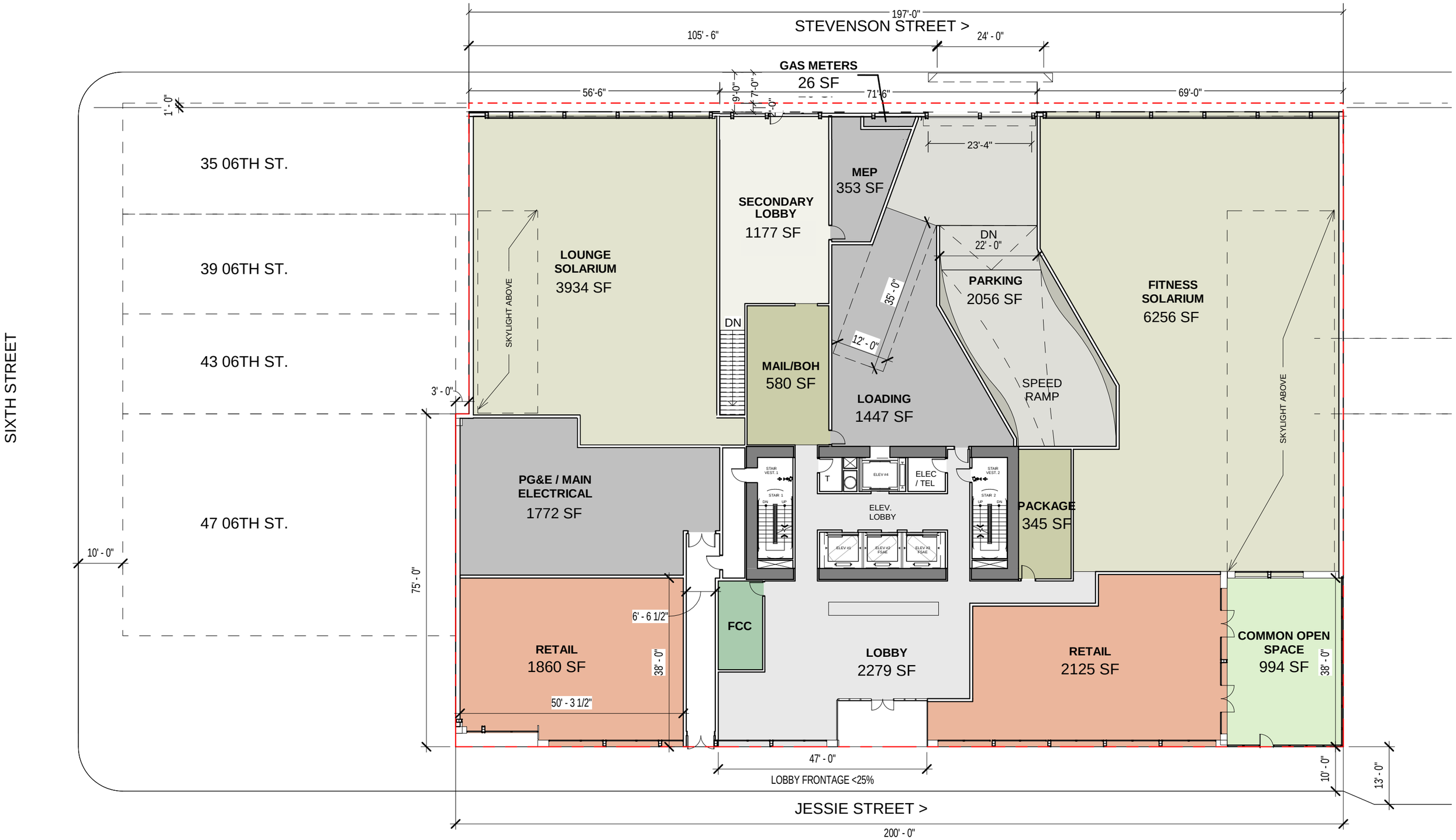


BASEMENT 01 PLAN
469 Stevenson
BUILD

05/25/2021
2016056

0 10 20

3.200



GROUND FLOOR PLAN
469 Stevenson
BUILD

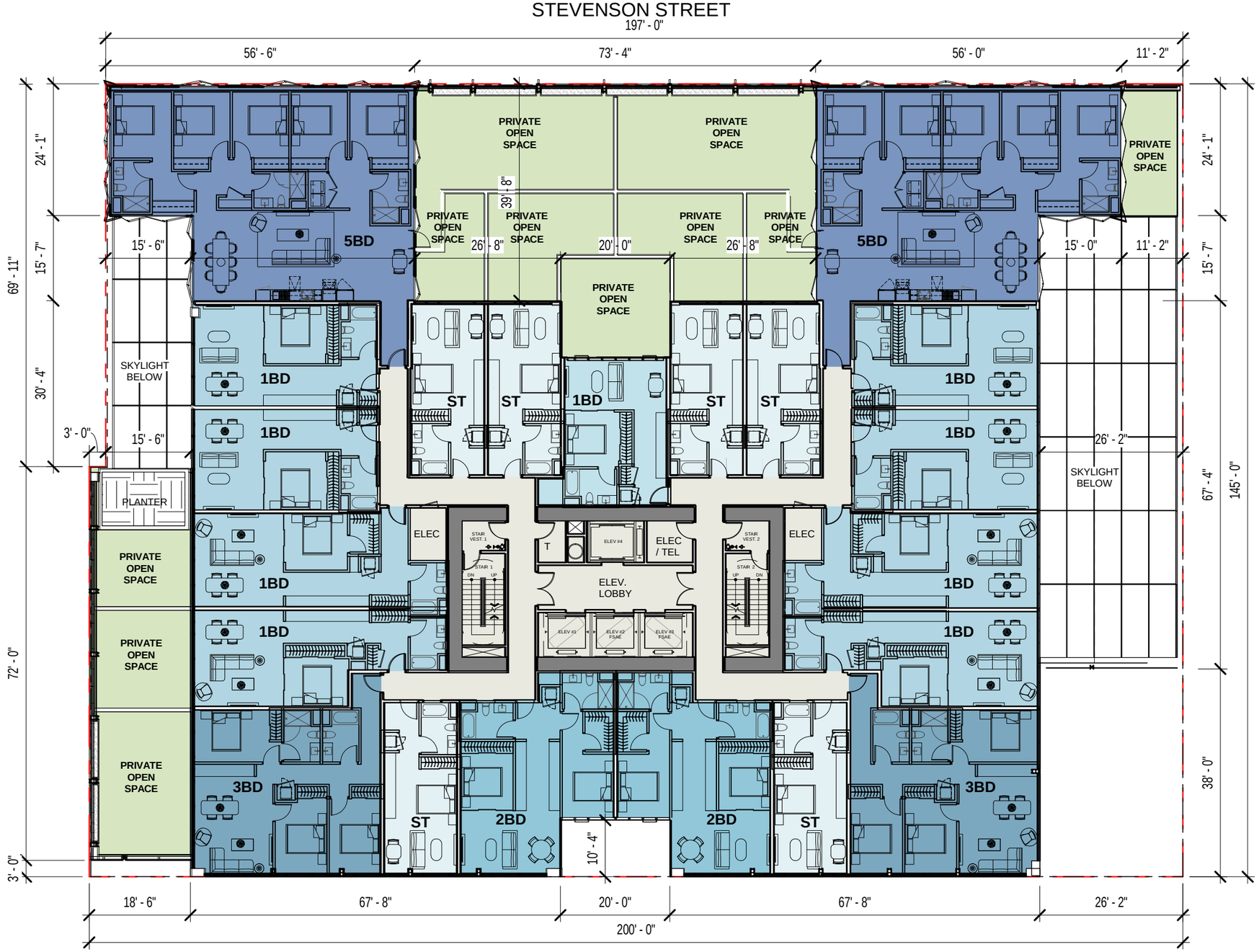
05/25/2021
2016056

0 10 20

3.201

SIXTH STREET

STEVENSON STREET



JESSIE STREET

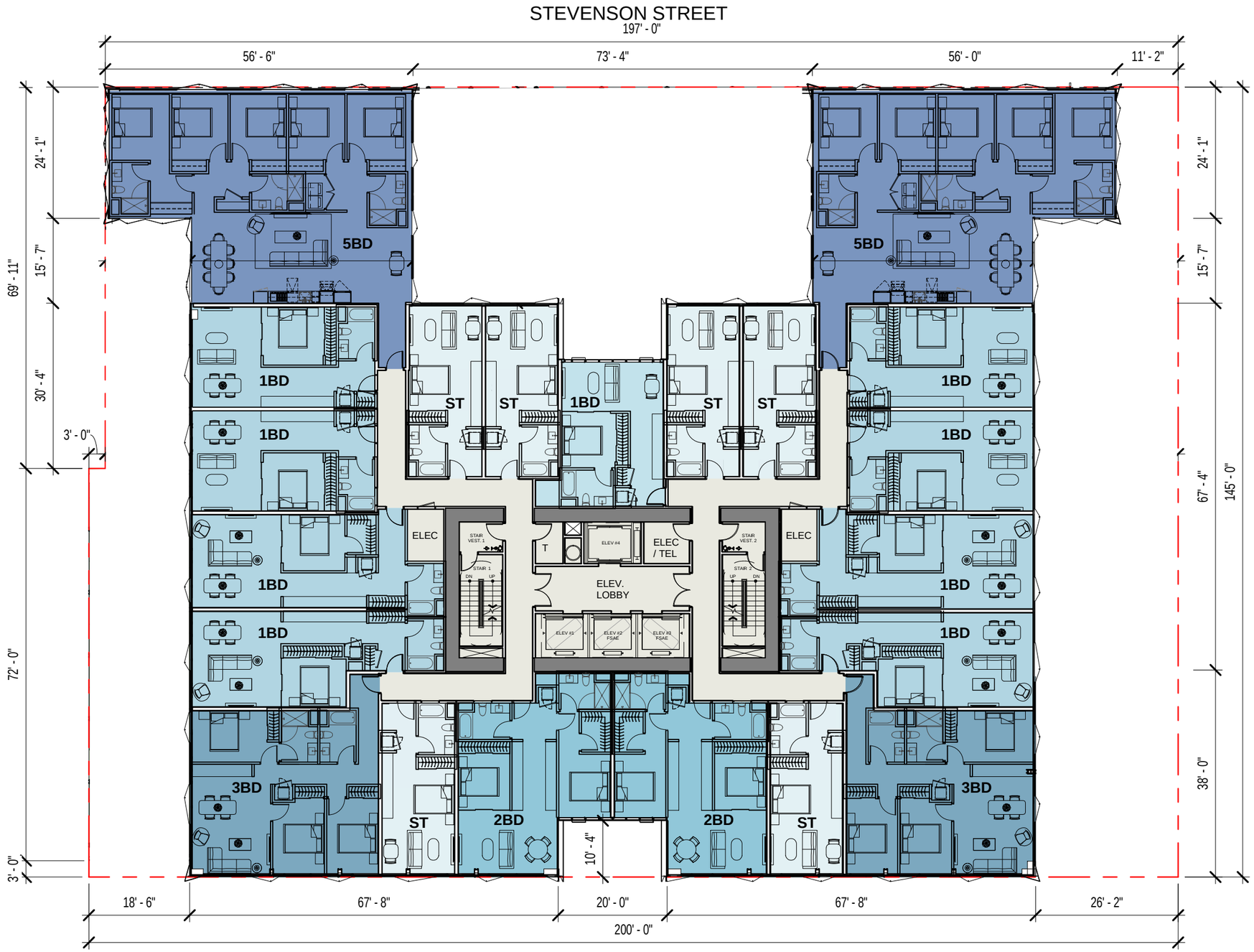
LEVEL 2 PLAN
469 Stevenson
BUILD

05/25/2021
2016056

0 10 20

3.202

SIXTH STREET



LEVELS 3-5 PLAN
469 Stevenson
BUILD

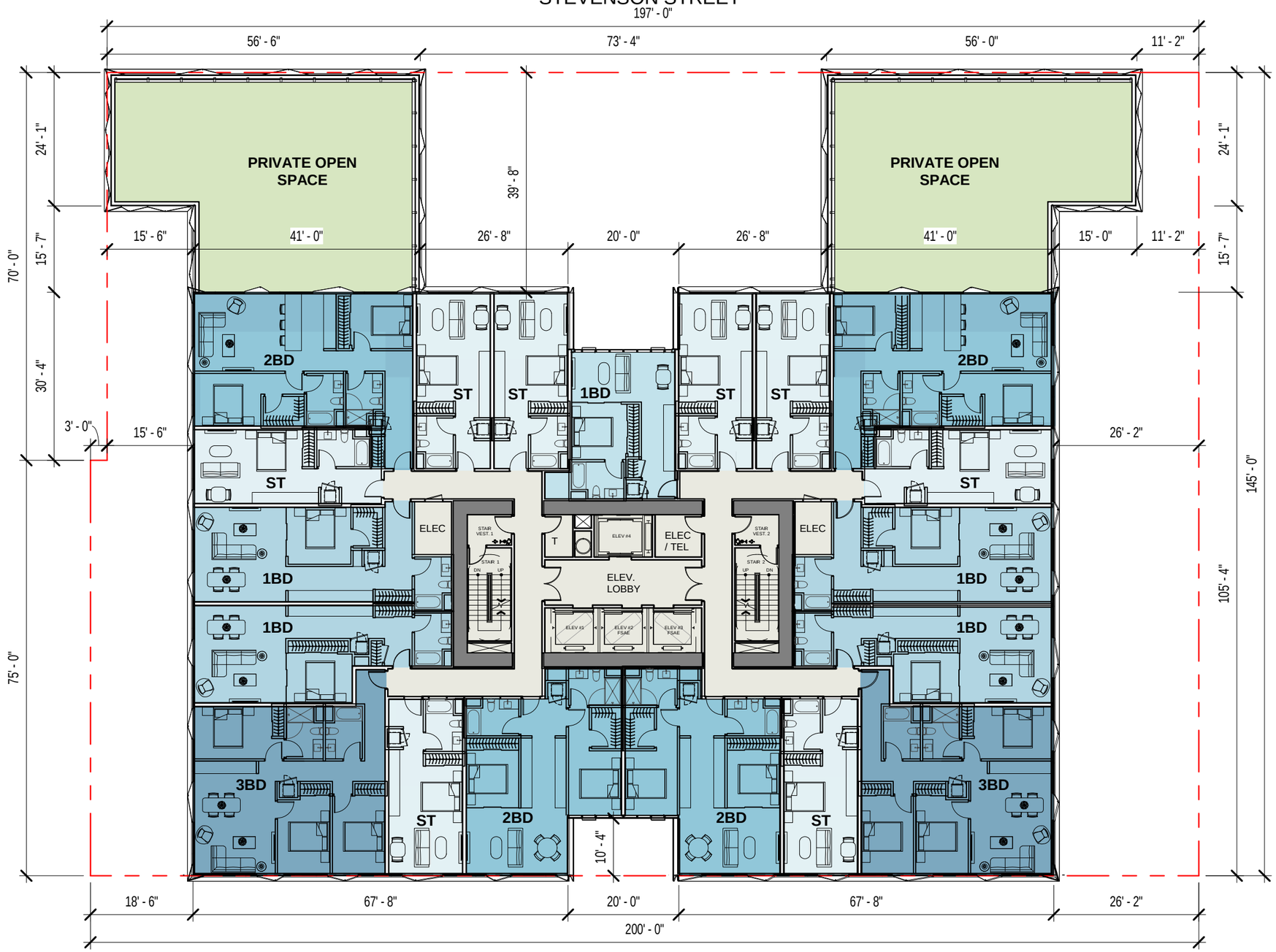
05/25/2021
2016056

0 10 20

3.204

SIXTH STREET

STEVENSON STREET



JESSIE STREET

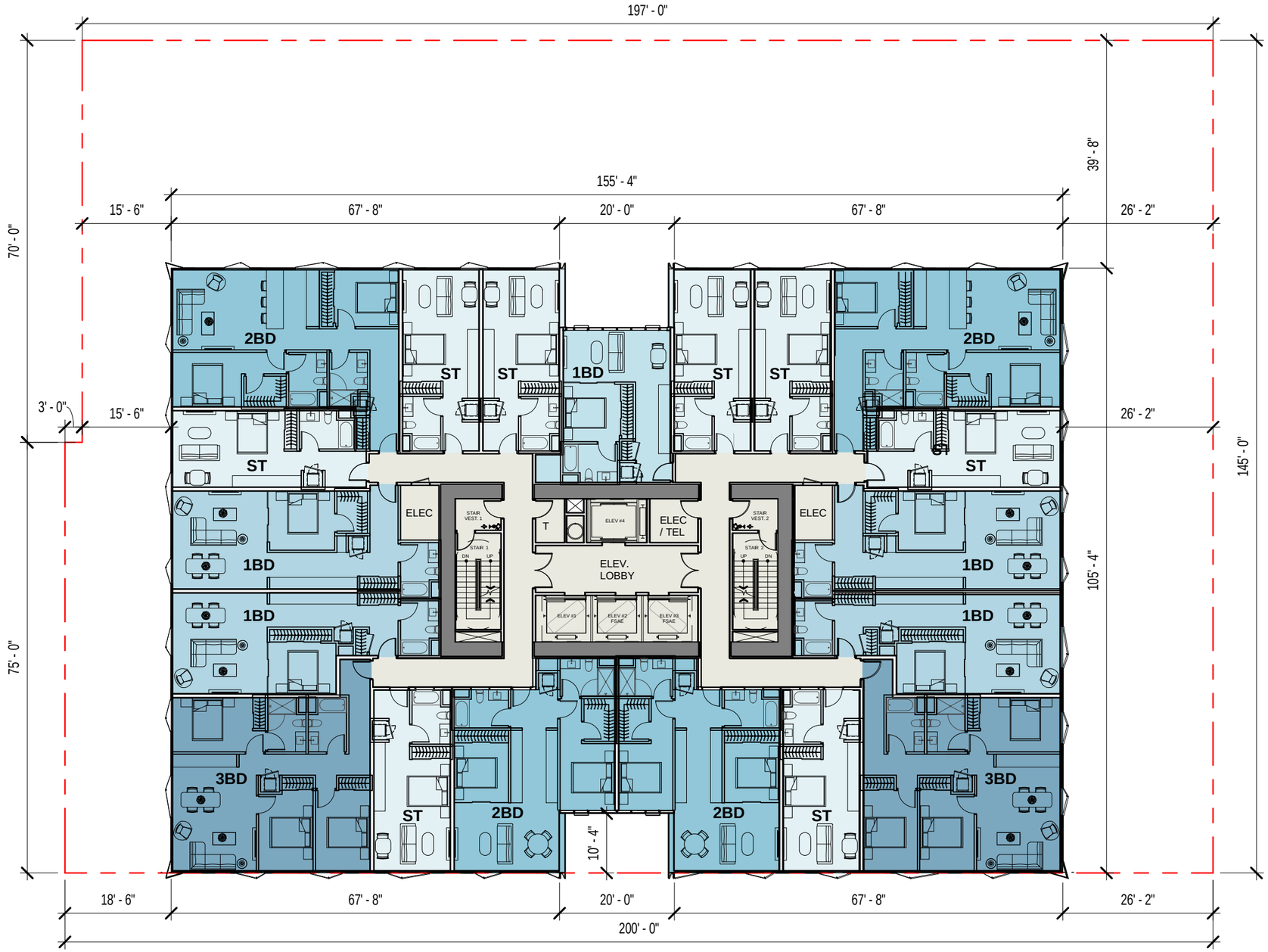
LEVEL 6 PLAN
469 Stevenson
BUILD

05/25/2021
2016056

0 10 20

3.206

STEVENSON STREET



JESSIE STREET

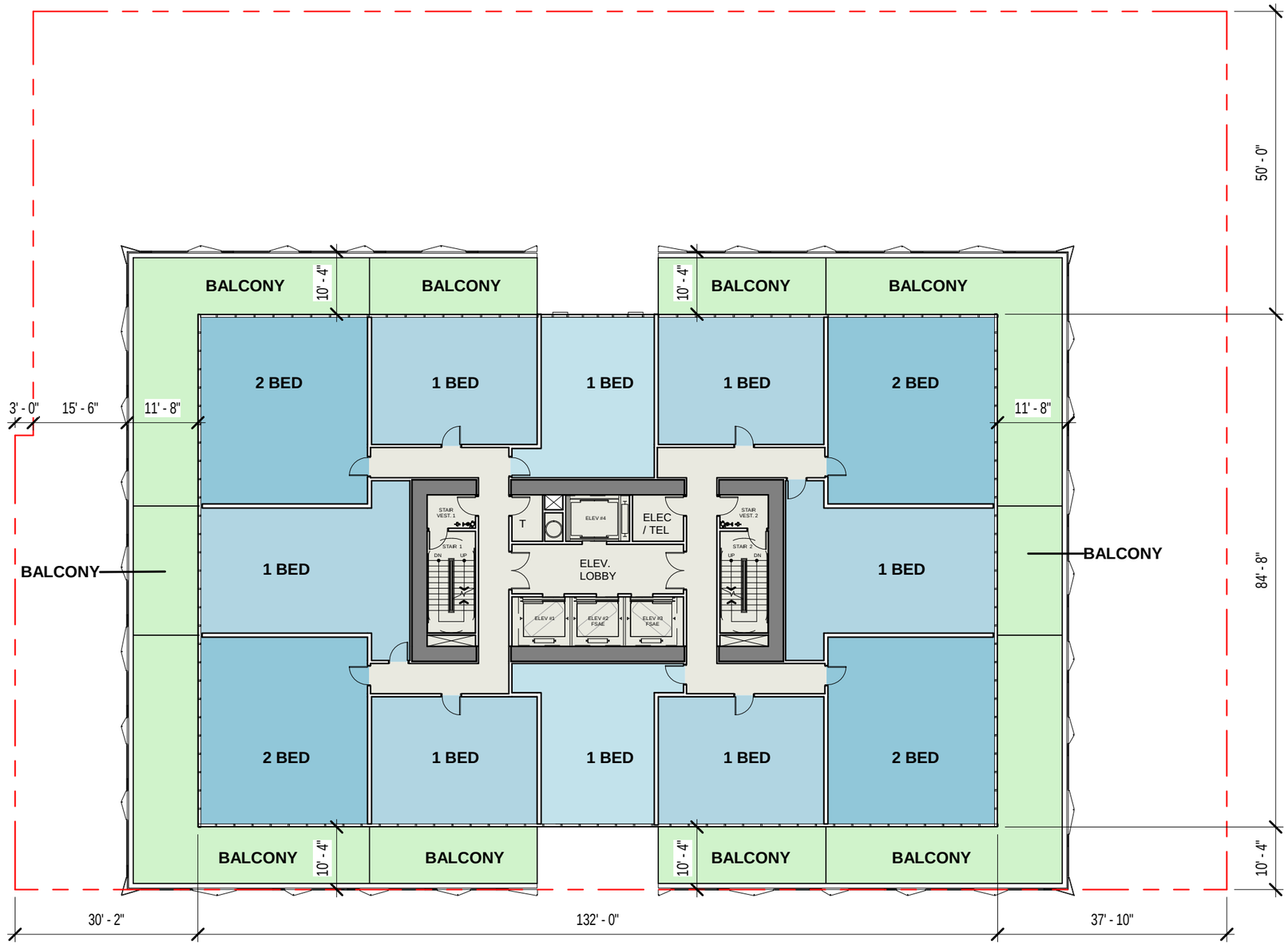
LEVELS 7-26 PLAN
469 Stevenson
BUILD

05/25/2021
2016056

0 10 20

3.212

STEVENSON STREET



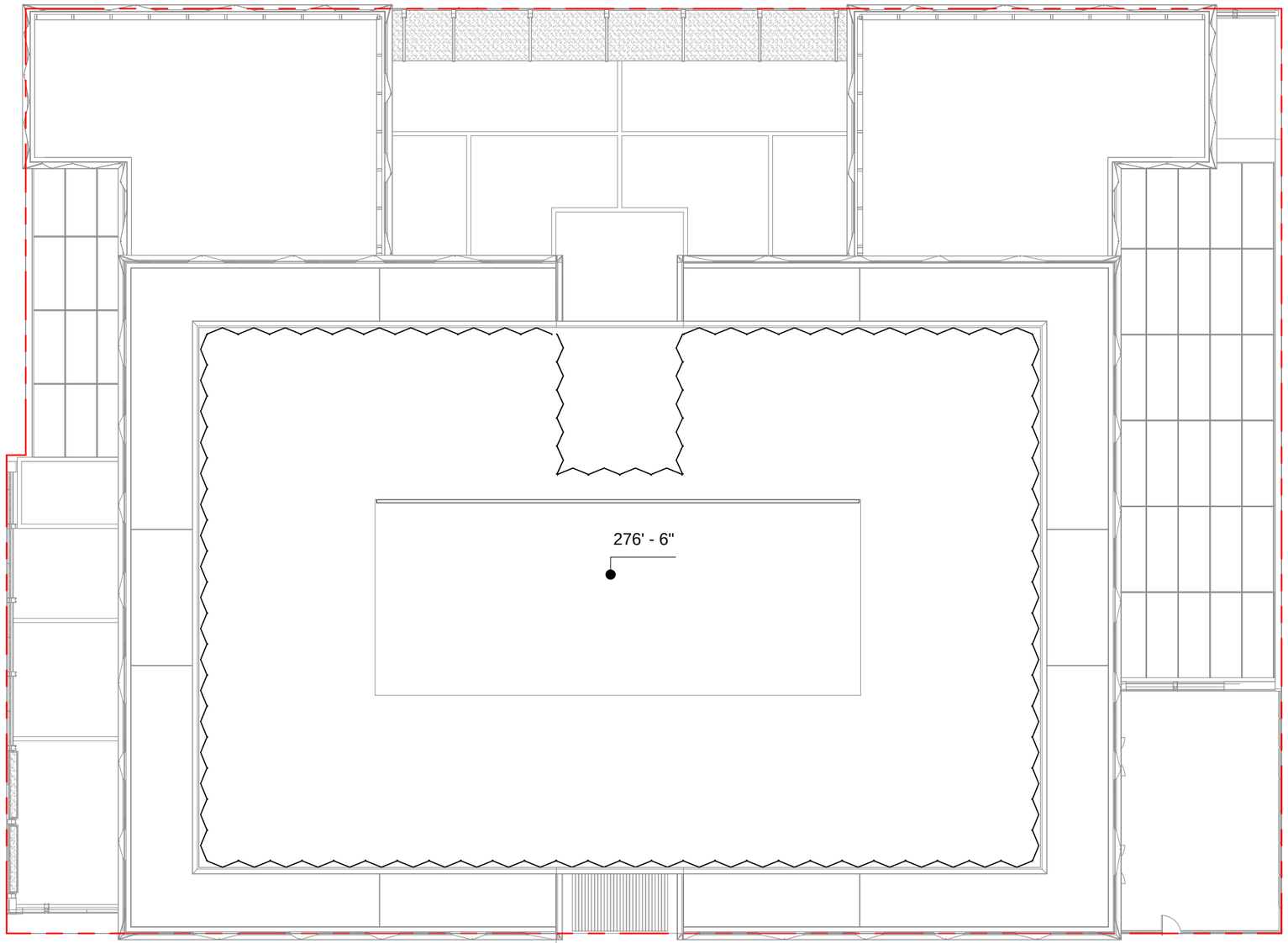
JESSIE STREET

LEVEL 27 PLAN
469 Stevenson
BUILD

05/25/2021
2016056

0 10 20

3.227

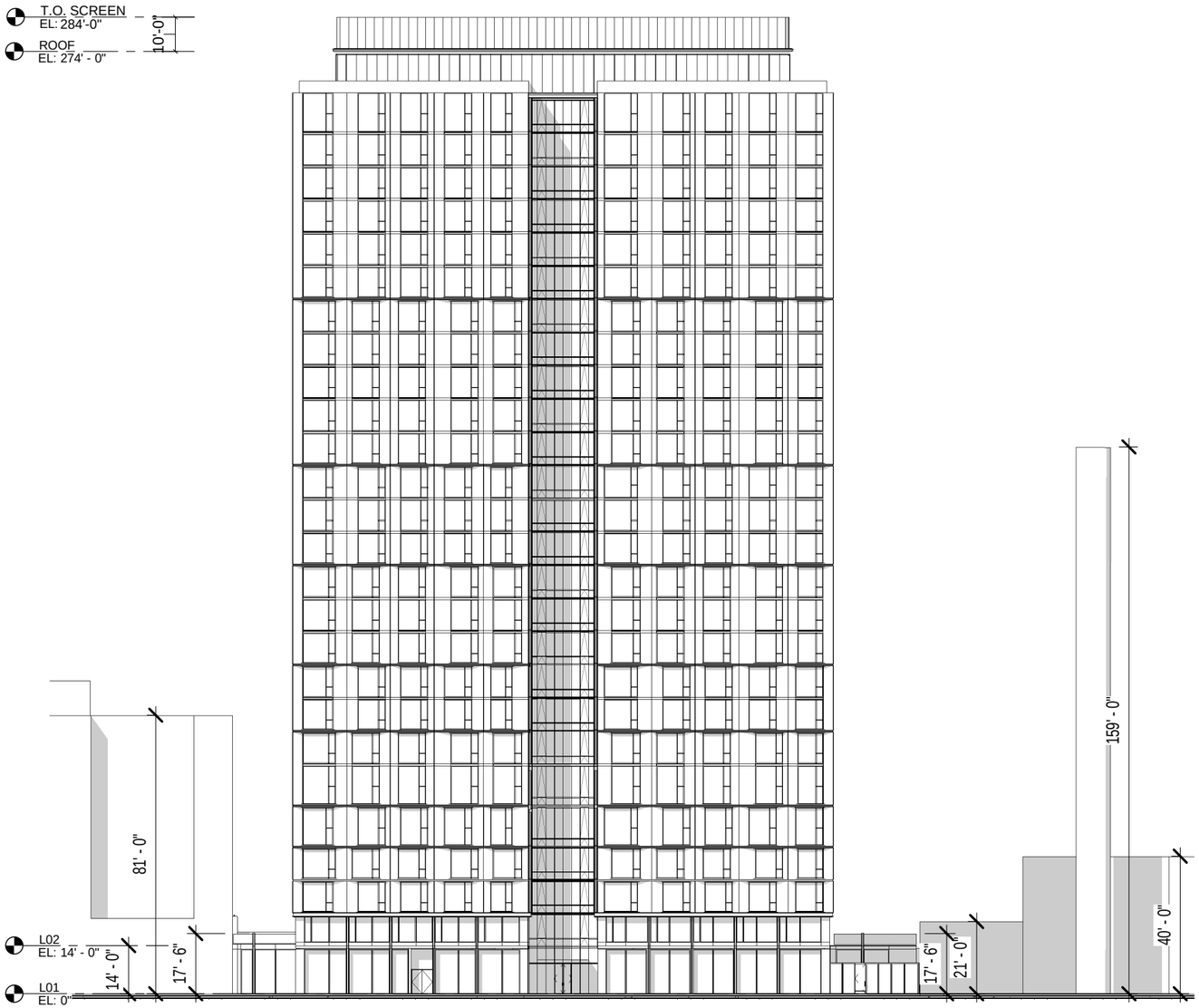


ROOF PLAN
469 Stevenson
BUILD

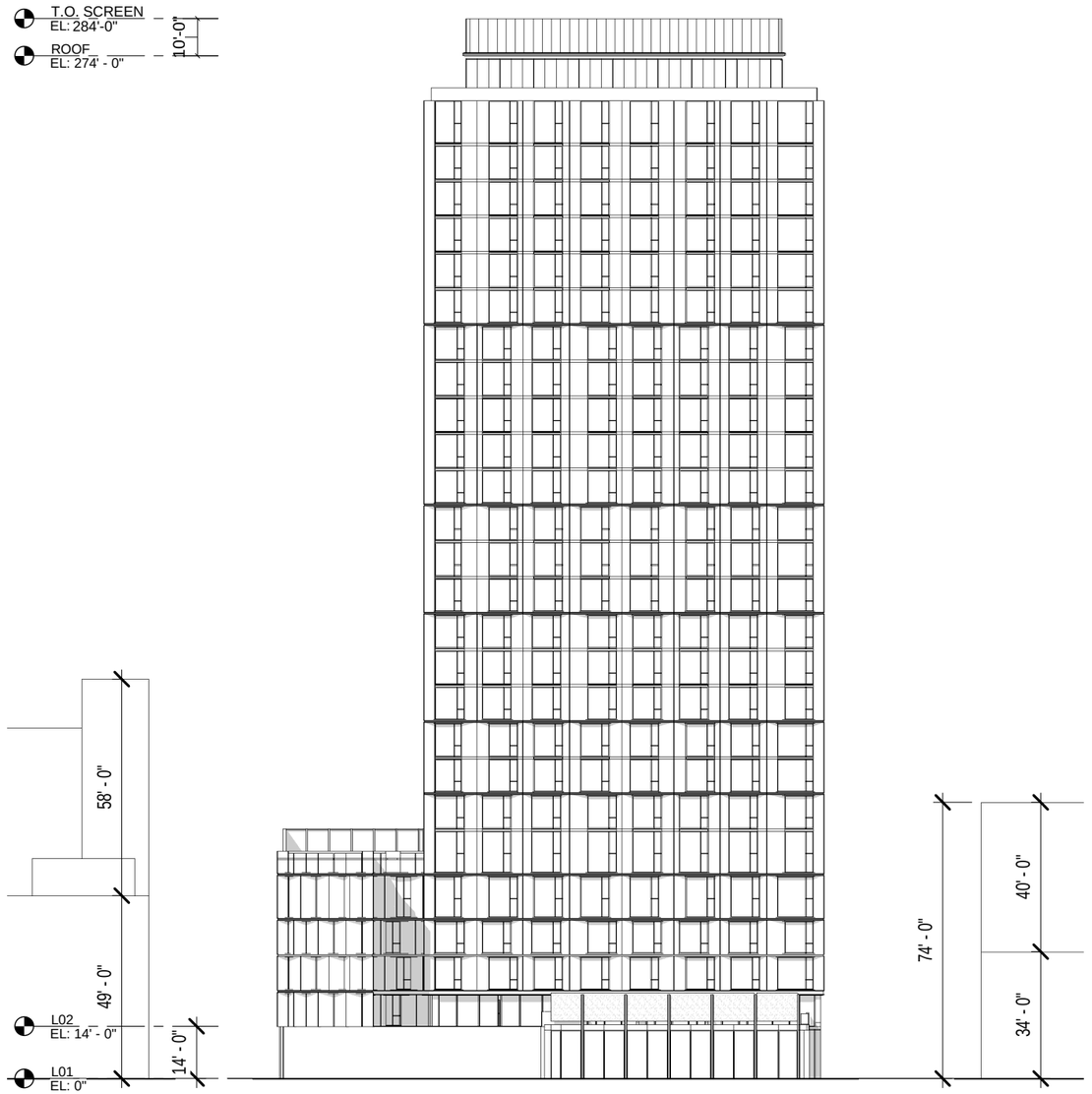
05/25/2021
2016056

0 10 20

3.230



SOUTH ELEVATION - JESSE STREET



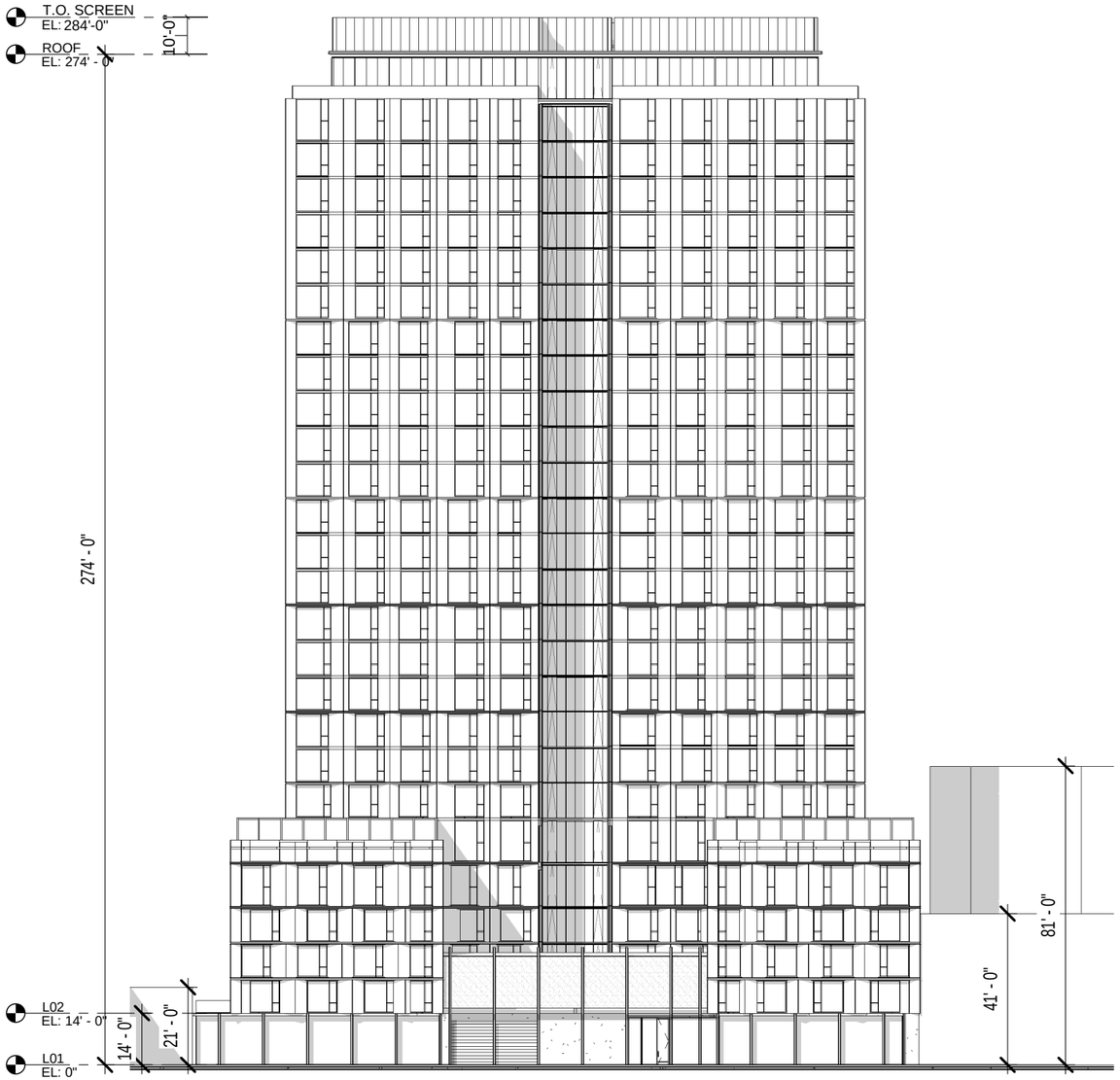
WEST ELEVATION

SOUTH & WEST ELEVATION
469 Stevenson
BUILD

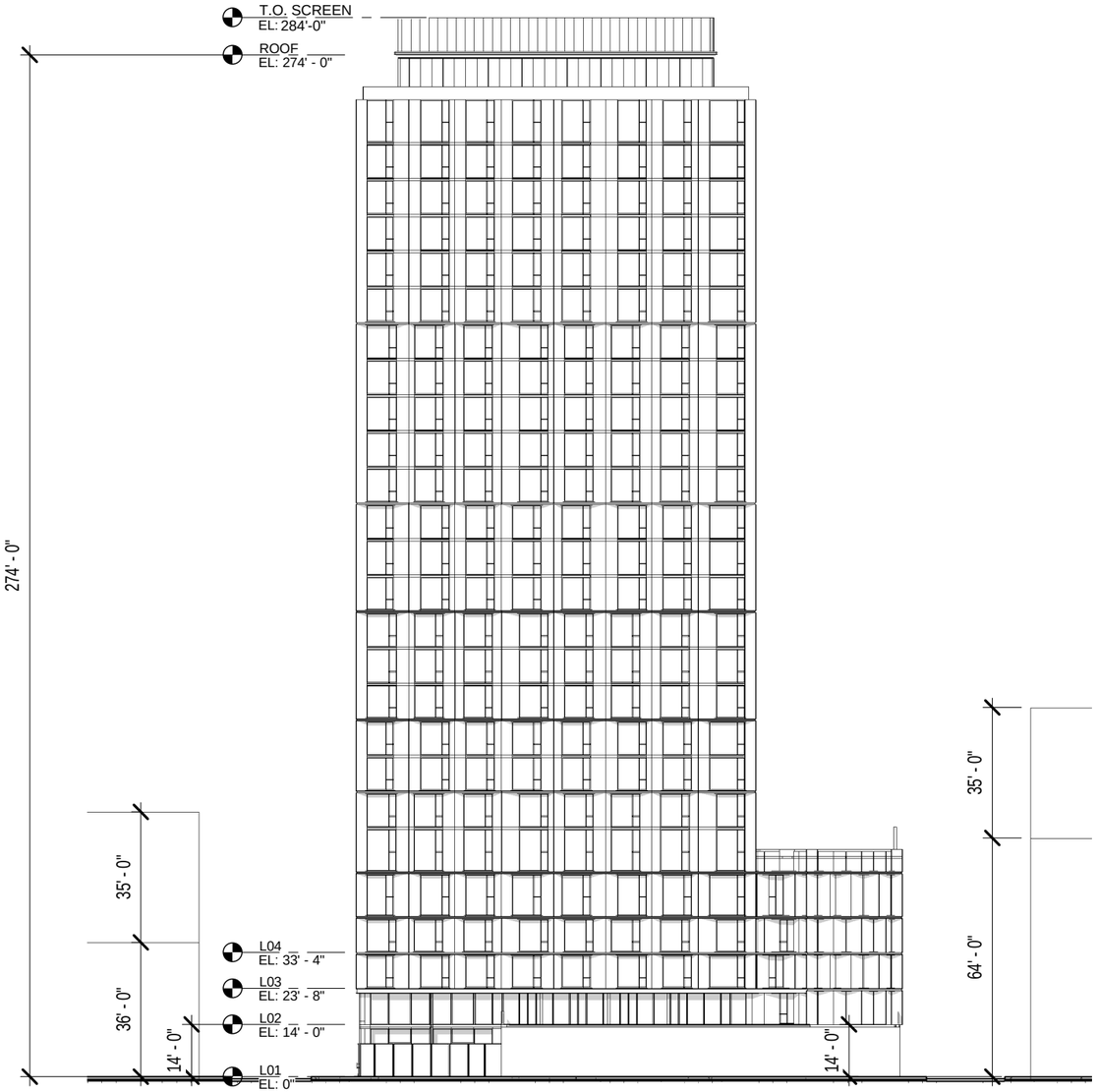
05/25/2021
2016056

0 20 40

3.301



NORTH ELEVATION - STEVENSON STREET



EAST ELEVATION

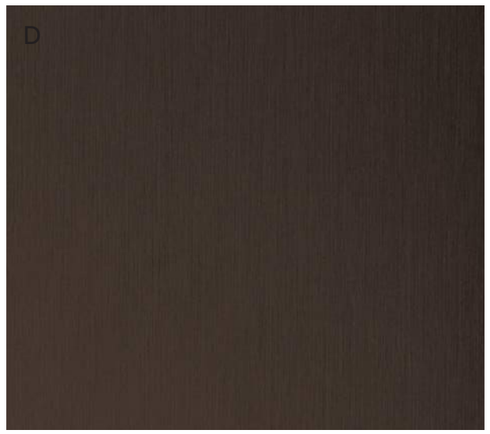
NORTH & EAST ELEVATION
469 Stevenson
BUILD

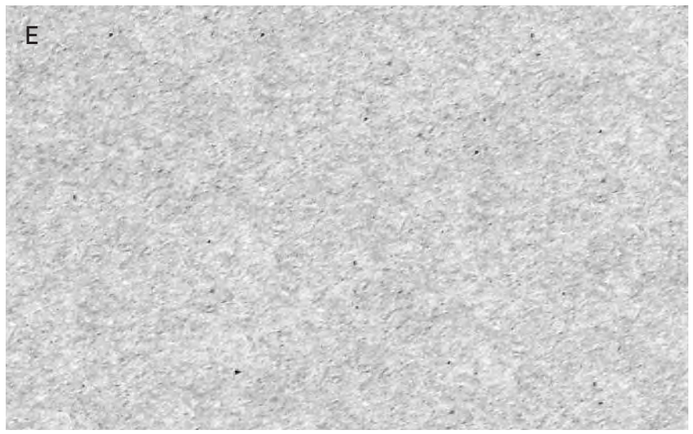
05/25/2021
2016056

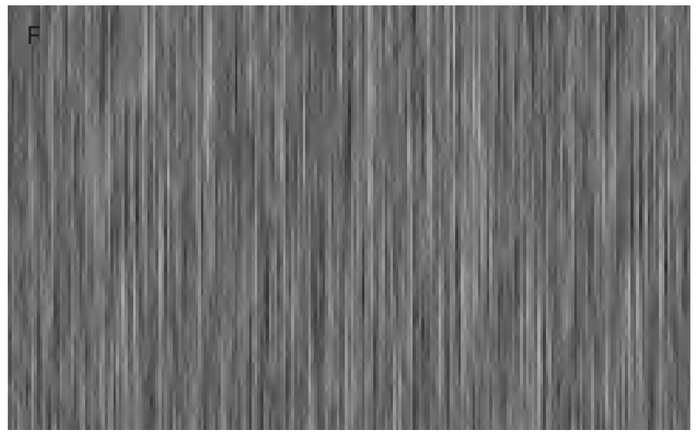
0 20 40

3.302

PROPOSED MATERIALS
A - PAINTED METAL
B - GLASS
C - METAL
D - PAINTED METAL
E - REINFORCED CONCRETE PANEL
F - PAINTED METAL



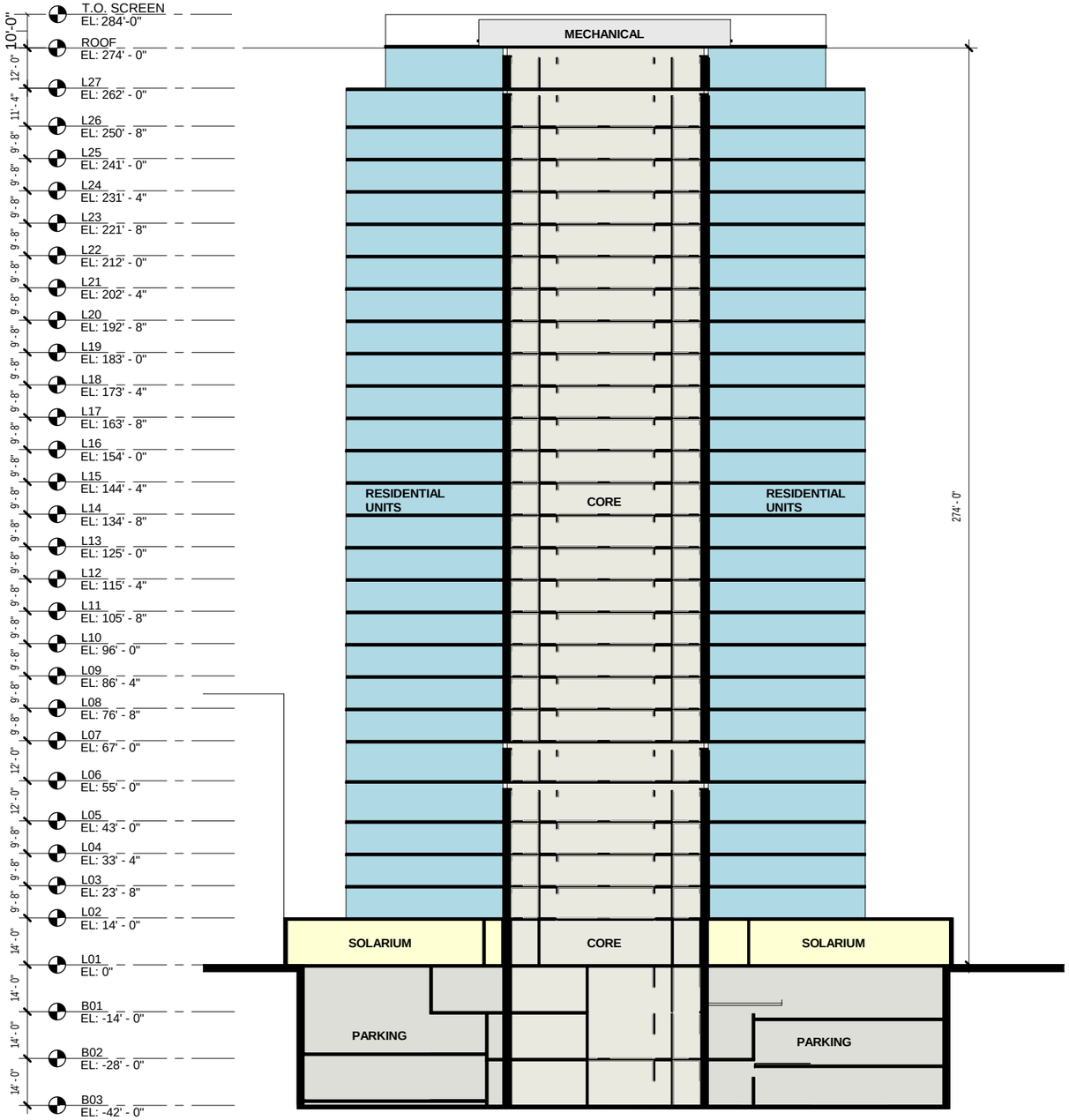


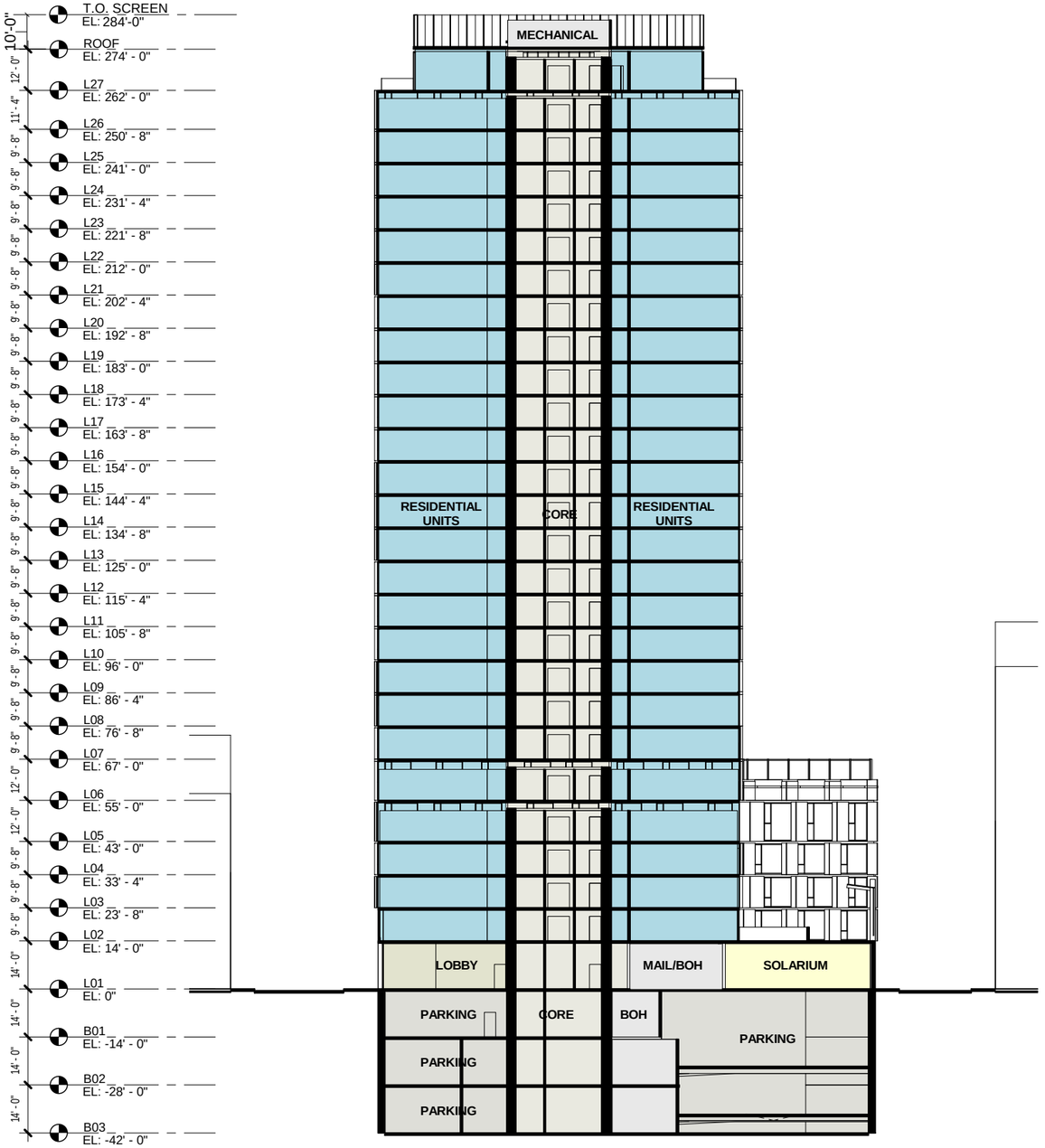


EXTERIOR MATERIAL PALETTE
469 Stevenson
BUILD

05/25/2021
2016056

3.321



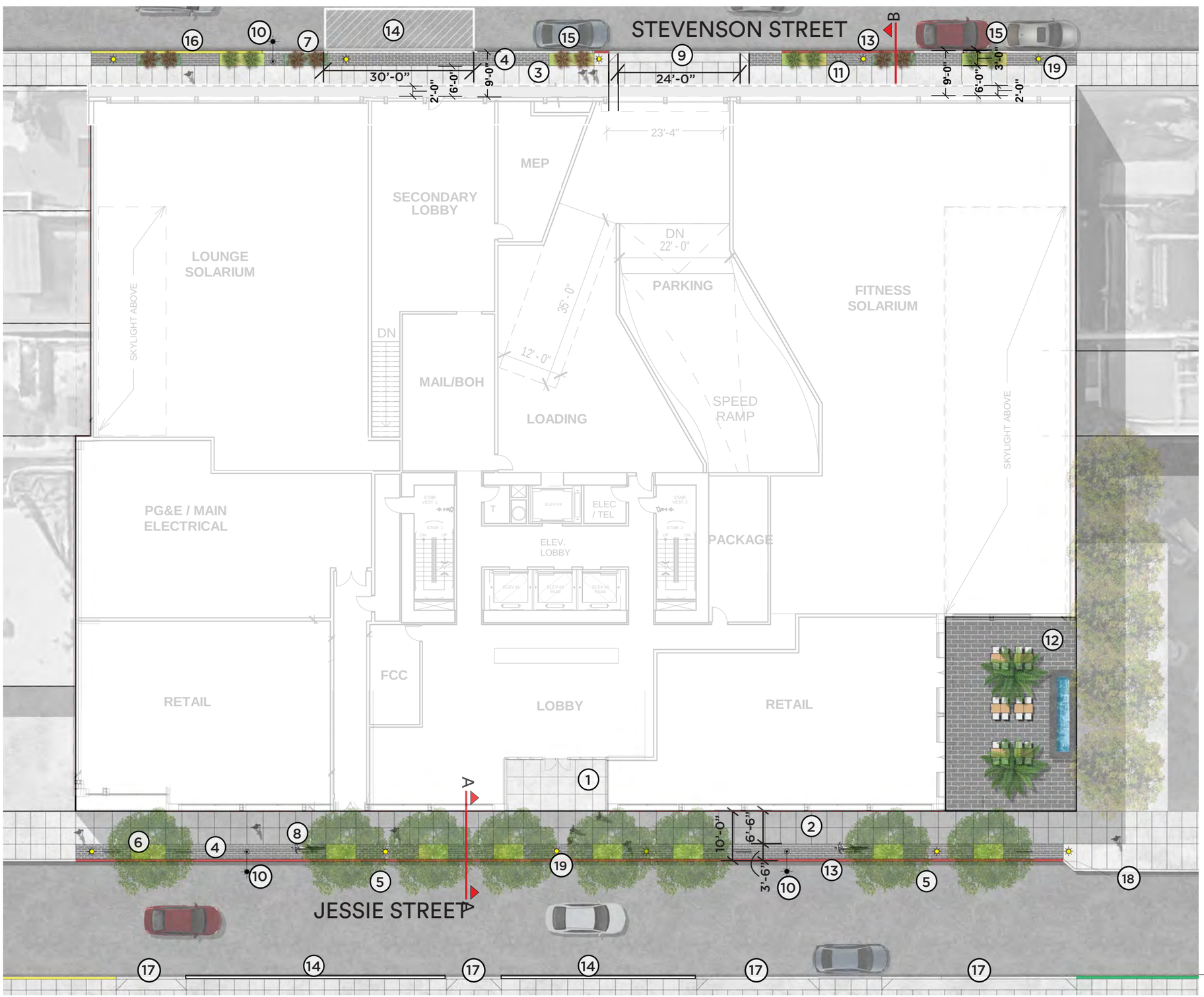


BUILDING SECTION
469 Stevenson
BUILD

05/25/2021
2016056

0 20 40

3.401



LEGEND

1. Entry Door to Lobby
2. 10’-0” wide Sidewalk
3. 7’-0” wide Sidewalk
4. Enhanced Paving
5. Street Tree
6. 3’-0” x 7’-0” Street Tree Planting Area
7. 2’-6” x 9’-0” Landscape Strip
8. Class 2 Bike Rack
9. 24’ Wide Driveway w/ Wings
10. Existing Street Light
11. Fire Hydrant
12. Outdoor Courtyard for Retail
13. Red Curb
14. Passenger Loading Zone
15. Street Parking
16. Commercial Loading Zone
17. Existing Driveway
18. Existing Curb
19. Pedestrian Lighting Poles

MILLER COMPANY
landscape architects

LANDSCAPE GROUND FLOOR PLAN
469 Stevenson
BUILD

05/25/2021
2016056

0 10 20

3.701

LEGEND

1. Private Patio w/ Pedestal Pavers
2. 18’-0” high Green Screen
3. Skylight
4. Raised Planter
5. Movable Furniture
6. Planter pots

MILLER COMPANY
landscape architects

LANDSCAPE LEVEL 2 PLAN
469 Stevenson
BUILD

05/25/2021
2016056

0 10 20

3.702

LEGEND

1. Private Patio w/ Pedestal Pavers
2. 12’-0” high Glass Wind Screen
3. Raised Tree Planter
4. Raised Planter
5. Movable Furniture
6. Festival Lights

MILLER COMPANY
landscape architects

LANDSCAPE LEVEL 6 PLAN
469 Stevenson
BUILD

05/25/2021
2016056

0 10 20

3.703

LEGEND

1. Common Open Space w/ Pedestal Pavers
2. Private Balcony w/ Pedestal Pavers
3. Planter Pots
4. Access for window washing at perimeter
5. Movable Furniture
6. Private Screens with Gates

MILLER COMPANY
landscape architects

LANDSCAPE LEVEL 27 PLAN
469 Stevenson
BUILD

05/25/2021
2016056

0 10 20

3.704

PLANTS PALETTE

STREET

GINKGO BILOBA
MAIDENHAIR TREE

AGAVE ‘BLUE GLOW’
‘BLUE GLOW’ AGAVE

LIBERTIA PEREGRINANS
ORANGE LIBERTIA

PHORMIUM ‘MAORI SUNRISE’
NEW ZEALAND FLAX

SENECIO MANDRALISCAE
BLUE CHALKSTICK

GROUND & PODIUM LEVEL COURTYARD

ACER PALMATUM ‘SANGO KAKU’
CORAL BARK JAPANESE MAPLE

AZARA MICROPHYLLA
BOX - LEAF AZARA

CAREX SPP.
SEDGE

CHONDROPETALUM TECTORUM
SMALL CAPE RUSH

ERIGONUM UMBELLATUM
SULPHUR FLOWER BUCKWHEAT

FESTUCA CALIFORNICA ‘SERPENTINE BLUE’
CALIFORNIA FESCUE

LAMIUM MACULATUM
DEAD NETTLE

LOTUS BERTHELOTII
PARROT’S BEAK

POLYSTICHUM MUNITUM
SWORD FERN

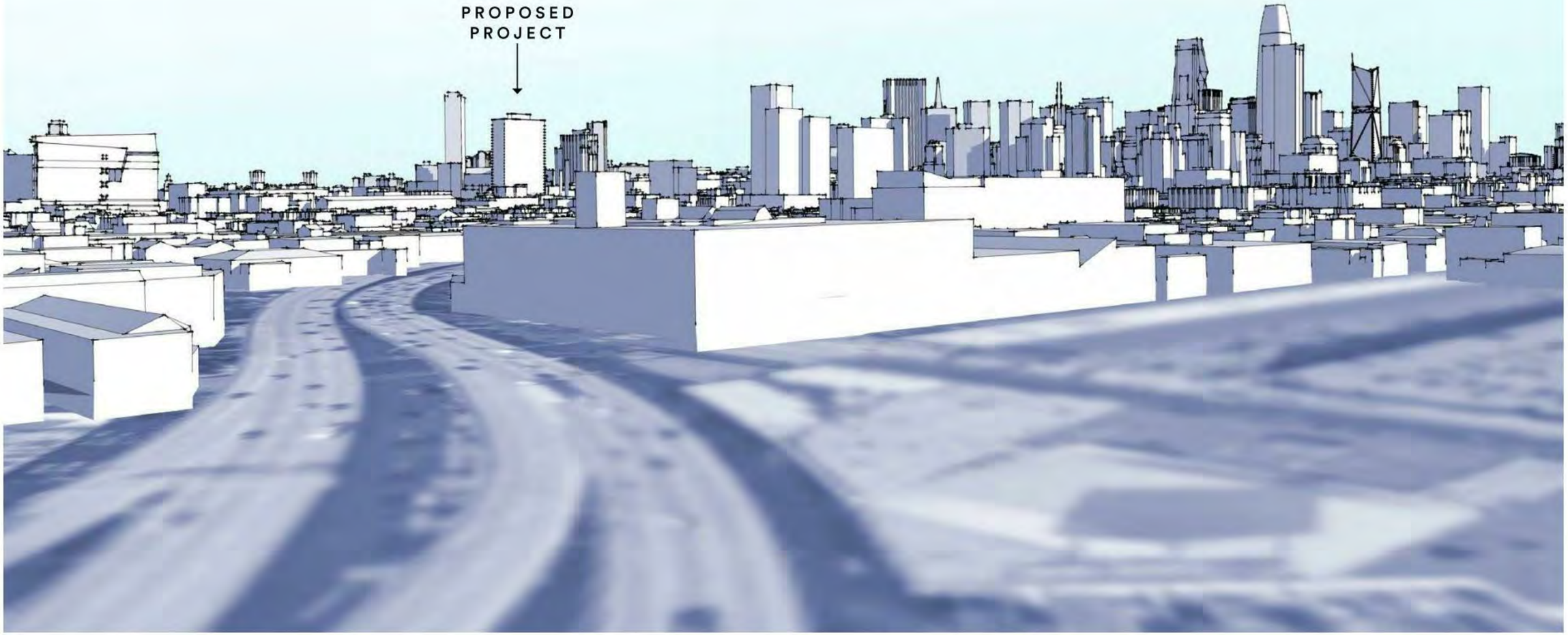
TEUCRIUM FRUTICANS ‘COMPACTUM’
BUSH GERMANDER

MILLER COMPANY
landscape architects

LANDSCAPE MATERIAL & PLANTING
469 Stevenson
BUILD

05/25/2021
2016056

3.705



VIEW FROM I-80, 8TH AND BRANNAN
469 Stevenson
BUILD

05/25/2021
2016056

4.101

VIEW LOOKING EAST OVER MARKET ST
469 Stevenson
BUILD

05/25/2021
2016056

4.102

VIEW LOOKING EAST FROM JESSIE AND SIXTH ST
469 Stevenson
BUILD

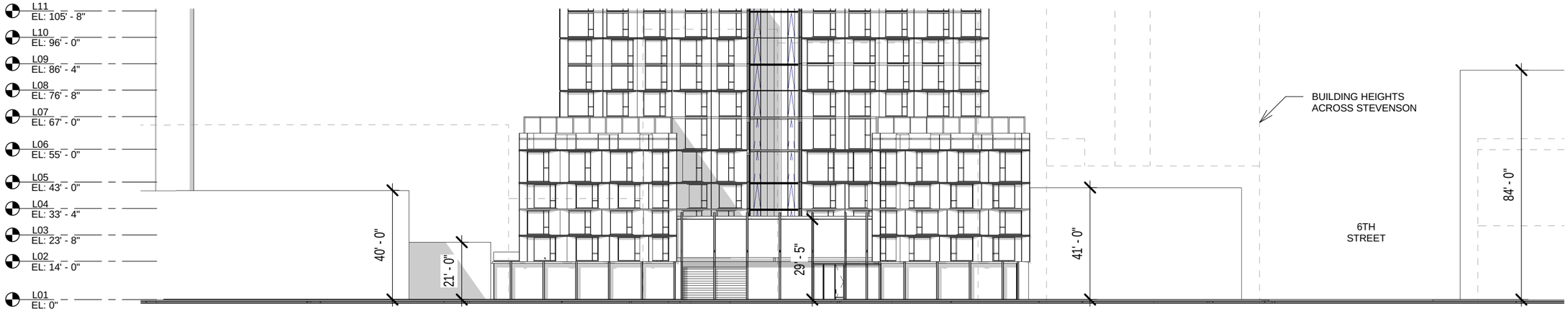
05/25/2021
2016056

4.201

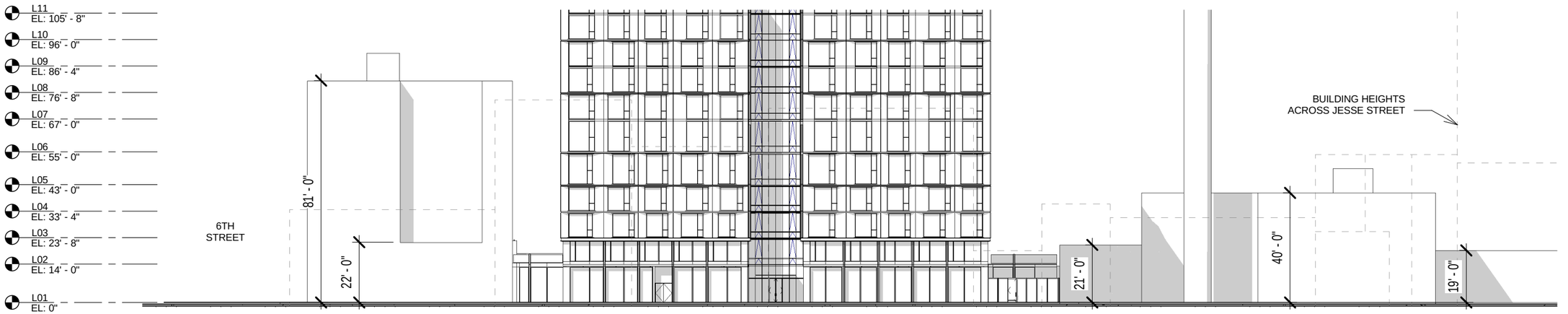
VIEW LOOKING WEST FROM STEVENSON ST
469 Stevenson
BUILD

05/25/2021
2016056

4.202



NORTH ELEVATION - STEVENSON STREETWALL



SOUTH ELEVATION - JESSE STREETWALL

STREETWALL ELEVATIONS
469 Stevenson
BUILD

0 20 40

05/25/2021
2016056

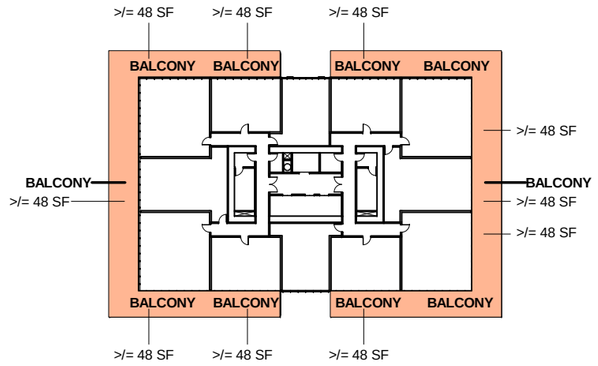
5.132

SEC. 135, Table 135A

36 SF of usable open space required for each dwelling unit if all private
1.33 ratio of common usable open space that may be substituted for private

SEC. 135.G.3
Use of Solariums. The area of a totally or partially enclosed solarium may be credited as common usable open space if the space is not less than 15 feet in every horizontal dimension and 300 square feet in area; and if such area is exposed to the sun through openings or clear glazing on not less than 30 percent of its perimeter and 30 percent of its overhead area.

LEVEL 27
4,774 GSF TOTAL



OPEN SPACE SUMMARY

495 TOTAL UNITS
495 - 22 UNITS W/ BALCONIES = 473 UNITS

COMMON OPEN SPACE REQUIRED

473 UNITS X 36 SF/UNIT X 1.33= **22,647 SF**

COMMON OPEN SPACE PROVIDED

LEVEL 1	994 SF
LEVEL 1 SOLARIUM	10,190 SF
TOTAL COMMON OPEN SPACE PROVIDED	**11,184 SF**

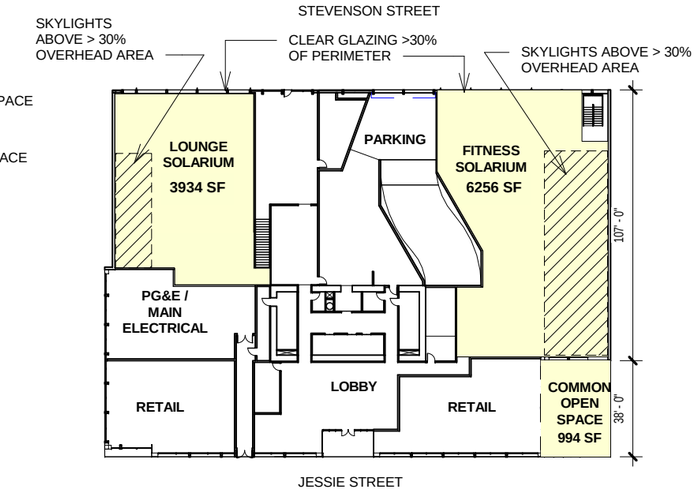
PRIVATE OPEN SPACE PROVIDED

LEVEL 2	4,727 SF
LEVEL 6	3,883 SF
LEVEL 27	4,774 SF
TOTAL PRIVATE OPEN SPACE	**13,384 SF**

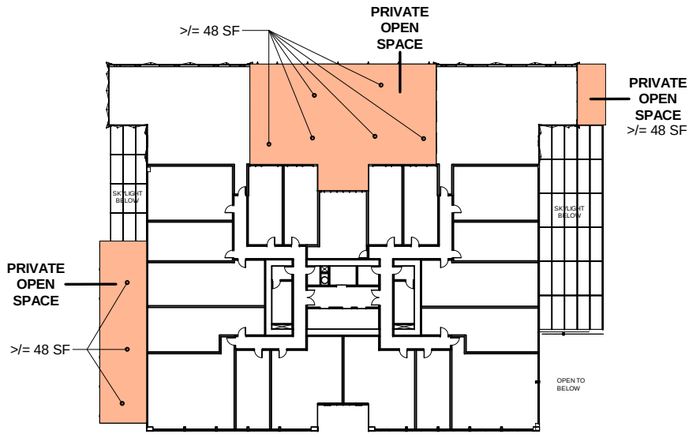
LEVEL 01

COMMON OPEN SPACE

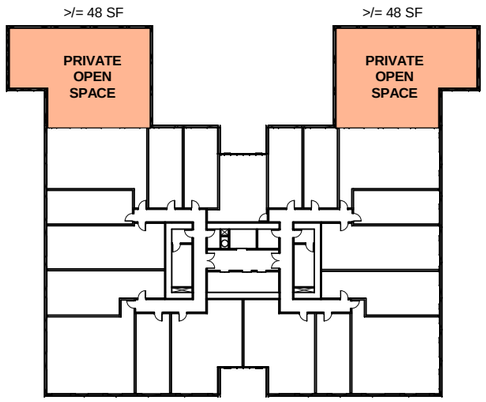
PRIVATE OPEN SPACE



LEVEL 02
4,727 GSF TOTAL



LEVEL 06
3,883 GSF TOTAL

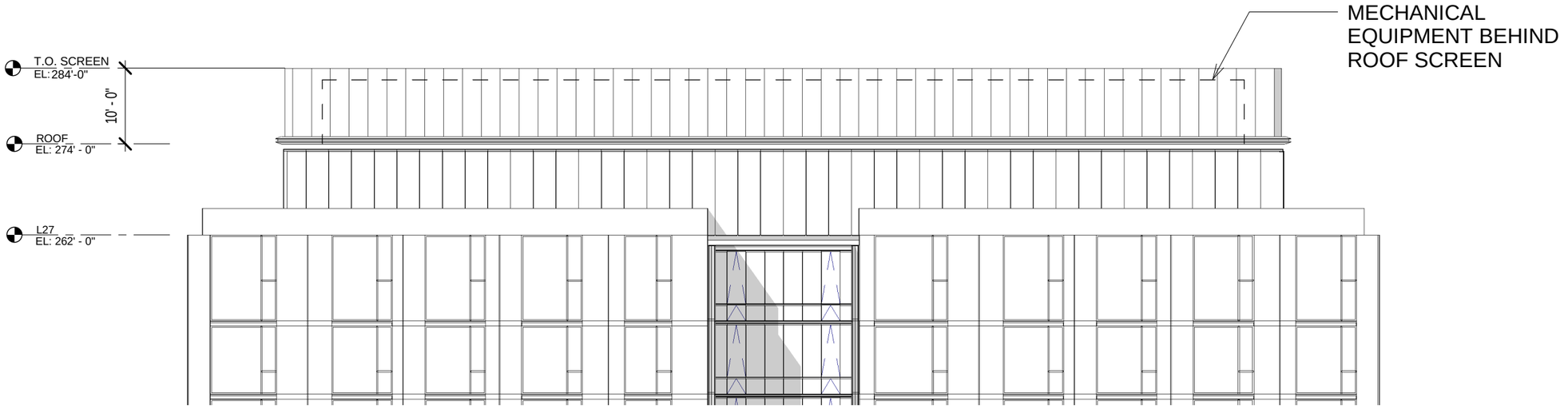


OPEN SPACE PLAN
469 Stevenson
BUILD

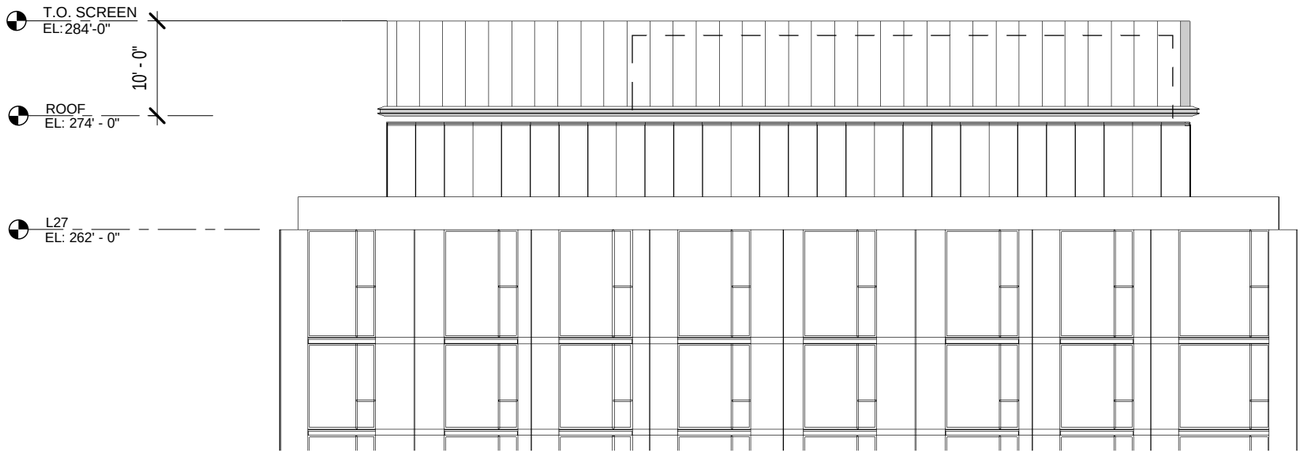
05/25/2021
2016056

0 30 60

5.133



SOUTH ELEVATION



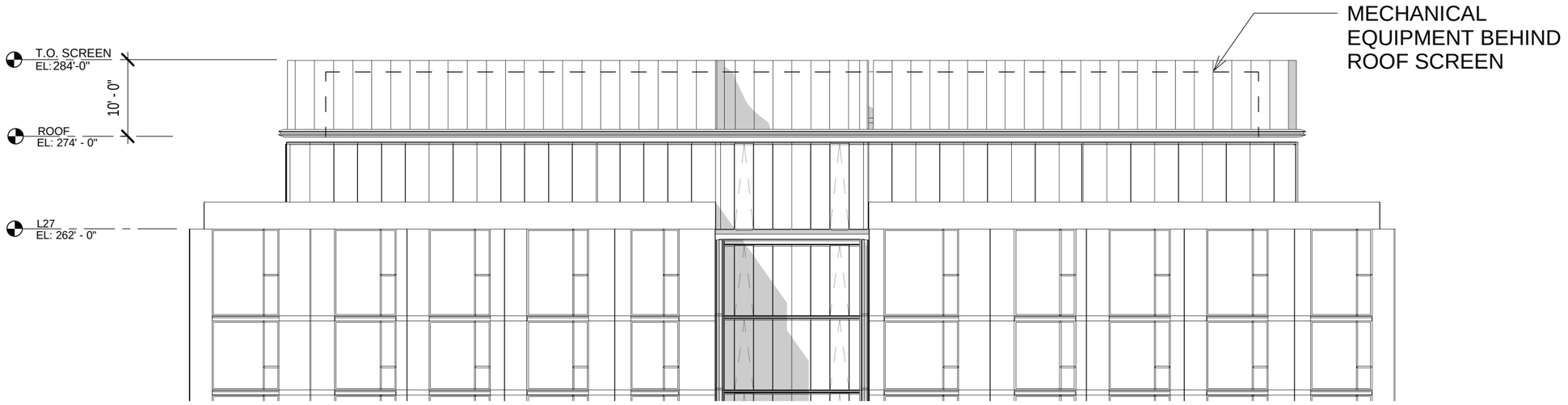
WEST ELEVATION

ROOFTOP FEATURES SCREENING
469 Stevenson
BUILD

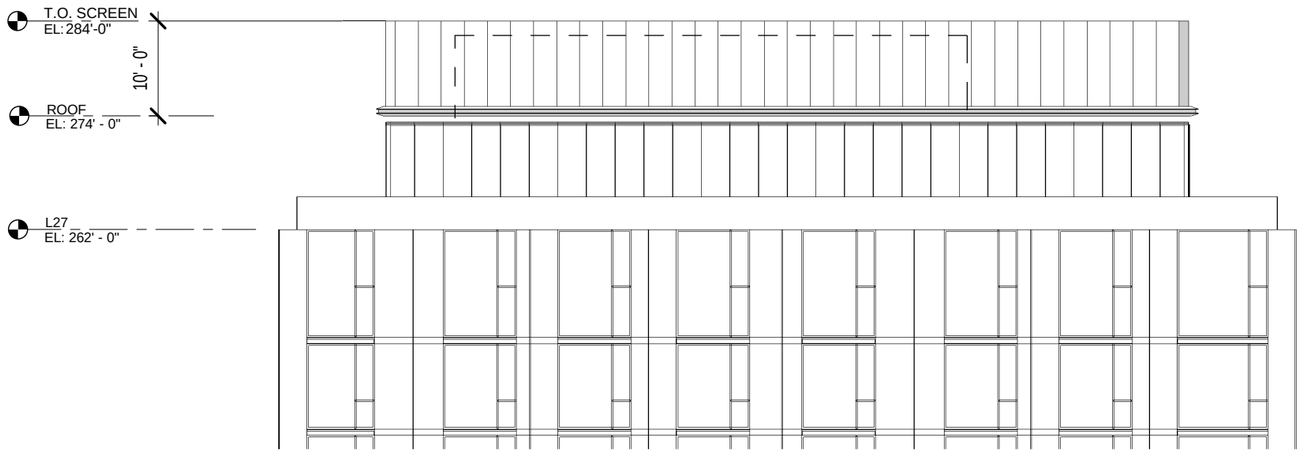
05/25/2021
2016056

0 8 16

5.141



NORTH ELEVATION



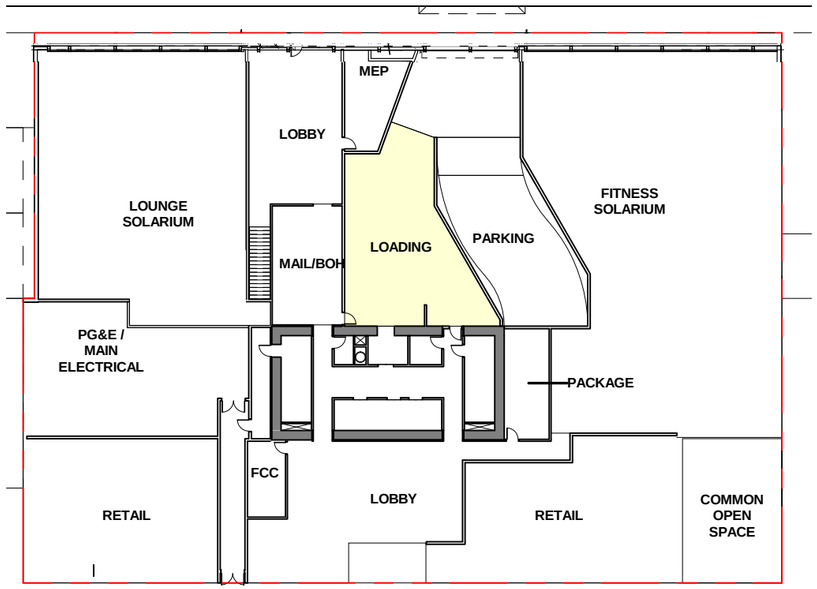
EAST ELEVATION

ROOFTOP FEATURES SCREENING 2
469 Stevenson
BUILD

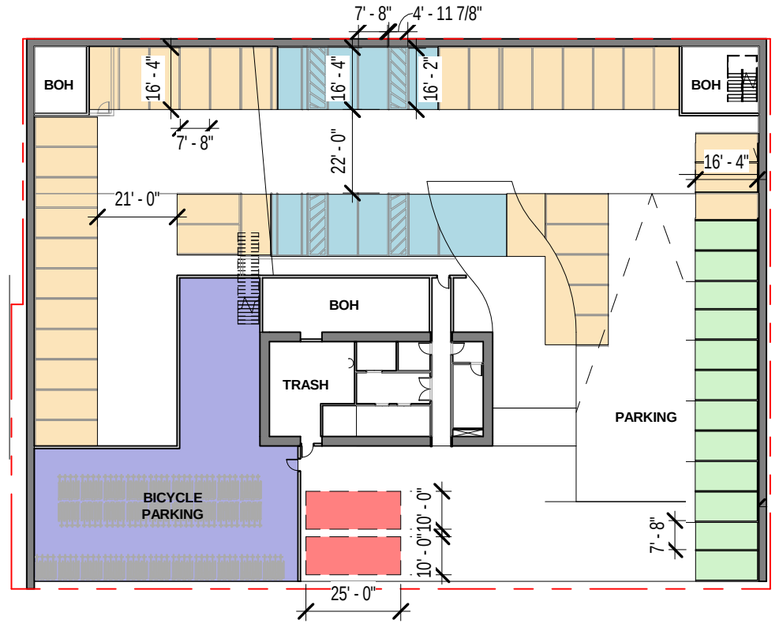
05/25/2021
2016056

0 8 16

5.142



LEVEL 01



BASEMENT 01

ACCESSORY PARKING

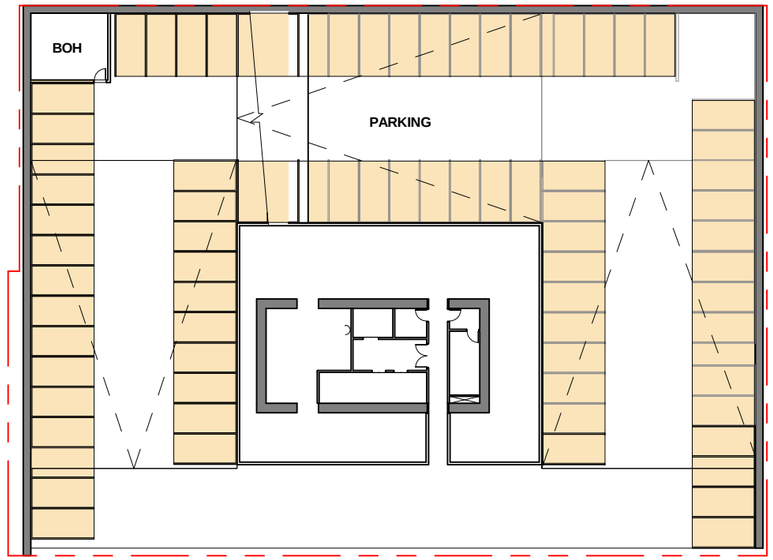
BICYCLE PARKING

ACCESSIBLE SPACES

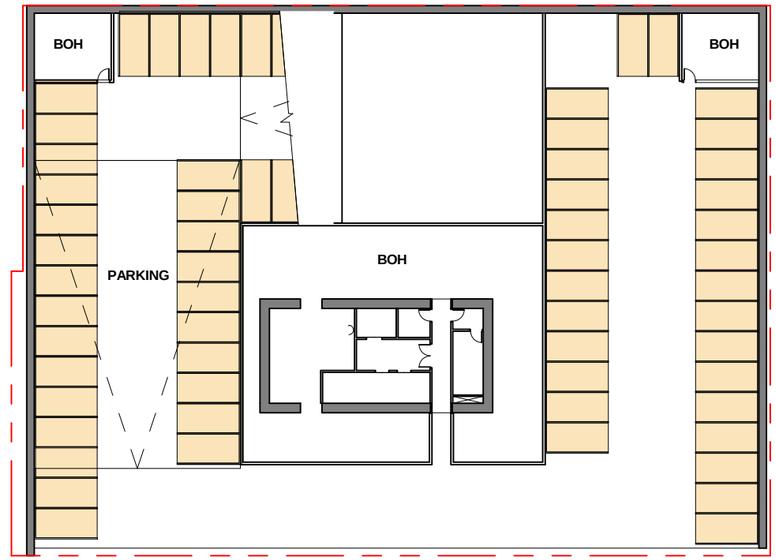
CAR SHARE

LOADING

SERVICE VEHICLES



BASEMENT 02



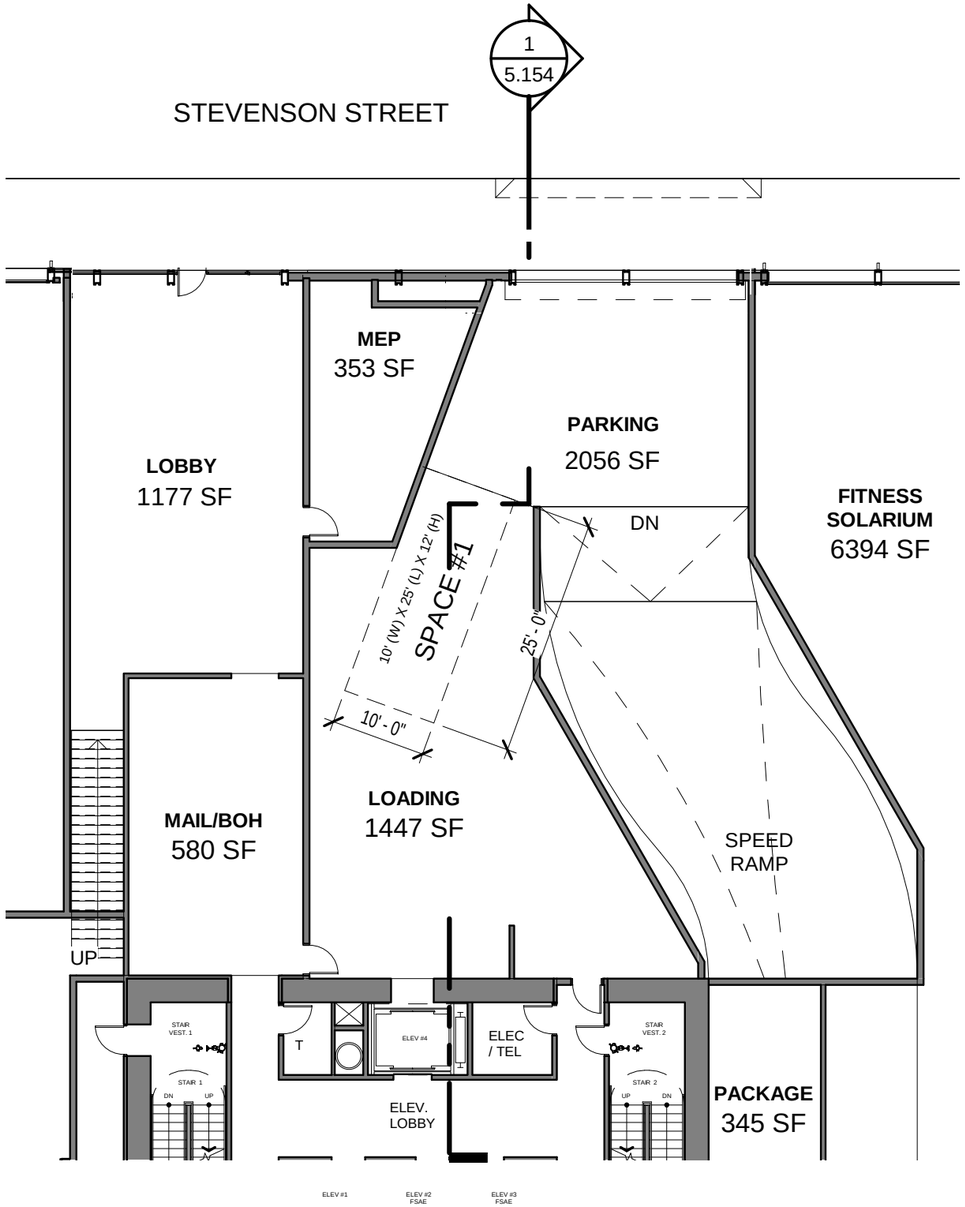
BASEMENT 03

OFF-STREET PARKING PLAN
469 Stevenson
BUILD

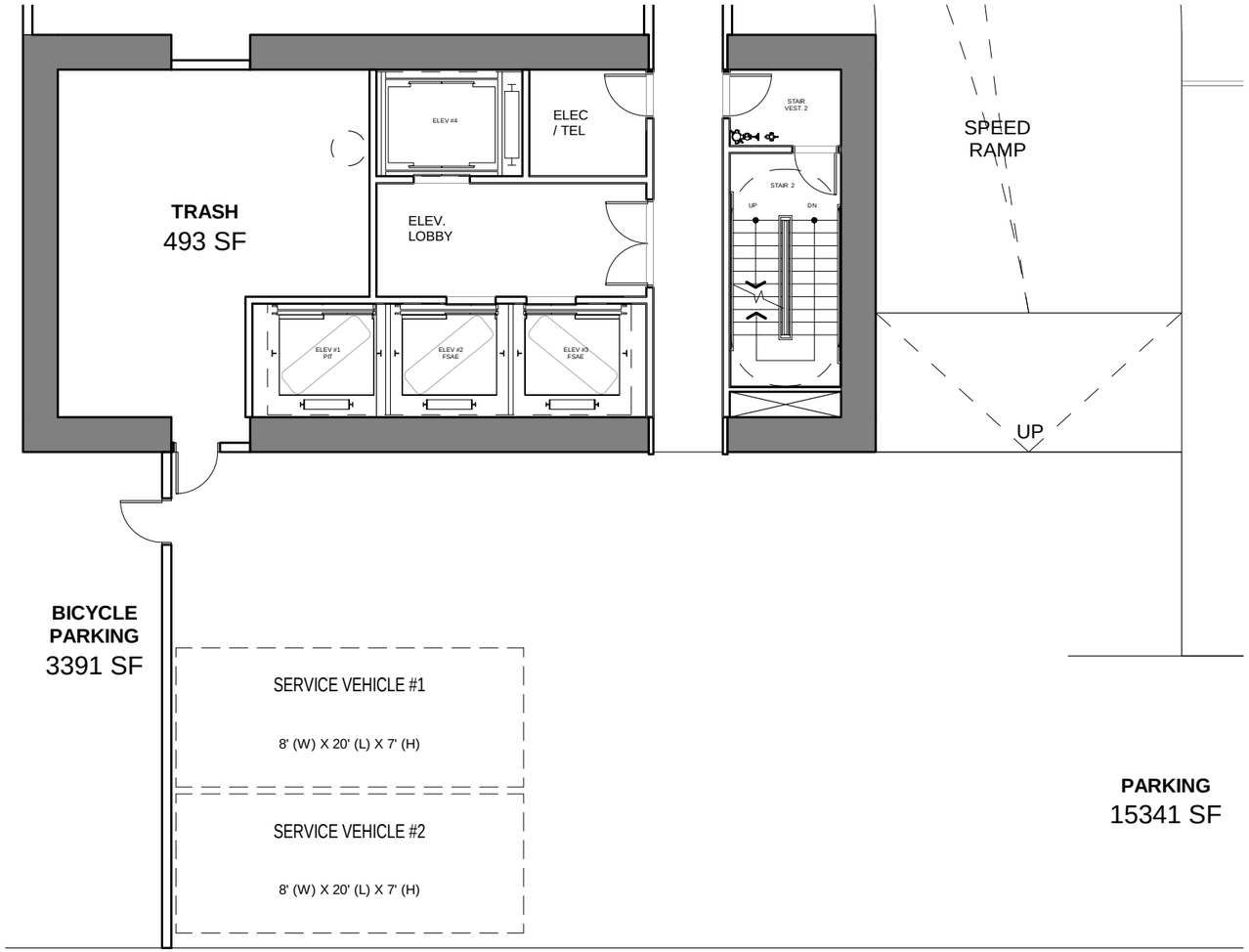
05/25/2021
2016056

0 20 40

5.151



GROUND FLOOR

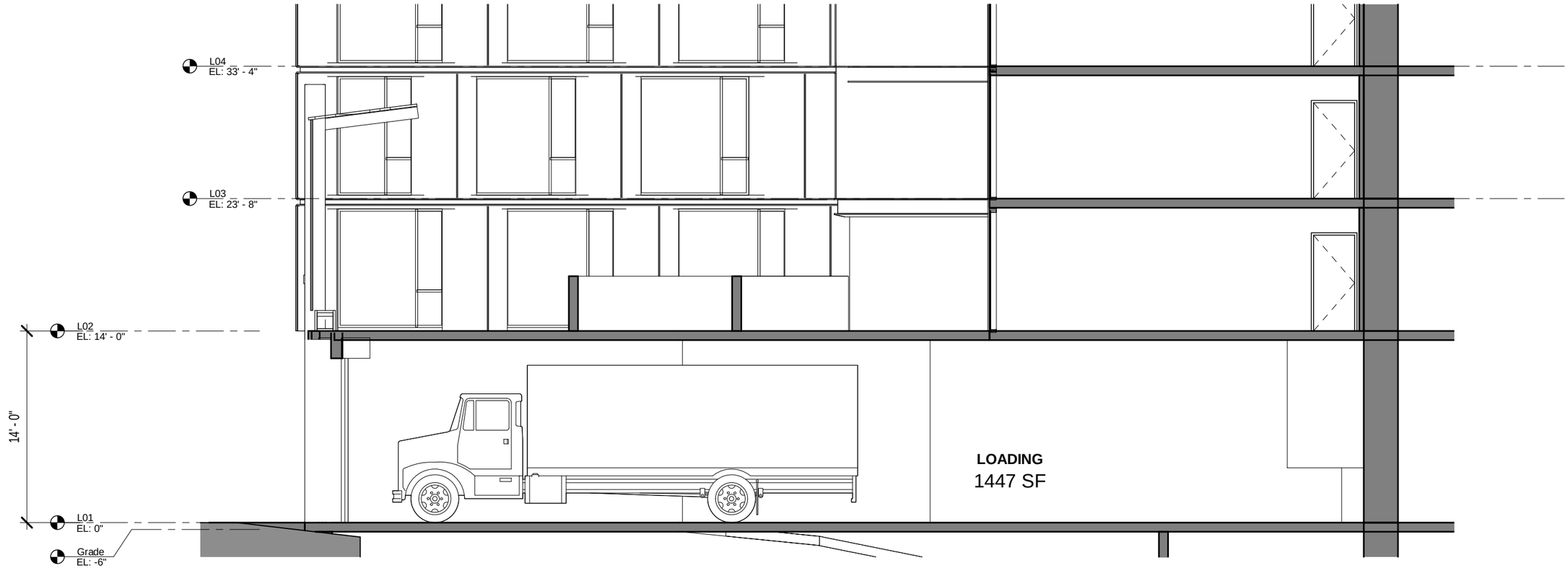


BASEMENT 01 SERVICE VEHICLES

OFF-STREET LOADING / CURB CUT PLAN
469 Stevenson
BUILD

05/25/2021
2016056

5.153

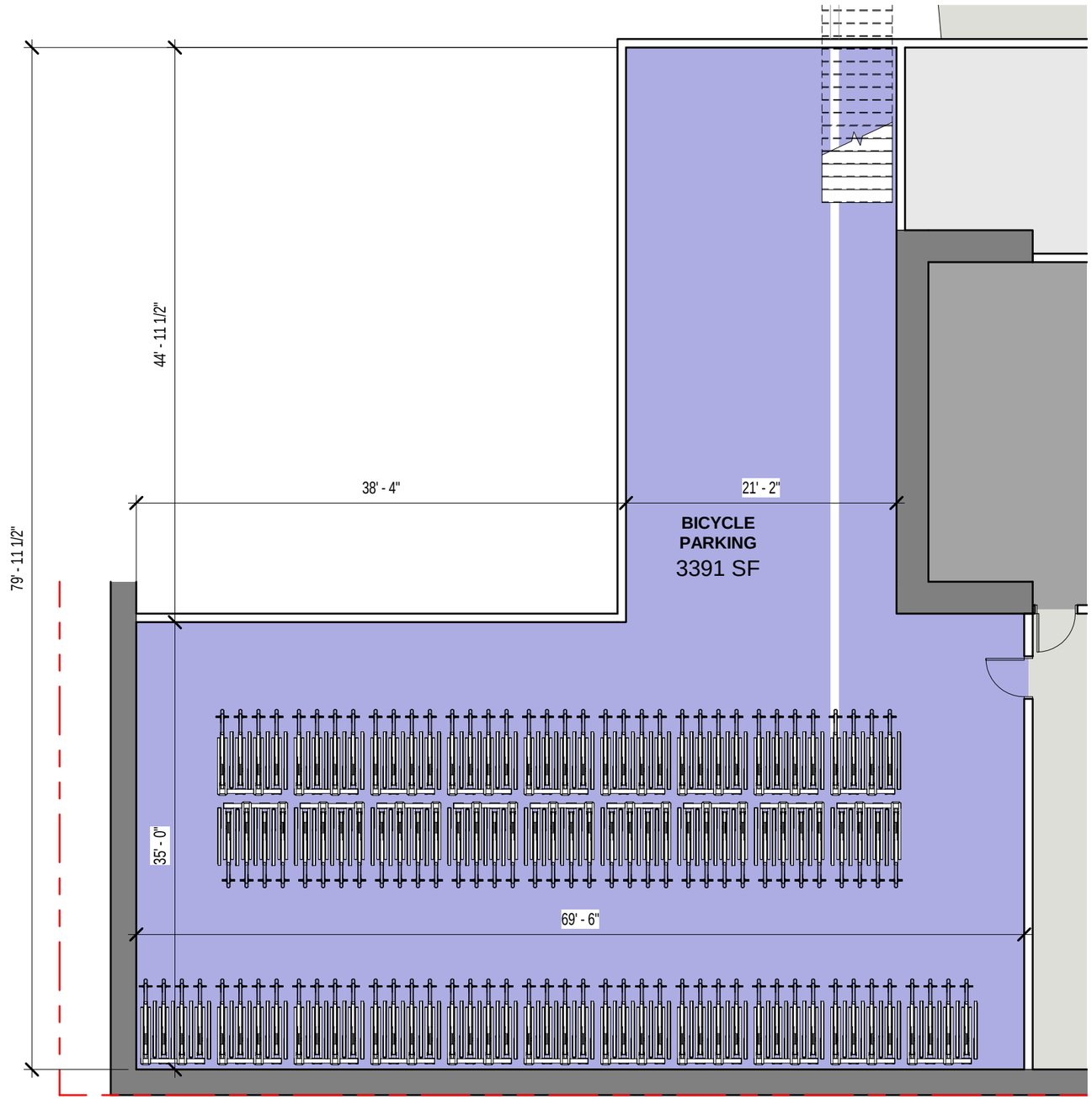


OFF-STREET LOADING SECTION
469 Stevenson
BUILD

05/25/2021
2016056

0 4 8

5.154



BICYCLE PARKING PLAN
469 Stevenson
BUILD

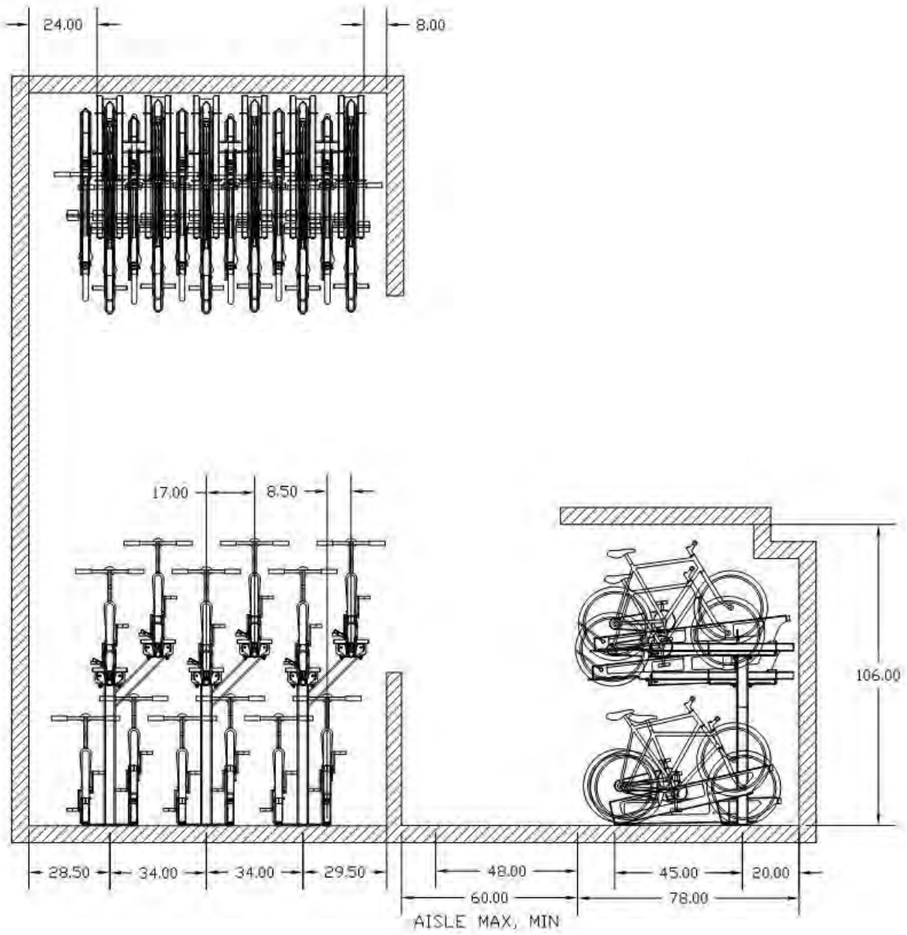
05/25/2021
2016056

0 5 10

5.155

DERO DECKER™

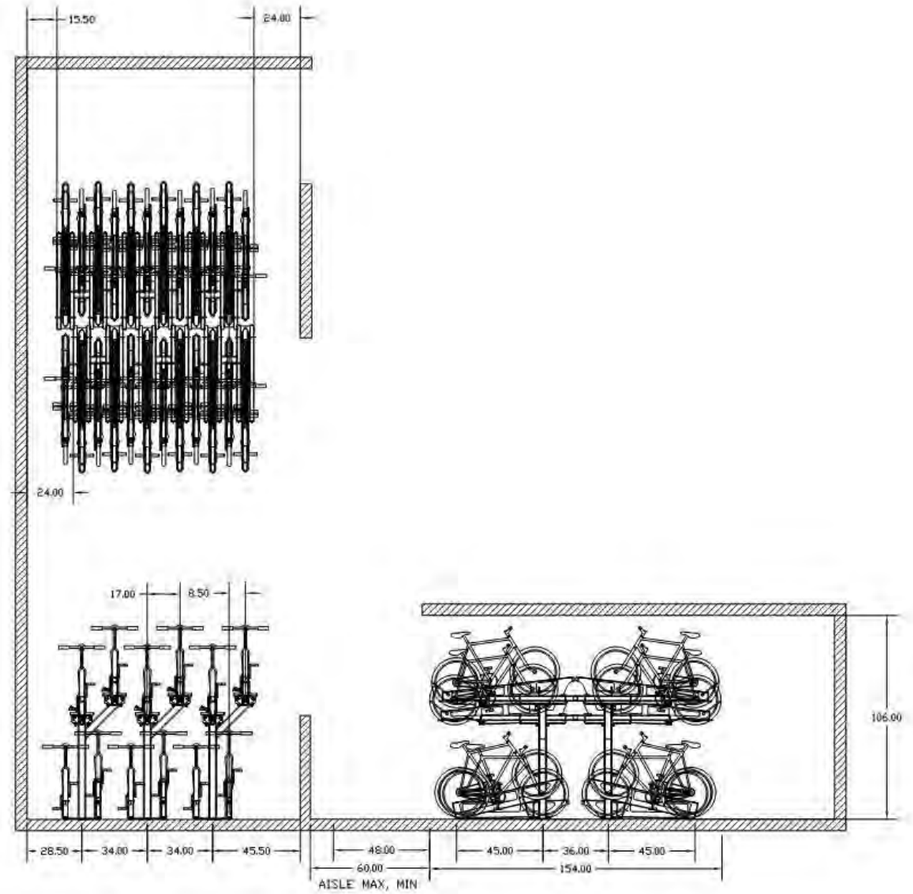
Installation Instructions – Setbacks, Single Sided



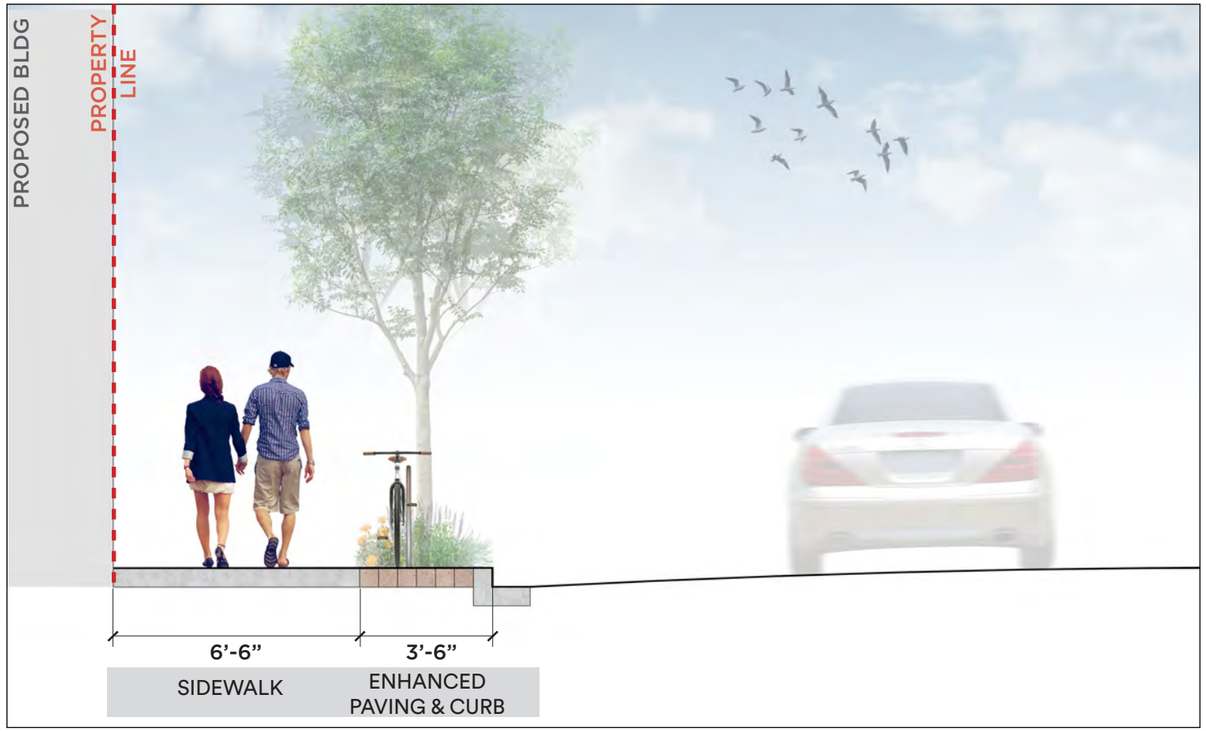
DERO www.dero.com | 1-888-337-6729

DERO DECKER

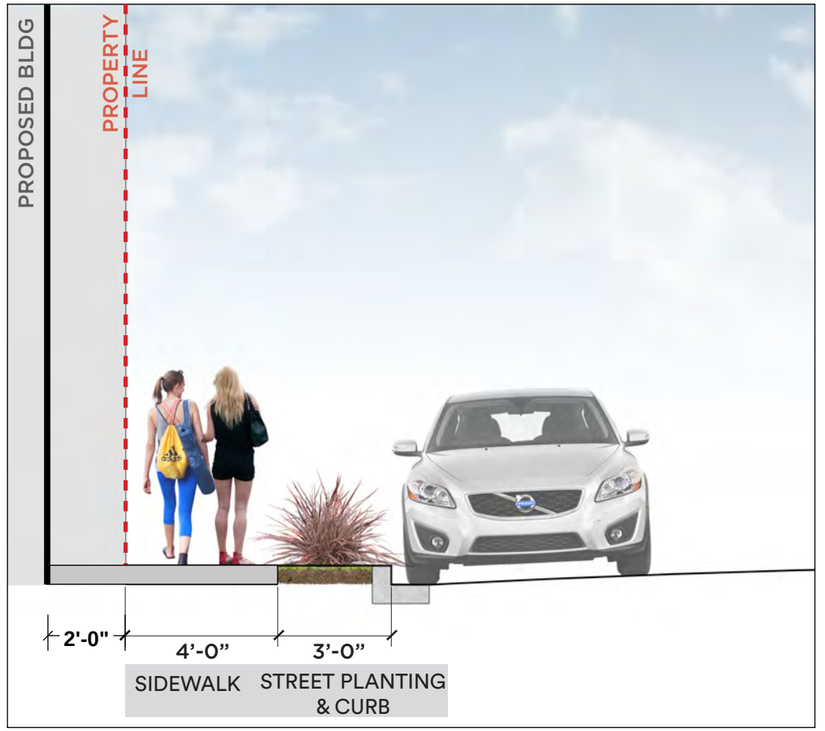
Installation Instructions – Setbacks, Double Sided



DERO www.dero.com | 1-888-337-6729

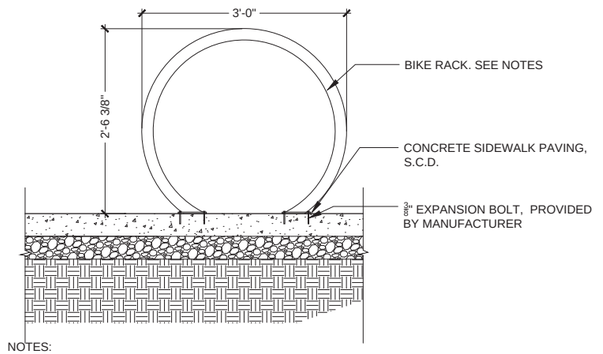


SECTION A-A: JESSIE STREET



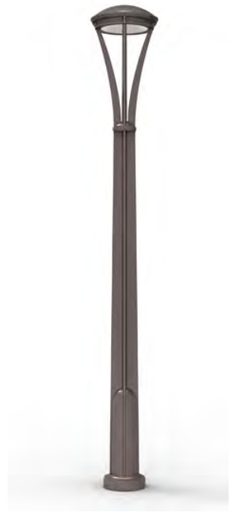
SECTION B-B: STEVENSON STREET

CLASS II BIKE RACK



NOTES:
1. CONTACT SFMTA AT bikeparking@sfmta.com FOR THE LOCATION AND INSTALLATION OF BIKE RACKS.
2. BIKE RACK: 'WELLE' CIRCULAR, SQUARE TUBE, HOT-DIPPED GALVANIZED FINISH
   SURFACE MOUN, MODEL: WCR02-SQ-SF-G. AVAILABLE FROM www.bikeparking.com

BIKE RACK DETAIL



PEDESTRIAN LIGHT :

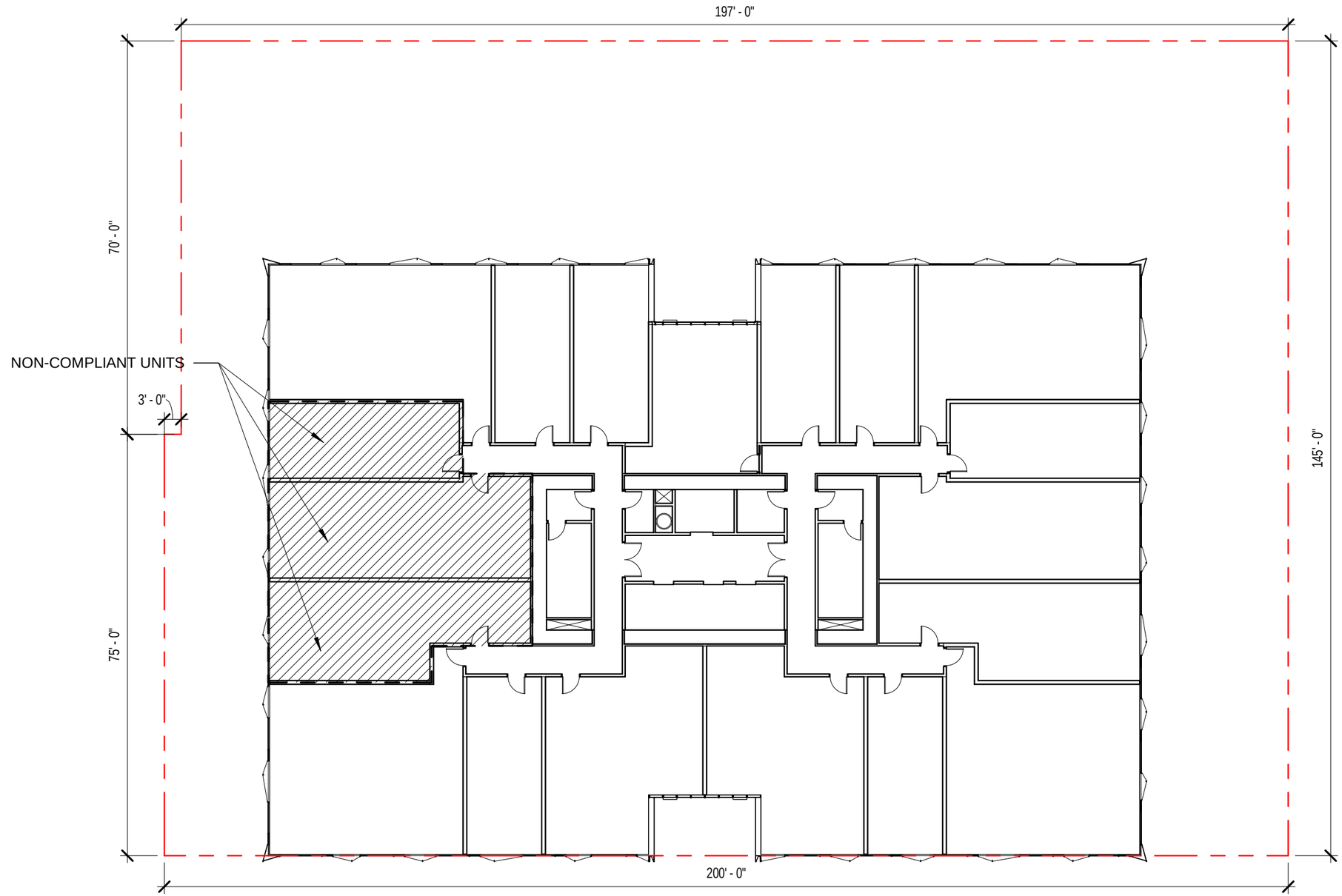
MODEL "ALCOTT" BY LANDSCAPE FORMS
APPROVED BY SFPUC

MILLER COMPANY
landscape architects

CLASS 2 - BICYCLE PARKING
469 Stevenson
BUILD

05/25/2021
2016056

5.157

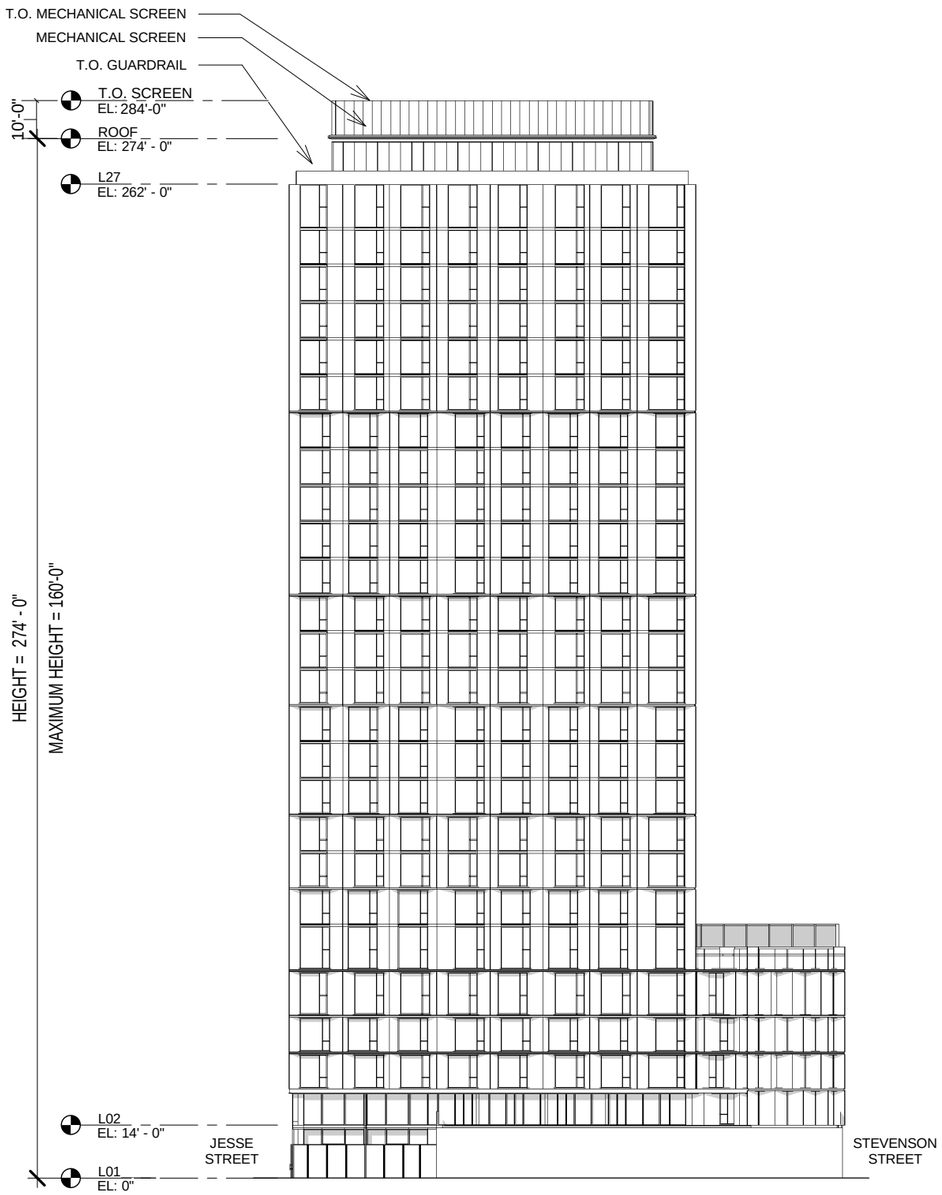


DWELLING UNIT EXPOSURE
469 Stevenson
BUILD

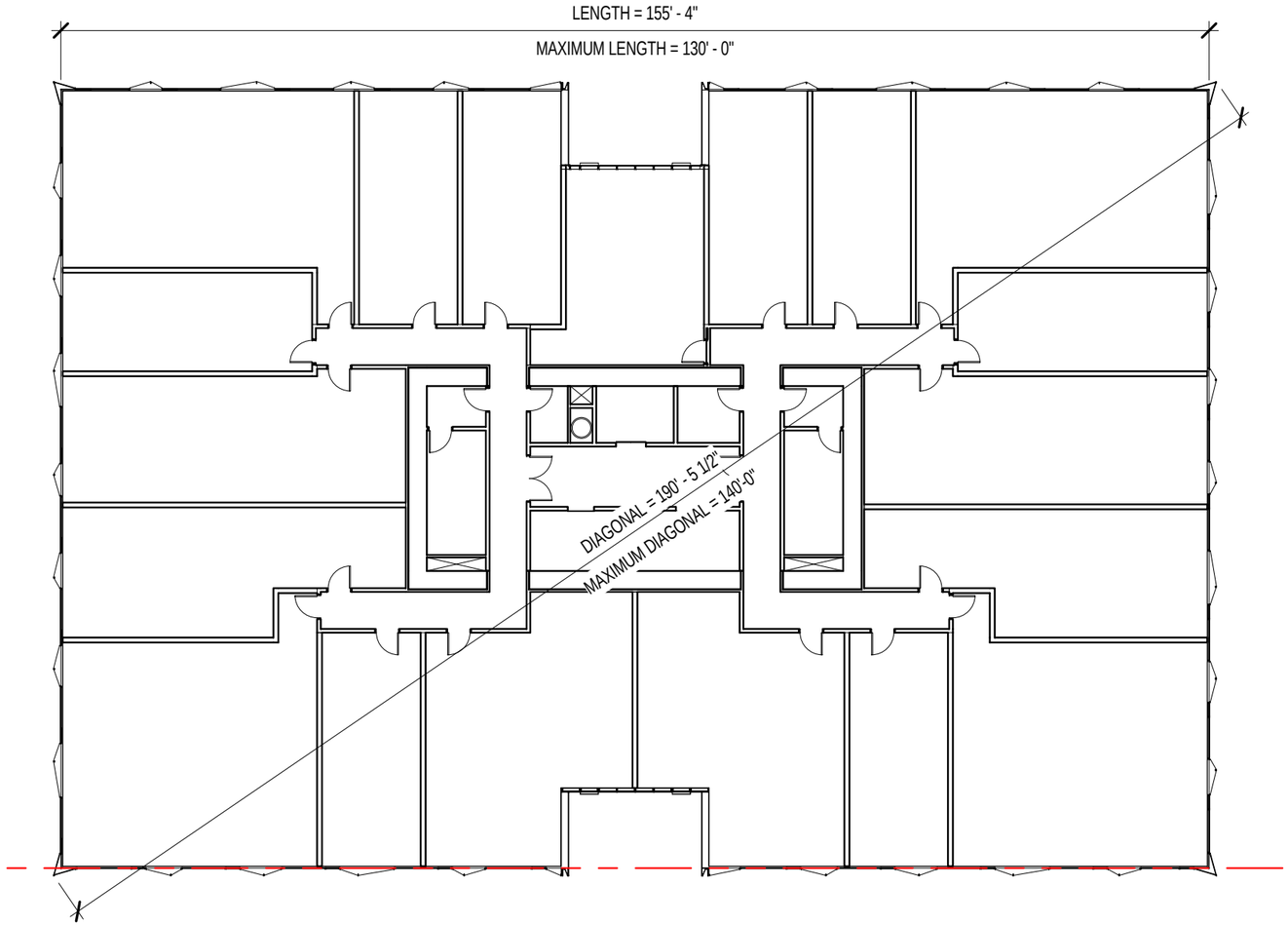
05/25/2021
2016056

0 10 20

6.140



EAST ELEVATION



TYPICAL (3-26) FLOOR PLAN

HEIGHT/BULK/FAR
469 Stevenson
BUILD

05/25/2021
2016056

6.260

EXHIBIT C:

MMRP

MITIGATION MONITORING AND REPORTING PROGRAM

	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				
CULTURAL RESOURCES				
Mitigation Measure M-CR-3: Archaeological Testing: Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources and on human remains and associated or unassociated funerary objects. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the planning department archaeologist. After the first project approval action or as directed by the Environmental Review Officer (ERO), the project sponsor shall contact the department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the ERO. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines section. 15064.5 (a) and (c).	Project sponsor's qualified archaeological consultant and construction contractor.	Prior to issuance of construction permits and throughout the construction period.	Environmental Review Officer	Considered complete after final Archeological Resources Report is approved

MONITORING AND REPORTING PROGRAM[1]

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
Consultation with Descendant Communities: On discovery of an archeological site[1] with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative[2] of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.	The Archeological consultant, Project Sponsor, and project contractor at the direction of the Environmental Review Officer.	During testing and if applicable monitoring of soils disturbing activities.	Consultation with Environmental Review Officer on identified descendant group.	Descendant group provides recommendations and is given a copy of the Archeological Resources Report.
Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an *archeological testing plan* (ATP). The *archeological testing program* shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the *archeological testing program* will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes a historical resource under CEQA.	Project sponsor's qualified archeological consultant and construction contractor.	Prior to issuance of construction permits and throughout the construction period.	Planning Department	Considered complete after approval of archeological testing plan.
At the completion of the *archeological testing program*, the archeological consultant shall submit a written report of the findings to the ERO. If based on the *archeological testing program* the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional *archeological testing*, *archeological monitoring*, and/or *an archeological data recovery program*. No archeological data recovery shall be undertaken without the prior approval of the ERO or the planning department archeologist. If the ERO determines that a significant archeological resource is present and that the	The archeological consultant, Project Sponsor, and project contractor at the direction of the Environmental Review Officer.	Monitoring of soils during disturbing activities.	Archeological consultant to monitor soils disturbing activities specified in AMP immediately notify the ERO of any encountered archeological resource.	Considered complete upon completion of AMP.

[1] The term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

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

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
resource could be adversely affected by the proposed project, at the discretion of the project sponsor either: A. The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or B. A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible. *Archeological Monitoring Program.* If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented, the archeological monitoring program shall minimally include the following provisions: • The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. The project shall not require pile driving. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, site remediation, etc., shall require *archeological monitoring* because of the risk these activities pose to potential archaeological resources and to their depositional context; • The archeological consultant shall undertake a worker training program for soil-disturbing workers that will include an overview of expected resource(s), how to identify the evidence of the expected resource(s), and the appropriate protocol in the event of apparent discovery of an archeological resource; • The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the project archeological consultant, determined that project construction activities could have no effect on significant archeological deposits; • The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;				

MONITORING AND REPORTING PROGRAM[1]

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
• If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The project shall not require pile driving. The archeological monitor shall be empowered to temporarily redirect demolition/excavation installation/construction activities and equipment until the deposit is evaluated. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO. Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.				
Archeological Data Recovery Program. The *archeological data recovery program* shall be conducted in accordance with an *archeological data recovery plan* (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed *data recovery program* will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what *data classes* the resource is expected to possess, and how the expected *data classes* would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical. The scope of the ADRP shall include the following elements: • *Field Methods and Procedures*. Descriptions of proposed field strategies, procedures, and operations. • *Cataloguing and Laboratory Analysis*. Description of selected cataloguing system and artifact analysis procedures. • *Discard and Deaccession Policy*. Description of and rationale for field and post-field discard and deaccession policies.	Project sponsor's qualified archeological consultant and construction contractor	In the event that an archeological site is uncovered during the construction period.	Planning Department	Considered complete approval of Final Archeological Results Report.

MONITORING AND REPORTING PROGRAM[1]

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
• *Interpretive Program*. Consideration of an onsite/offsite public interpretive program during the course of the *archeological data recovery program*. • *Security Measures*. Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. • *Final Report*. Description of proposed report format and distribution of results. • *Curation*. Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.				
Human Remains, Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and federal laws. This shall include immediate notification of the ERO and the Medical Examiner of the City and County of San Francisco and, in the event of the Medical Examiner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission, who shall appoint a Most Likely Descendant (MLD). The MLD will complete his or her inspection of remains and make recommendations or preferences for treatment within 48 hours of being granted access to the site (Public Resources Code section 5097.98). The ERO also shall be notified immediately upon the discovery of human remains (Public Resources Code section 5097.98). The project sponsor and ERO shall make all reasonable efforts to develop a Burial Agreement ("Agreement") with the MLD, for the treatment and disposition, with appropriate dignity, of human remains and associated or unassociated funerary objects (CEQA Guidelines section 15064.5[d]). The Agreement shall take into consideration the appropriate excavation, removal, recordation, scientific analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. If the MLD agrees to scientific analyses of the remains and/or associated or unassociated funerary objects, the archaeological consultant shall retain possession of the remains and associated or unassociated funerary objects until completion of	Project sponsor / archeological consultant in consultation with the San Francisco Medical Examiner, NAHC, and MLD.	In the event that human remains are uncovered during the construction period.	Planning Department	Considered complete after approval of Archeological Results Report and disposition of human remains has occurred as specified in Agreement.

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
any such analyses, after which the remains and the associated or unassociated funerary objects shall be reinterred or curated as specified in the Agreement. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept treatment recommendations of an MLD. However, if the ERO, project sponsor and MLD are unable to reach an Agreement on scientific treatment of remains and associated or unassociated funerary objects, the ERO, with cooperation of the project sponsor, shall ensure that the remains and/or mortuary materials are store securely and respectfully until they can be reinterred on the property, with appropriate dignity, in a location not subject to further or future subsurface disturbance. Treatment of historic-period human remains and of associated or unassociated funerary objects discovered during any soil-disturbing activity, additionally, shall follow protocols laid out in the project's archaeological treatment documents, and in any related agreement established between the project sponsor, Medical Examiner and the ERO.				
Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. The Draft FARR shall include a curation and deaccession plan for all recovered cultural materials. The Draft FARR shall also include an Interpretation Plan for public interpretation of all significant archeological features. Copies of the Draft FARR shall be sent to the ERO for review and approval.	Project sponsor's qualified Archeological consultant.	At completion of archeological investigations.	Planning Department	Considered complete after Archeological Resources Report is approved.
Once approved by the ERO, the consultant shall also prepare a public distribution version of the FARR. Copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The environmental planning division of the planning department shall receive one bound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of public interest in or the high interpretive value of the resource, the ERO may require a different or additional final report content, format, and distribution than that presented above.	Archeological consultant at the direction of the ERO.	At completion of archeological investigations	Planning Department	Considered complete after Archeological Resources Report is approved.

MONITORING AND REPORTING PROGRAM[1]

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
Tribal Cultural Resources				
Mitigation Measure M-TCR-1: Tribal Cultural Resources Interpretive Program During ground-disturbing activities that encounter archeological resources, if the 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.	Project sponsor, archeological consultant, and Environmental Review Officer, in consultation with the affiliated Native American tribal representatives.	If significant archeological resources are present, during implementation of the project.	Planning Department	Considered complete upon project redesign, completion of archeological resource preservation plan, or interpretive program of the TCR, if required.
If the ERO determines that preservation-in-place of the TCR is both feasible and effective, then the archeological consultant shall prepare an archeological resource preservation plan (ARPP). Implementation of the approved ARPP by the archeological consultant shall be required when feasible. If the ERO, in consultation with the affiliated Native American tribal representatives and the project sponsor, determines that preservation-in-place of the tribal cultural resources is not a sufficient or feasible option, the project sponsor shall implement an interpretive program of the TCR in consultation with affiliated tribal representatives. An interpretive plan produced in consultation with the ERO and affiliated tribal representatives, at a minimum, and approved by the ERO, would be required to guide the interpretive program. The plan shall identify, as appropriate, 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.	Project sponsor in consultation with the tribal representative.	After determination that preservation in place is not feasible, and subsequent to Archeological data recovery.	Sponsor or archeological consultant shall submit the archeological resource preservation plan to the Environmental Review Officer for review and approval.	Complete upon sponsor verification to Environmental Review Officer that interpretive program was implemented.
NOISE				
Mitigation Measure M-NO-1: Construction Noise The project sponsor shall develop site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. At the end of the design phase of this project and prior to commencing construction, the project sponsor shall submit a noise attenuation plan to the San Francisco Planning	Project sponsor and project contractor(s).	Prior to issuance of building permits; implementation ongoing during construction.	Project sponsor to submit the Construction Noise Control Plan to the Planning Department for review and approval.	Considered complete after construction is completed and submittal of final noise monitoring report.

MONITORING AND REPORTING PROGRAM[1]				
Adopted Mitigation Measures	**Implementation Responsibility**	**Mitigation Schedule**	**Monitoring / Reporting Responsibility**	**Monitoring Actions / Completion Criteria**
Department and Department of Building Inspection to ensure maximum feasible noise attenuation will be achieved. The noise attenuation plan shall reduce construction noise to the degree feasible with a goal of reducing construction noise levels at adjacent noise sensitive receptors (e.g., residential, hotel, hospital, convalescent home, school, and church uses) so that noise levels do not exceed 90 A-weighted decibels (dB(A)) and 10 dBA above ambient daytime noise levels. The project sponsor shall include noise attenuation measures in specifications provided to the general contractor and any sub-contractors. Noise attenuation measures shall, at minimum, include the following: • Require the general contractor to ensure that equipment and trucks used for project construction utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds), wherever feasible. • Require the general contractor to perform all work in a manner that minimizes noise to the extent feasible; use equipment with effective mufflers; undertake the noisiest activities during times of least disturbance to surrounding residents and occupants. • Require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dB(A). • Require the general contractor to erect temporary plywood noise barriers (at least 0.5-inch-thick) around stationary noise sources and/or the construction site, particularly where a noise source or the site adjoins noise-sensitive uses. The barriers shall be high enough to block the line of sight from the dominant construction noise source to the closest noise-sensitive receptors. Depending on factors such as barrier height, barrier extent, and distance between the barrier and the noise-producing equipment or activity, such barriers may reduce construction noise by 3–15 dB(A) at the locations of nearby noise-sensitive receptors.				

MONITORING AND REPORTING PROGRAM[1]

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
• Require the general contractor to use noise control blankets on a building structure as the building is erected to reduce noise emission from the site. • Require the general contractor to line or cover hoppers, storage bins, and chutes with sound-deadening material (e.g., apply wood or rubber liners to metal bin impact surfaces). • Unless safety provisions require otherwise, require the general contractor to adjust audible backup alarms downward in sound level while still maintaining an adequate signal-to-noise ratio for alarm effectiveness. Consider signal persons, strobe lights, or alternative safety equipment and/or processes as allowed to reduce reliance on high-amplitude sonic alarms/beeps. • Require the general contractor to place stationary noise sources, such as generators and air compressors, on the power station side of the project site, as far away from nearby noise-sensitive receptors as possible. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible. • Require the general contractor to place non-noise-producing mobile equipment, such as trailers, in the direct sound pathways between suspected major noise-producing sources and noise-sensitive receptors. • Under the supervision of a qualified acoustical consultant, the project sponsor shall monitor the effectiveness of noise attenuation measures by taking noise measurements as needed. • Prior to the issuance of a building permit, along with the submission of construction documents, the project sponsor shall submit to the planning department and San Francisco Department of Building Inspection (building department) a list of measures that shall be implemented and that shall respond to and track complaints pertaining to construction noise. These measures shall include: 1. Post signs onsite pertaining to permitted construction days and hours. 2. A procedure and phone numbers for notifying the building department and the San Francisco Police Department (during regular construction hours and off-hours). This				

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
telephone number shall be maintained until the proposed project is ready for occupancy. 3. A sign posted onsite describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction. 4. Designation of an onsite construction complaint and enforcement manager for the project who shall document, investigate, evaluate, and attempt to resolve all project-related noise complaints. 5. Notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities (defined as activities generating anticipated noise levels of 90 dB(A) or greater) about the estimated duration of the activity.				
Mitigation Measure M-NO-2: HVAC and Mechanical Equipment Exterior Noise A minimum of 20.5 dB(A) noise reduction is required from the rooftop equipment to achieve the requirements of the San Francisco Police Code. The project sponsor shall implement the following mitigation measure to reduce noise levels from the source equipment and achieve compliance with the police code: • Enclose as much of the proposed project's rooftop equipment as possible within a mechanical room with small louvered openings to the exterior. The mechanical room and louvered openings can be treated with acoustic absorption and sound attenuators to reduce noise at the property planes. • If the equipment remains open to the roof, select rooftop equipment with a maximum sound pressure level of 54.4 dB(A) at 50 feet from the equipment. • Attach sound attenuators to the outside air and exhaust air openings/fans of the rooftop equipment to minimize environmental noise. During the design phase, once the project sponsor has selected the specific HVAC and mechanical equipment for the proposed project, a qualified	Project sponsor	Prior to approval of a building permit.	Planning Department.	Considered complete upon installation of mechanical equipment that has been demonstrated to meet the noise ordinance requirements.

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
acoustical consultant shall conduct a property plane noise analysis. The property plane analysis report shall evaluate whether the proposed HVAC and mechanical equipment complies with the noise limits in the San Francisco Police Code. The report shall be submitted to the San Francisco Planning Department for review and approval prior to issuance of a building permit or building permit addendum that would permit the HVAC and mechanical equipment.				
AIR QUALITY				
Mitigation Measure M-AQ-3a: Off-road Construction Equipment Emissions Minimization A. <u>Engine Requirements.</u> 1. All off-road equipment greater than 25 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed U.S. Environmental Protection Agency (U.S. EPA) Tier 4 Interim or Tier 4 Final off-road emission standards. 2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited. 3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The project sponsor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two-minute idling limit. 4. The project sponsor 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.	Project sponsor and construction contractor(s).	Prior to issuance of construction permits project sponsor to submit: 1. Construction emissions minimization plan for review and approval, and 2. Signed certification statement	Planning Department	Considered complete upon planning departmen t review and acceptance of construction emissions minimization plan, implementation of the plan, and submittal of final report summarizing use of construction equipment pursuant to the plan.

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria

B. Waivers.

1. The Planning Department's Environmental Review Officer or designee (ERO) may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the project sponsor must submit documentation that the equipment used for onsite power generation meets the requirements of Subsection (A)(1).
2. The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of Tier 4 compliant off-road equipment is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use off-road equipment that is not Tier 4 compliant. If the ERO grants the waiver, the project sponsor must use the next cleanest piece of off-road equipment, according to Table AQ-1 below. Additionally, the project sponsor must demonstrate that use of the alternative equipment would not result in a cancer risk from project construction and operation that exceeds 7 per one million exposed and annual average $PM_{2.5}$ concentrations that exceed 0.2 $\mu g/m^3$.

Table AQ-1– Off-Road Equipment Compliance Step-down Schedule

Compliance Alternative	Engine Emission Standard	Verified Diesel Emissions Control Strategy (VDECS)
1	Tier 2	ARB Level 3 VDECS
2	Tier 2	ARB Level 2 VDECS
3	Tier 2	ARB Level 1 VDECS

How to use the table: If the ERO determines that the equipment requirements cannot be met, then the project sponsor would need to meet Compliance Alternative 1. If the ERO determines that the project sponsor cannot supply off-road equipment meeting Compliance Alternative 1, then the project sponsor must meet Compliance Alternative 2. If the ERO determines that the project sponsor cannot supply off-road equipment meeting Compliance Alternative 2, then the project sponsor must meet Compliance Alternative 3.

MONITORING AND REPORTING PROGRAM[1]				
Adopted Mitigation Measures	**Implementation Responsibility**	**Mitigation Schedule**	**Monitoring / Reporting Responsibility**	**Monitoring Actions / Completion Criteria**
C. <u>Construction Emissions Minimization Plan.</u> Before starting on-site construction activities, the project sponsor 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 will meet the requirements of Section A. 1. The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel use and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, air board verification number level, and installation date and hour meter reading on installation date. 2. The project sponsor 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 agrees to comply fully with the Plan. 3. The project sponsor shall make the Plan available to the public for review onsite during working hours. The project sponsor 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 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.				
D. <u>Monitoring.</u> After start of construction activities, the project sponsor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to				

MONITORING AND REPORTING PROGRAM[1]

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Actions / Completion Criteria
receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end				
Mitigation Measure M-AQ-3b: Diesel Backup Generator Specifications. The project sponsor shall ensure that the proposed diesel backup generator meets or exceeds California Air Resources Board Tier 4 off-road emission standards. Additionally, once operational, the diesel backup generator shall be maintained in good working order for the life of the equipment and any future replacement of the diesel backup generator shall be required to be consistent with these emissions specifications. The operator of the facility at which the generator is located shall maintain records of the testing schedule for the diesel backup generator for the life of that diesel backup generator and to provide this information for review to the planning department within three months of requesting such information.	Project sponsor	Project sponsor to submit generator specifications for approval prior to issuance of building permit. Maintenance, ongoing.	Planning Department	Equipment specifications portion considered complete when equipment specifications approved by Environmental Review Officer. Maintenance is ongoing and records are subject to planning department review upon request.

[1] *Definitions of MMRP Column Headings:*

Adopted Mitigation Measures: Full text of the mitigation measure(s) copied verbatim from the final CEQA document.

*Implementation Responsibility***:** Entity who is responsible for implementing the mitigation measure. 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 need to be implemented.

Monitoring/Reporting Responsibility: Identifies who is responsible for monitoring compliance with the mitigation measure and any reporting responsibilities. In most cases it is the Planning Department who is responsible for monitoring compliance with the mitigation measure. 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 is considered complete. This may also identify requirements for verifying compliance.