



SAN FRANCISCO PLANNING DEPARTMENT

Initial Study – Community Plan Evaluation

Case No.: **2016-001514ENV**
Project Address: **1950 Mission**
Zoning: Mission NCT (Neighborhood Commercial Transit) District
45-X (along Wiese Street)/85-X (along Mission Street) Height and Bulk District
Block/Lot: 3554/005
Lot Size: 36,400 square feet
Plan Area: Eastern Neighborhoods Area Plan
Project Sponsor: BRIDGE Housing Corporation, Alicia Gaylord, 415-321-3569
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PROJECT DESCRIPTION

The proposed project includes demolition of 11 one-story modular wood frame buildings currently serving as a City of San Francisco Navigation Center that provides shelter and services for homeless individuals, and construction of two mixed-use buildings containing 157 affordable housing units. The nine story, 85-foot-tall (94-foot-tall with elevator penthouse), approximately 98,050 gross-square-foot (gsf) Mission Street building would provide 93 dwelling units in about 90,980 gsf of residential space over ground-floor retail space, the building lobby, an art studio, a laundry, and various meeting and building utility rooms. A total of 114 Class 1 bicycle parking spaces would be provided for residents of both buildings in eight bicycle storage rooms located near the elevators on each residential floor of the Mission Street building. An additional 114 bicycle parking spaces would be provided in the bicycle storage rooms but these would not be considered Class 1 spaces because they would be located on the top deck of double-deck bike racks. Six Class 1 bicycle parking spaces would be provided at the ground level. Eighteen Class 2 bicycle parking spaces would be provided on the Mission and Wiese Street sidewalks.¹ No off-street vehicular parking would be provided. Due west and across a courtyard from the Mission Street building would be the five story, 44-foot-tall,² approximately 60,650 gsf Wiese Street building (54-foot-tall with shade structure) with 64 dwelling units in about 52,340 gsf of residential space over ground-floor space for artist studios, youth/media, community and multi-purpose rooms, and an infant/toddler childcare facility. A five-level bridge would allow for pedestrian access between the two buildings. The total dwelling unit mix for both buildings would include 24 studio, eight junior one-bedroom, 36 one-bedroom, 73 two-bedroom and 16 three-bedroom units.

A pedestrian passage (the proposed Paseo de Artistas) located at the south end of the project site would connect Mission and Wiese streets, and also provide access to the interior artist studios, community

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

² Wiese Street building elevation is relative to Wiese Street, which is about 5 feet higher than Mission Street.

services and open space. At the north end of the project site the proposed Paseo de Ninos would provide access from Mission Street to the interior daycare facility. Primary access to residences in both buildings would be via an entrance on Mission Street near the center of the building frontage. All street-facing ground floor retail spaces would have individual entrances on Mission Street.

In compliance with the San Francisco Better Streets Plan³, the proposed project would also provide various new streetscape features along the Mission and Wiese Street frontages, including four new trees on Mission Street and six new trees on Wiese Street, and new paving on the 15-foot-wide Mission Street sidewalk. The Wiese Street sidewalk would also be widened from 3¾ feet to 6 feet.

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

The approximately 182-foot by 200-foot project site is located on the west side of Mission Street, mid-way between 15th and 16th streets and bounded by Mission Street on the east and Wiese Street on the west (see Figure 1, Project Location). The project site slopes gently downward from Wiese Street to Mission Street and the proposed project would require excavation of approximately 4,800 cubic yards to a depth of about 8 feet below the ground surface, primarily below the Wiese Street building. The Mission Street building would be constructed above the zone-of-influence for the Bay Area Rapid Transit (BART) tunnel⁵ and its foundation would be supported by an estimated 161 torque-down piles drilled to a depth

³ The City's Better Streets Policy (Administrative Code Section 98.1), adopted in 2006, states that streets are for all types of transportation, particularly walking and transit, and requires City agencies to coordinate the planning, design and use of public rights-of-way to carry out the vision for streets contained in the policy. To facilitate this, the City developed the *Better Streets Plan*, which became effective in January 2011.

⁴ *Child Care and Mission Girls Programming Proposed by Mission Neighborhood Centers at 1950 Mission Street*. Attachment to March 20, 2017 email from Mitchell Crispell, Project Manager, Bridge Housing to Debora Dwyer, Senior Environmental Planner, San Francisco Planning Department. This document (and all other documents cited in this report, unless otherwise noted), is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2016-001514ENV.

⁵ The BART tunnel zone-of-influence is defined as the area above a line extending upward at an inclination of 1.5:1 (horizontal:vertical) from the base of the below-grade BART tunnel structure. Construction within this area must be reviewed by BART and cannot impose any temporary or permanent adverse effects on the tunnel structure. The proposed Mission Street building would be constructed within the zone-of-influence for the BART tunnel that runs beneath Mission Street.

of about 50 feet below the ground surface. No impact pile driving is proposed or required.⁶ Construction of the proposed project is anticipated to take approximately 20 months and include seven partially overlapping phases: demolition; excavation, shoring, and installation of torque-down piles; foundation and superstructure; exterior enclosure; base building (internal framing/rough-in); interior finishing; and landscaping and site work.

Figure 1 shows the proposed project's location; Figure 2 shows an aerial photograph of the existing site; Figure 3 shows the proposed site plan; Figure 4 shows the level 1 plan; Figure 5 shows the 6th floor Mission Street building and rooftop Wiese building plans; Figure 6 shows the Mission Street elevation; Figure 7 shows the south elevation; and Figure 8 shows the Wiese Street elevation.

PROJECT SETTING

The project site is in an intensively and long-developed area of the Mission District neighborhood characterized by two to four story buildings with multi-unit residential, office and retail uses. Many of the buildings in the vicinity of the project site have residences over various ground-floor commercial uses. Immediately to the north of the project site is a four-story mixed-use building with 15 units above ground-floor retail space. To the immediate south is a two-story office building. Across Mission Street from the project site are a drug store (adjacent to the northeast 16th Street Mission BART plaza) and two- and three-story multi-unit residential buildings with ground-floor retail space. To the west, across Wiese Street and opposite the proposed Wiese Street building, are the rear sides of several two to four story multi-unit residential buildings that front on Julian Avenue.

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

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

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

- 1979 Mission Street (Case No. 2013.1543E) would involve demolition of all existing improvements on the project site and construction of a five to 10 story (up to 105-foot high), 345,013 sf building with 351 residential units and off-street parking with approximately 155 off-street vehicular parking spaces and 166 Class 1 bicycle spaces and a minimum of 27 Class 2 bicycle spaces. This project is currently under review by the Planning Department.

⁶ Torque-down piles are concrete-filled steel pipe piles that are rotated into the ground with a drill rig. Installation of torque-down piles involves less noise and vibration than installation of piles driven by an impact hammer.

- 1900 Mission Street (Case No. 2013.1330E) would involve demolition of an existing one-story, 1,690 sf automotive repair station and construction of a 16,022 gross sq. ft., seven-story, 75-foot-tall mixed-use building with 12 dwelling units, about 805 sq. ft. of ground-floor commercial space, and 18 Class 1 bicycle parking spaces at the basement level. This project is currently under review by the Planning Department.
- 1726 Mission Street (Case No. 2014-002026ENV) would involve demolition of an existing 3,500-square-foot, vacant two-story industrial building and construction of a six-story, 68-foot-tall mixed-use building with 36 dwelling units, 29 parking spaces, and approximately 900 square feet of commercial space. This project is currently under review by the Planning Department.
- 344 14th Street and 1463 Stevenson Street (Case No. 2014.0948ENV) would involve removal of a surface-level parking lot and construction two buildings: at 344 14th Street, a five story (58-foot-tall) mixed-use residential building with 45 units, about 5,850 sf of ground floor retail space, 28 vehicular parking spaces and 46 bicycle parking spaces; at 1463 Stevenson, a three story, 40-foot-tall building with about 19,000 sf of Small Enterprise Workspace uses, 19 vehicular parking spaces and two bicycle parking spaces. This project is currently under review by the Planning Department.
- 235 Valencia Street (Case No. 2016-007877ENV) would involve demolition of an existing one story, 9,210 sf commercial building and construction of a five-story, 55-foot-tall mixed-use building with 50 dwelling units, about 5,480 sf of ground-floor retail space, no vehicular parking and 51 Class 1 bicycle spaces. This project is currently under review by the Planning Department.
- 1990 Folsom Street (Case No. 2016-015092ENV) would involve demolition of an existing one-story building and construction of a 156,230 gsf, mixed-use residential building with 143 units and space devoted to a variety of community, day care and PDR uses. This project is currently under review by the Planning Department.
- 2100 Mission Street (Case No. 2009.0880E) would involve demolition of a one-story, 7,630 sf commercial building and construction of a six-story, 65-foot-tall mixed-use building with 30 dwelling units, about 3,000 sf of ground-floor commercial space, 14 vehicular and 29 bicycle parking spaces. This project is currently on hold.
- 1721 15th Street (Case No. 2016-008652ENV) would involve demolition of an existing two-story, 10,470 sf industrial building and construction of a five-story, 55-foot-tall mixed-use residential building with 23 dwelling units, 5,800 sf of ground-floor retail space, and 23 vehicular and 23 Class 1 bicycle parking spaces. This project is currently under review by the Planning Department.
- 1500 15th Street (Case No. 2016-011827ENV) would involve demolition of an existing one-story, approximately 1,200-square-foot (sf) automotive sales office and smog check facility (built in 1945) and construction of as much as an eight-story, 76-foot-tall (88-foot-tall with elevator penthouse), approximately 62,085 sf residential building with 184 units, no vehicular and 44 Class 1 bicycle parking spaces. This project is currently under review by the Planning Department.
- 1801 and 1863 Mission Street (Case No. 2009.1011E_3) would involve construction of a seven-story, 68-foot-tall, 22,610-gsf mixed-use building with 17 dwelling units, 1,100 gsf of ground-floor retail space, 740 gsf of second-floor office space, seven vehicular and 28 Class 1 bicycle parking

spaces at 1801 Mission Street; and a four-to seven-story (38 to 65-foot-tall) mixed-use residential building with 37 dwelling units, 1,015 gsf of retail, 18 vehicular and 40 Class 1 bicycle parking spaces. This project is currently under review by the Planning Department.

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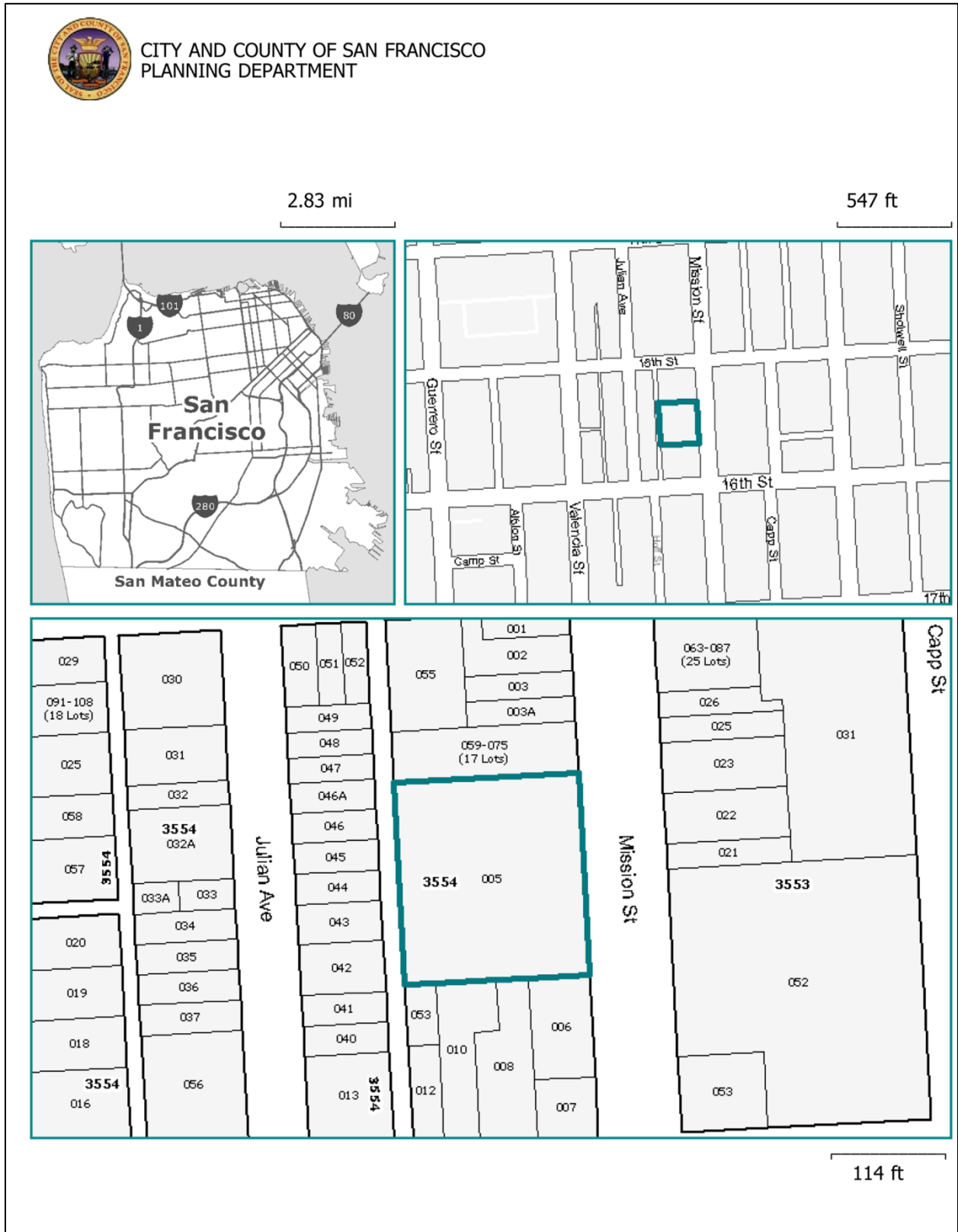


Figure 1. 1950 Mission Street Project Location



Figure 2. Existing 1950 Mission Street Project Site (Within Green Square)

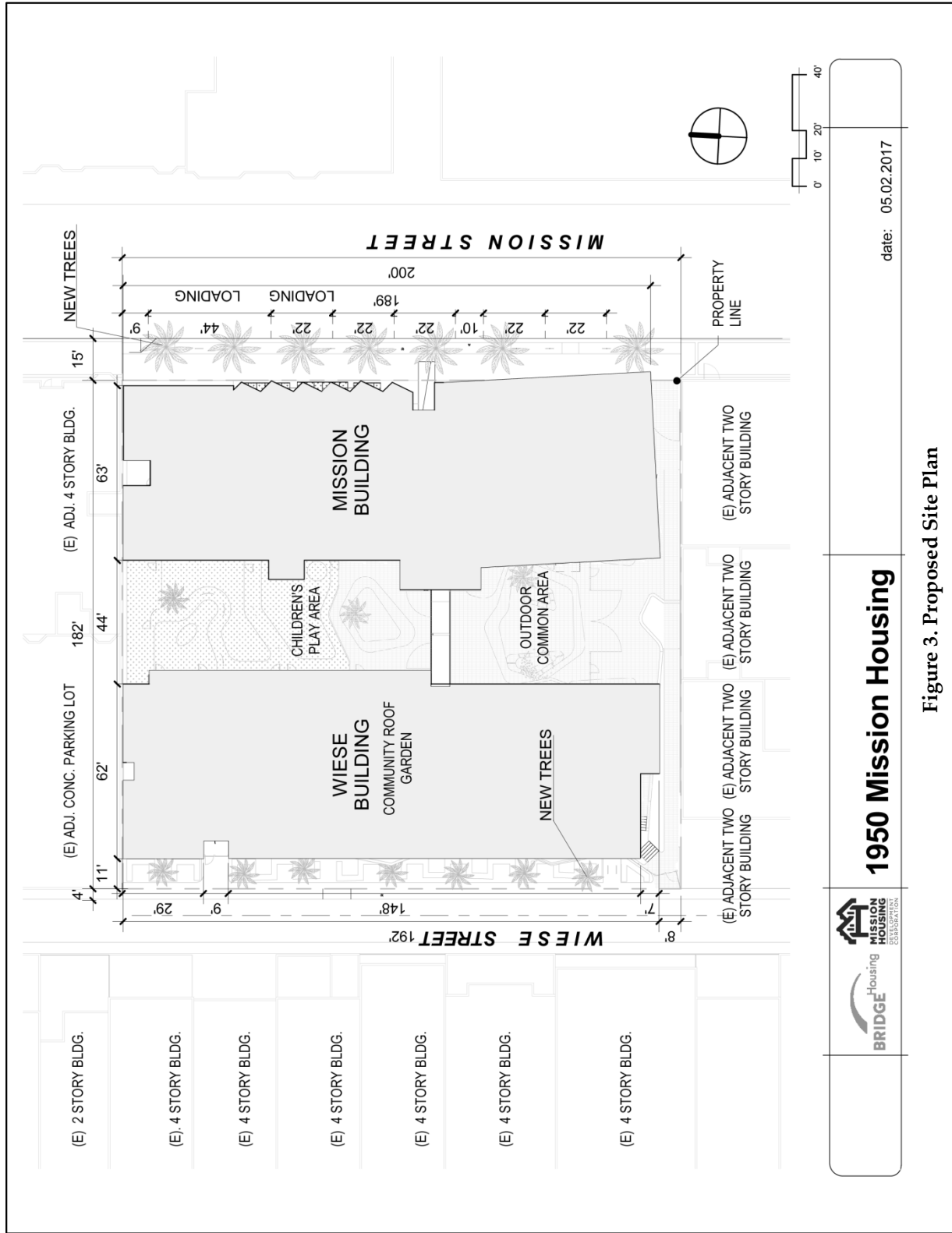
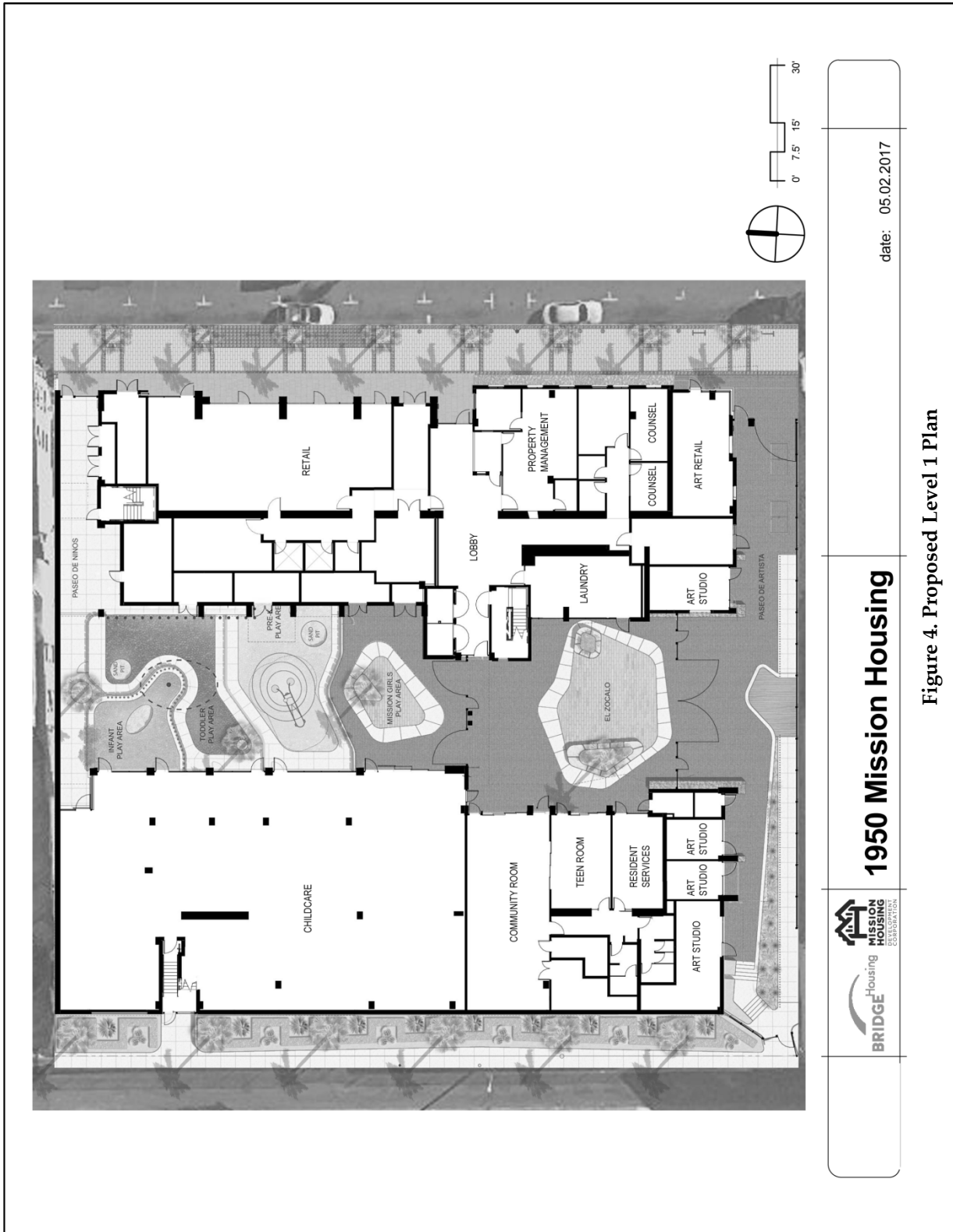


Figure 3. Proposed Site Plan



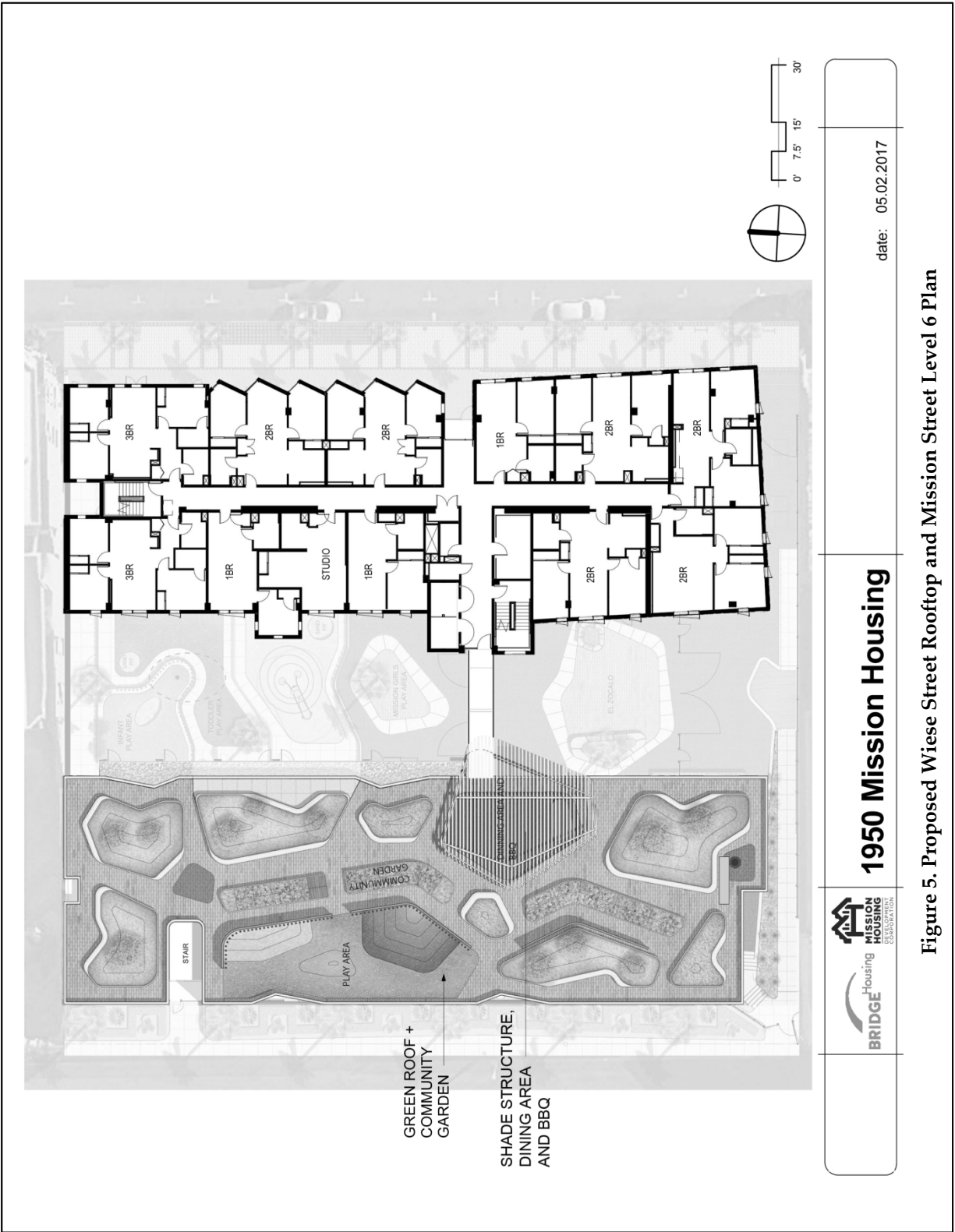
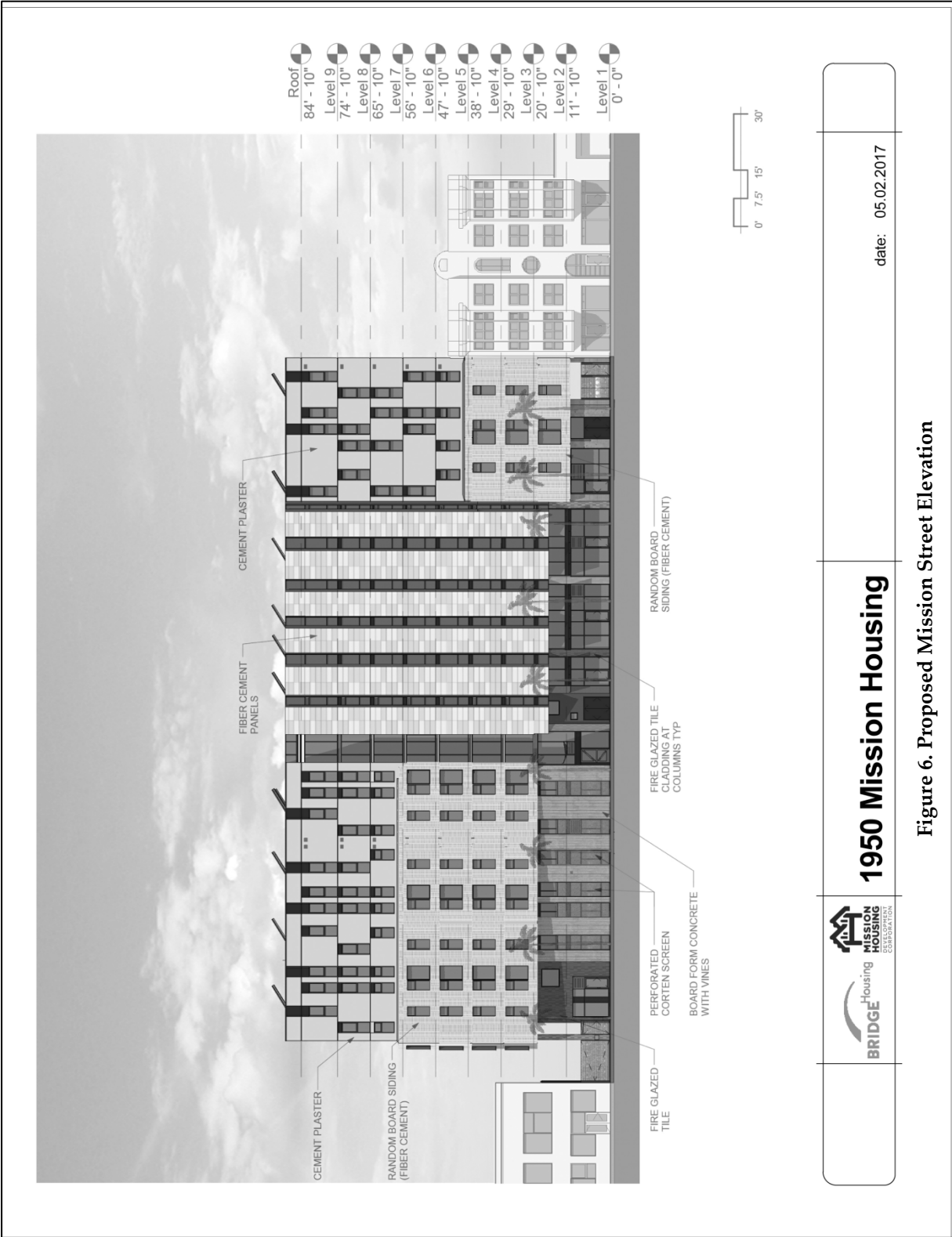
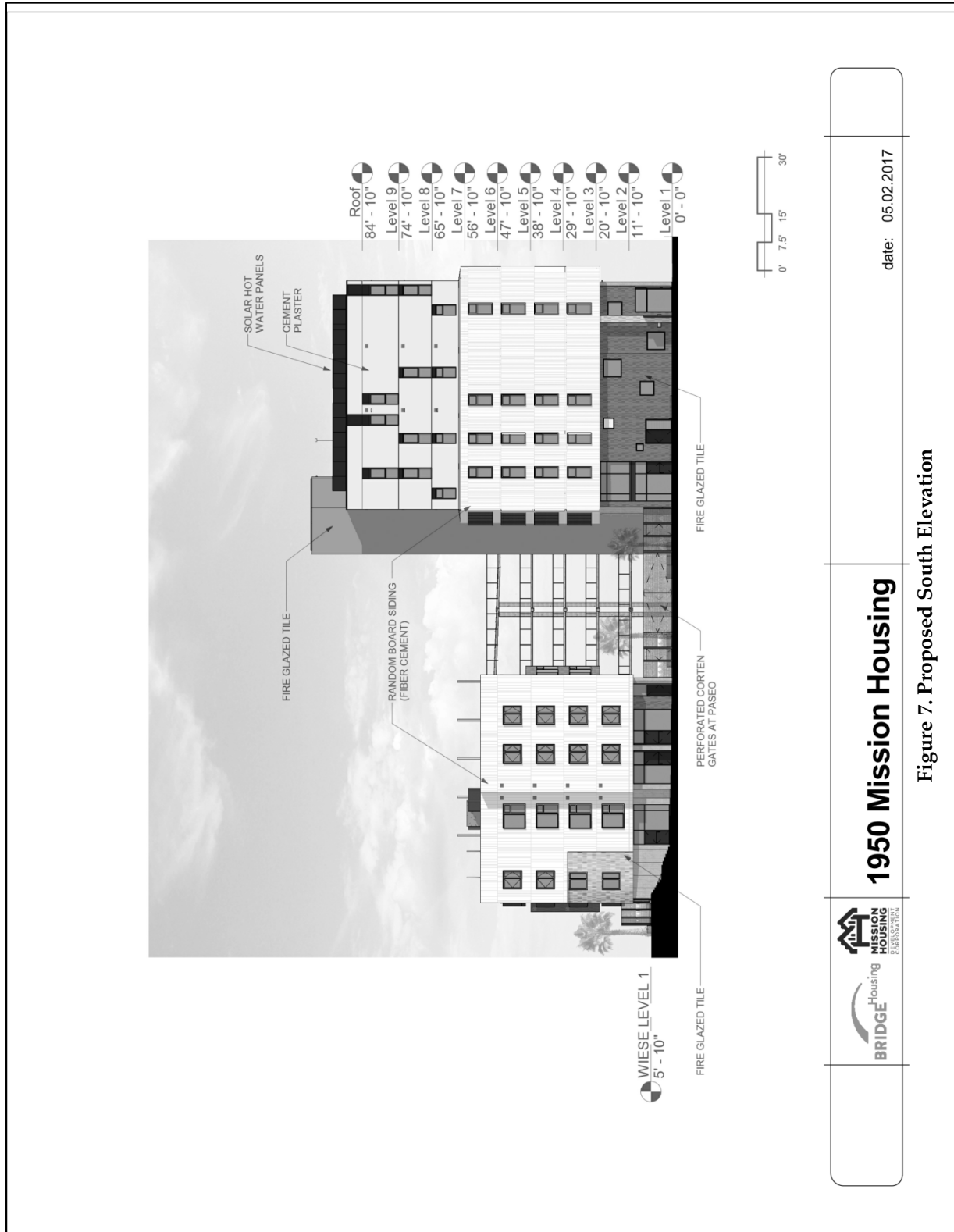


Figure 5. Proposed Wiese Street Rooftop and Mission Street Level 6 Plan





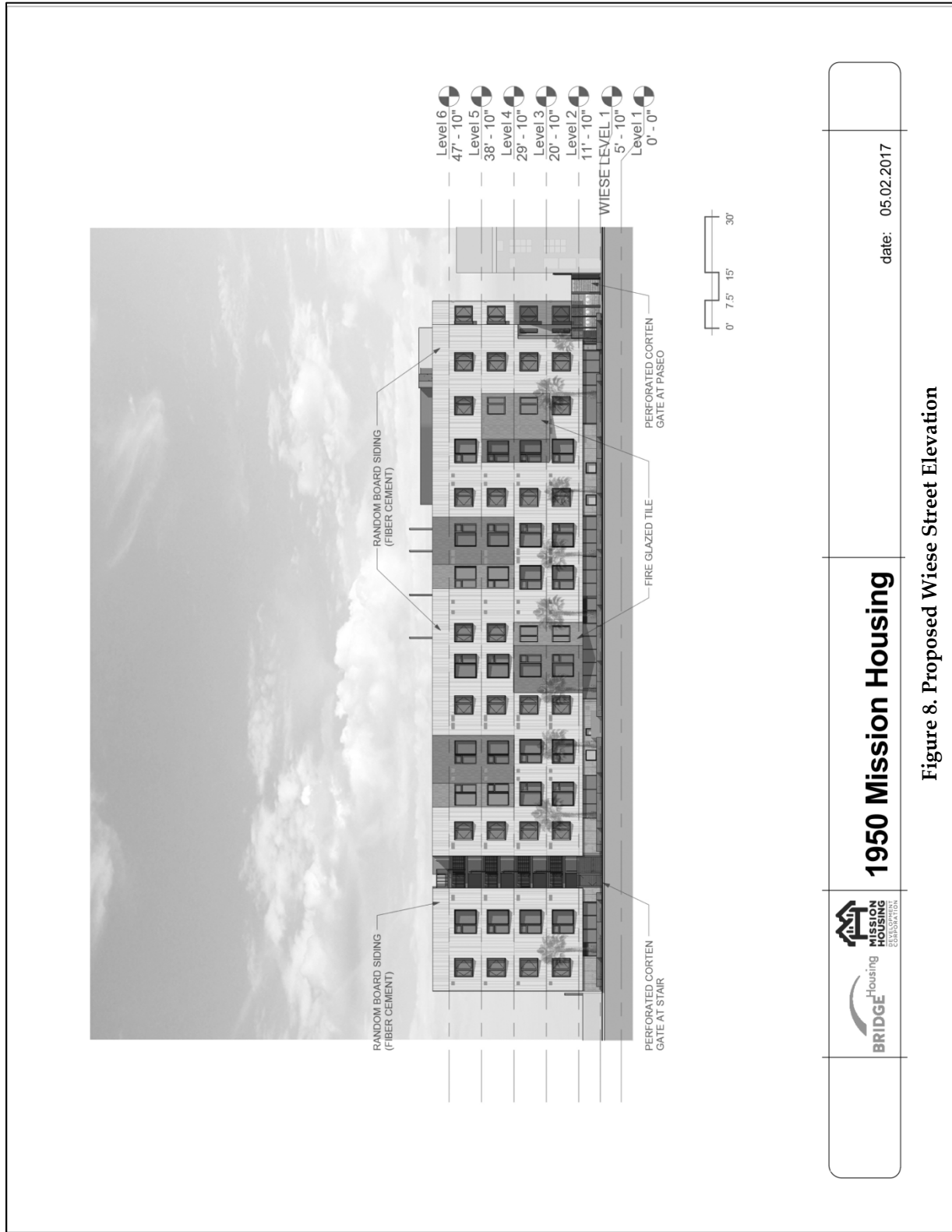


Figure 8. Proposed Wiese Street Elevation

PROJECT APPROVAL

The 1950 Mission Street project would require permits from the Department of Building Inspection for demolition of the 11 existing modular buildings and construction of the proposed project. The proposed project is subject to notification under Planning Code section 312. If discretionary review before the Planning Commission is requested, the discretionary review decision constitutes the approval action for the proposed project. If no discretionary review is requested, the issuance of the building permit constitutes the approval action for the proposed project. The approval action date establishes the start of the 30-day appeal period for this CEQA determination pursuant to section 31.04(h) of the San Francisco Administrative Code.

EVALUATION OF ENVIRONMENTAL EFFECTS

This initial study evaluates whether the environmental impacts of the proposed project are addressed in the programmatic environmental impact report for the Eastern Neighborhoods Rezoning and Area Plans (Eastern Neighborhoods PEIR).⁷ The initial study considers whether the proposed project would result in significant impacts that: (1) are peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or off-site effects in the PEIR; or (3) are previously identified significant effects, which as a result of substantial new information that was not known at the time that the Eastern Neighborhoods PEIR was certified, are determined to have a more severe adverse impact than discussed in the PEIR. Such impacts, if any, will be evaluated in a project-specific, focused mitigated negative declaration or environmental impact report. If no such impacts are identified, no additional environmental review shall be required for the project beyond that provided in the Eastern Neighborhoods PEIR and this project-specific initial study in accordance with CEQA section 21083.3 and CEQA Guidelines section 15183.

Mitigation measures identified in the PEIR are discussed under each topic area, and measures that are applicable to the proposed project are provided under the Mitigation Measures section at the end of this initial study.

The Eastern Neighborhoods PEIR identified significant impacts related to land use, transportation, cultural resources, shadow, noise, air quality, and hazardous materials. Additionally, the PEIR identified significant cumulative impacts related to land use, transportation, and cultural resources. Mitigation measures were identified for the above impacts and reduced all impacts to less-than-significant except for those related to land use (cumulative impacts on Production, Distribution, and Repair (PDR) use), transportation (program-level and cumulative traffic impacts at nine intersections; program-level and cumulative transit impacts on seven Muni lines), cultural resources (cumulative impacts from demolition of historical resources), and shadow (program-level impacts on parks).

The proposed project would include construction of two mixed-use buildings: a nine-story, approximately 98,050-gsf building on Mission Street and a five-story, approximately 60,650-gsf building on Wiese Street, together containing a total of 157 affordable housing units over ground-floor retail, community services, artists' studios, a center courtyard and pedestrian walkways at the north and south ends of the project site. As discussed below in this initial study, the proposed project would not result in

⁷ San Francisco Planning Department, Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (PEIR), Planning Department Case No. 2004.0160E, State Clearinghouse No. 2005032048, certified August 7, 2008. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed August 17, 2012.

new, significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the Eastern Neighborhoods PEIR.

CHANGES IN THE REGULATORY ENVIRONMENT

Since the certification of the Eastern Neighborhoods PEIR in 2008, several new policies, regulations, statutes, and funding measures have been adopted, passed, or are underway that affect the physical environment and/or environmental review methodology for projects in the Eastern Neighborhoods Plan areas. As discussed in each topic area referenced below, these policies, regulations, statutes, and funding measures have implemented or will implement mitigation measures or further reduce less-than-significant impacts identified in the PEIR. These include:

- State legislation amending CEQA to eliminate consideration of aesthetics and parking impacts for infill projects in transit priority areas, effective January 2014 (see “Aesthetics and Parking” heading below).
- State legislation amending CEQA and San Francisco Planning Commission resolution replacing level of service (LOS) analysis of automobile delay with vehicle miles traveled (VMT) analysis, effective March 2016 (see “Automobile Delay and Vehicle Miles Travelled” heading below).
- San Francisco Bicycle Plan update adoption in June 2009, Better Streets Plan adoption in 2010, Transit Effectiveness Project (aka “Muni Forward”) adoption in March 2014, Vision Zero adoption by various City agencies in 2014, Proposition A and B passage in November 2014, and the Transportation Sustainability Program (see initial study Transportation section).
- San Francisco ordinance establishing Noise Regulations Related to Residential Uses near Places of Entertainment effective June 2015 (see initial study Noise section).
- San Francisco ordinances establishing Construction Dust Control, effective July 2008, and Enhanced Ventilation Required for Urban Infill Sensitive Use Developments, amended December 2014 (see initial study Air Quality section).
- San Francisco Clean and Safe Parks Bond passage in November 2012 and San Francisco Recreation and Open Space Element of the General Plan adoption in April 2014 (see initial study Recreation section).
- Urban Water Management Plan adoption in 2011 and Sewer System Improvement Program process (see initial study Utilities and Service Systems section).
- Article 22A of the Health Code amendments effective August 2013 (see initial study Hazardous Materials section).

Aesthetics and Parking

In accordance with CEQA section 21099 – Modernization of Transportation Analysis for Transit Oriented Projects – aesthetics and parking shall not be considered in determining if a project has the potential to result in significant environmental effects, provided the project meets all of the following three criteria:

- a) The project is in a transit priority area;
- b) The project is on an infill site; and
- c) The project is residential, mixed-use residential, or an employment center.

The proposed project meets each of the above three criteria and thus, this initial study does not consider aesthetics or parking in determining the significance of project impacts under CEQA.⁸ Project elevations are included in the project description.

Automobile Delay and Vehicle Miles Traveled

In addition, CEQA section 21099(b)(1) requires that the State Office of Planning and Research (OPR) develop revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects that “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” CEQA section 21099(b)(2) states that upon certification of the revised guidelines for determining transportation impacts pursuant to section 21099(b)(1), automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment under CEQA.

In January 2016, OPR published for public review and comment a [Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA](#)⁹ recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric. On March 3, 2016, in anticipation of the future certification of the revised CEQA Guidelines, the San Francisco Planning Commission adopted OPR’s recommendation to use the VMT metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution 19579). (Note: the VMT metric does not apply to the analysis of project impacts on non-automobile modes of travel such as transit, walking, and bicycling.) Therefore, impacts and mitigation measures from the Eastern Neighborhoods PEIR associated with automobile delay are not discussed in this initial study, including PEIR Mitigation Measures E-1: Traffic Signal Installation, E-2: Intelligent Traffic Management, E-3: Enhanced Funding, and E-4: Intelligent Traffic Management. Instead, a VMT analysis is provided in the Transportation section.

⁸ San Francisco Planning Department. Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 1950 Mission Street, October 28, 2016.

⁹ This document is available online at: https://www.opr.ca.gov/s_sb743.php.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
1. LAND USE AND LAND USE PLANNING—Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial impact upon the existing character of the vicinity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR determined that adoption of the rezoning and area plans would result in an unavoidable significant impact on land use due to the cumulative loss of PDR. The proposed project would not remove any existing PDR uses and would therefore not contribute to any impact related to loss of PDR uses that was identified in the Eastern Neighborhoods PEIR. In addition, the project site was zoned RC-4 (Residential Commercial – High Density) prior to the rezoning of Eastern Neighborhoods. The RC-4 zoning district did not encourage PDR uses and the rezoning of the project site to the current zoning designation of the Mission NCT District did not contribute to the significant impact identified in the Eastern Neighborhoods PEIR.

The Eastern Neighborhoods PEIR determined that implementation of the area plans would not create any new physical barriers in the Eastern Neighborhoods because the rezoning and area plans do not provide for any new major roadways, such as freeways that would disrupt or divide the plan area or individual neighborhoods or subareas.

The Citywide Planning and Current Planning divisions of the planning department have determined that the proposed project is permitted in the Mission NCT District and is consistent with the Mission Area Plan, including Objective 1.1 of the plan that calls for strengthening the Mission’s existing mixed use character while maintaining the neighborhood as a place to live and work. The proposed project is consistent with the development density envisioned in the Mission Area Plan and would not exceed the applicable split 45 and 85-foot height limit, except for certain rooftop features such as open space features, mechanical screens, and stair and elevator penthouses as allowable by the Planning Code.^{10,11}

Because the proposed project is consistent with the development density established in the Eastern Neighborhoods Rezoning and Area Plans, implementation of the proposed project would not result in significant impacts that were not identified in the Eastern Neighborhoods PEIR related to land use and land use planning, and no mitigation measures are necessary.

¹⁰ Steve Wertheim, San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Citywide Planning and Policy Analysis, 1950 Mission Street, April 17, 2017.
¹¹ Jeff Joslin, San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Current Planning Analysis, 1950 Mission Street, June 22, 2017.

Topics:	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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**2. POPULATION AND HOUSING—
Would the project:**

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

One of the objectives of the Eastern Neighborhoods area plans is to identify appropriate locations for housing in the City’s industrially zoned land to meet the citywide demand for additional housing. The PEIR assessed how the rezoning actions would affect housing supply and location options for businesses in the Eastern Neighborhoods and compared these outcomes to what would otherwise be expected without the rezoning, assuming a continuation of development trends and ad hoc land use changes (such as allowing housing within industrial zones through conditional use authorization on a case-by-case basis, site-specific rezoning to permit housing, and other similar case-by-case approaches). The PEIR concluded that adoption of the rezoning and area plans “would induce substantial growth and concentration of population in San Francisco.” The PEIR states that the increase in population expected to occur as a result of the proposed rezoning and adoption of the area plans would not, in itself, result in adverse physical effects, and would serve to advance key City policy objectives, such as providing housing in appropriate locations next to Downtown and other employment generators and furthering the City’s transit first policies. It was anticipated that the rezoning would result in an increase in both housing development and population in all of the area plan neighborhoods. The Eastern Neighborhoods PEIR determined that the anticipated increase in population and density would not directly result in significant adverse physical effects on the environment. However, the PEIR identified significant cumulative impacts on the physical environment that would result indirectly from growth afforded under the rezoning and area plans, including impacts on land use, transportation, air quality, and noise. The PEIR contains detailed analyses of these secondary effects under each of the relevant resource topics, and identifies mitigation measures to address significant impacts where feasible.

The PEIR determined that implementation of the rezoning and area plans would not have a significant impact from the direct displacement of existing residents, and that each of the rezoning options considered in the PEIR would result in less displacement as a result of unmet housing demand than would be expected under the No Project scenario because the addition of new housing would provide some relief to housing market pressure without directly displacing existing residents. However, the PEIR also noted that residential displacement is not solely a function of housing supply, and that adoption of the rezoning and area plans could result in indirect, secondary effects on neighborhood character through

gentrification that could displace some residents. The PEIR discloses that the rezoned districts could transition to higher-value housing, which could result in gentrification and displacement of lower-income households, and states moreover that lower-income residents of the Eastern Neighborhoods, who also disproportionately live in crowded conditions and in rental units, are among the most vulnerable to displacement resulting from neighborhood change.

Pursuant to CEQA Guidelines sections 15131 and 15064(e), economic and social effects such as gentrification and displacement are only considered under CEQA where these effects would cause substantial adverse physical impacts on the environment. Only where economic or social effects have resulted in adverse physical changes in the environment, such as the phenomena of “blight” or “urban decay,” have courts upheld environmental analysis that consider such effects. But without such a connection to an adverse physical change, consideration of social or economic impacts “shall not be considered a significant effect” per CEQA Guidelines 15382. While the Eastern Neighborhoods PEIR disclosed that adoption of the Eastern Neighborhoods Rezoning and Area Plans could contribute to gentrification and displacement, it did not determine that these potential socio-economic effects would result in significant adverse physical impacts on the environment.

As noted in the Project Description, the project site currently serves as the location for a Navigation Center, a program initiated in March 2015 that is dedicated to shelter and rapidly house members of San Francisco’s homeless population.¹² The Navigation Center provides temporary room and board to as many as 75 San Franciscans and their pets at any given time while case managers connect them to stable income, public benefits and permanent housing. Clients currently served at the 1950 Mission Street Navigation Center would be transferred to existing Navigation Centers located at the Civic Center Hotel (at 12th and Market Streets) and at the eastern end of 25th Street (in the Dogpatch neighborhood), or to a temporary Navigation Center at 1515 South Van Ness that is planned to open in the summer of 2017.¹³ As such, the proposed project would not displace substantial numbers of existing housing units or people or create demand for additional housing that would necessitate the construction of replacement housing.

The project’s proposed 157 units would provide housing for about 496 residents.¹⁴ Based on the Planning Department’s Transportation Impact Analysis Guidelines for Environmental Review¹⁵ (Transportation Guidelines), retail uses generate approximately one employee for every 350 gsf. For the approximately 2,517 gsf of retail space, this would equate to about five employees. As noted in the Project Description, the proposed day care facility would employ about 10 staff and the Mission Girls program would employ about four staff during the school year and six staff during the summer. The four artist studios would presumably host four artists. These direct effects of the proposed project on population and housing would not result in new or substantially more severe significant impacts on the physical environment beyond those identified in the Eastern Neighborhoods PEIR. The project’s contribution to indirect effects on the physical environment attributable to population growth are evaluated in this initial study under

¹² The Navigation Center is a partnership of the Mayor’s Office of Housing Opportunity, Partnerships and Engagement (HOPE), the Human Services Agency (HSA), the Department of Public Health (DPH), lead service provider, Episcopal Community Services (ECS), and nonprofit partner Mission Neighborhood Resource Center (MNRC).

¹³ Email from Kevin Kitchingham, Mayor’s Office of Housing and Community Development to Chris Thomas, San Francisco Planning Department, June 15, 2017.

¹⁴ Estimated number of new residents based on average household size (3.16) of occupied housing units in the Census Tract 201 per the 2011-2015 American Community Survey Five-Year Estimates and the proposed project’s 157 new dwelling units (157 x 3.16 = 496 residents).

¹⁵ San Francisco Planning Department. Transportation Impact Analysis Guidelines for Environmental Review. October, 2002.

land use, transportation and circulation, noise, air quality, greenhouse gas emissions, recreation, utilities and service systems, and public services.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
3. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Historic Architectural Resources

Pursuant to CEQA Guidelines sections 15064.5(a)(1) and 15064.5(a)(2), historical resources are buildings or structures that are listed, or are eligible for listing, in the California Register of Historical Resources or are identified in a local register of historical resources, such as articles 10 and 11 of the San Francisco Planning Code. The Eastern Neighborhoods PEIR determined that future development facilitated through the changes in use districts and height limits under the Eastern Neighborhoods Area Plans could have substantial adverse changes on the significance of both individual historical resources and on historical districts within the plan areas. The PEIR determined that approximately 32 percent of the known or potential historical resources in the plan areas could potentially be affected under the preferred alternative. The Eastern Neighborhoods PEIR found this impact to be significant and unavoidable. This impact was addressed in a statement of overriding considerations with findings and adopted as part of the Eastern Neighborhoods Rezoning and Area Plans approval on January 19, 2009.

The proposed project would involve demolition of the 11 portable buildings currently situated on the project site. The project site is in the Inner Mission North Historic Resources Survey area but was not assessed in this survey. Accordingly, a historic resource evaluation was prepared to evaluate whether the project site and its current structures possess sufficient historical significance to qualify as a historic resource or for individual listing on the California Register of Historic Resources.¹⁶ The San Francisco Unified School District, the former property owner, moved the portable buildings to the site in 1973. One of the buildings was built circa 1945, ten were built in 1969, and one was built circa 2015. The historic

¹⁶ JRP Historical Consulting, LLC. Historic Resource Evaluation 1950 Mission Street Project, San Francisco, California. April 2017.

resources evaluation determined that neither the project site nor any of its individual buildings demonstrate association with significant historic events or people, or have high architectural merit or association with a master architect or builder. The San Francisco Planning Department preservation team has concurred with this determination.¹⁷ Furthermore, the parcel is not located within a historic district or in an area being considered for designation as a historic district. Therefore, the project site is not considered to be a historic resource for purposes of CEQA. As such, the proposed demolition/removal of these structures would not contribute to the significant historic resource impact identified in the Eastern Neighborhoods PEIR, and no historic resource mitigation measures would apply to the proposed project.

For these reasons, the proposed project would not result in significant impacts on historic architectural resources that were not identified in the Eastern Neighborhoods PEIR.

Archeological Resources

The Eastern Neighborhoods PEIR determined that implementation of the area plan could result in significant impacts on archeological resources and identified three mitigation measures that would reduce these potential impacts to a less than significant level. Eastern Neighborhoods PEIR Mitigation Measure J-1 applies to properties for which a final archeological research design and treatment plan is on file at the Northwest Information Center and the Planning Department. Mitigation Measure J-2 applies to properties for which no archeological assessment report has been prepared or for which the archeological documentation is incomplete or inadequate to serve as an evaluation of potential effects on archeological resources under CEQA. Mitigation Measure J-3, which applies to properties in the Mission Dolores Archeological District, requires that a specific archeological testing program be conducted by a qualified archeological consultant with expertise in California prehistoric and urban historical archeology.

The proposed project, which would result in excavation of approximately 4,800 cubic yards to a depth of about 8 feet below the ground surface,¹⁸ lies within Archeological Mitigation Zone J-3: Mission Dolores Archeological District and is therefore subject to Eastern Neighborhoods PEIR Mitigation Measure J-3. A preliminary archeological review conducted by Planning Department staff archeologists determined that the potential of the project to significantly adversely affect archeological resources would be reduced to less than significant by implementation of Project Mitigation Measure 1. This mitigation measure requires the project sponsor to retain the services of a qualified archeological consultant who would implement an archeological testing program as specified by the measure. If the archeological testing program finds that significant archeological resources may be present, additional measures including continued testing, archeological monitoring, and/or an archeological data recovery program would be required. The project sponsor has agreed to implement Project Mitigation Measure 1 (full text is provided in the “Mitigation and Improvement Measures” section below).

For these reasons, the proposed project would not result in significant impacts on archeological resources that were not identified in the Eastern Neighborhoods PEIR.

¹⁷ San Francisco Planning Department. *Preservation Team Review Form, 1950 Mission Street*. May 30, 2017.

¹⁸ As noted in the Project Description, an estimated 161 torque-down piles would be drilled to a depth of approximately 50 feet below ground surface to stabilize the east building foundation in the vicinity of the BART tunnel zone-of-influence.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
4. TRANSPORTATION AND CIRCULATION—Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR anticipated that growth resulting from the zoning changes would not result in significant impacts related to pedestrians, bicyclists, loading, or construction traffic. The PEIR states that in general, the analyses of pedestrian, bicycle, loading, emergency access, and construction transportation impacts are specific to individual development projects, and that project-specific analyses would need to be conducted for future development projects under the Eastern Neighborhoods Rezoning and Area Plans.

Accordingly, the planning department prepared a transportation impact study and conducted project-level and cumulative analysis of the pedestrian, bicycle, loading, and construction transportation impacts of the proposed project.¹⁹ Based on this project-level review, the department determined that the proposed project would not have significant impacts either individually or cumulatively that are peculiar to the project or the project site.

The Eastern Neighborhoods PEIR anticipated that growth resulting from the zoning changes could result in significant impacts on transit ridership, and identified seven transportation mitigation measures, which are described further below in the Transit sub-section. Even with mitigation, however, it was

¹⁹ Stantec Consulting Services. 1950 Mission Street Transportation Impact Study. June 29, 2017.

anticipated that the significant adverse cumulative impacts on transit lines could not be reduced to a less than significant level. Thus, these impacts were found to be significant and unavoidable.

As discussed above under “Automobile Delay and Vehicle Miles Travelled,” in response to state legislation that called for removing automobile delay from CEQA analysis, the Planning Commission adopted resolution 19579 replacing automobile delay with a VMT metric for analyzing transportation impacts of a project. Therefore, impacts and mitigation measures from the Eastern Neighborhoods PEIR associated with automobile delay are not discussed in this initial study.

The Eastern Neighborhoods PEIR did not evaluate vehicle miles traveled or the potential for induced automobile travel. The VMT analysis presented below evaluates the project’s transportation effects using the VMT metric.

The project site is not located within an airport land use plan area, or in the vicinity of a private airstrip. Therefore, initial study checklist topic 4c is not applicable.

Vehicle Miles Traveled (VMT) Analysis

Many factors affect travel behavior. These factors include density, diversity of land uses, design of the transportation network, access to regional destinations, distance to high-quality transit, development scale, demographics, and transportation demand management. Typically, low-density development at great distance from other land uses, located in areas with poor access to non-private vehicular modes of travel generate more automobile travel compared to development located in urban areas, where a higher density, mix of land uses, and travel options other than private vehicles are available.

Given these travel behavior factors, San Francisco has a lower VMT ratio than the nine-county San Francisco Bay Area region. In addition, some areas of the city have lower VMT ratios than other areas of the city. These areas of the city can be expressed geographically through transportation analysis zones. Transportation analysis zones are used in transportation planning models for transportation analysis and other planning purposes. The zones vary in size from single city blocks in the downtown core, multiple blocks in outer neighborhoods, to even larger zones in historically industrial areas like the Hunters Point Shipyard.

The San Francisco County Transportation Authority uses the San Francisco Chained Activity Model Process (SF-CHAMP) to estimate VMT by private automobiles and taxis for different land use types. Travel behavior in SF-CHAMP is calibrated based on observed behavior from the California Household Travel Survey 2010-2012, Census data regarding automobile ownership rates and county-to-county worker flows, and observed vehicle counts and transit boardings. SF-CHAMP uses a synthetic population, which is a set of individual actors that represents the Bay Area’s actual population, who make simulated travel decisions for a complete day. The transportation authority uses tour-based analysis for office and residential uses, which examines the entire chain of trips over the course of a day, not just trips to and from the project. For retail uses, the transportation authority uses trip-based analysis, which counts VMT from individual trips to and from the project (as opposed to an entire chain of trips). A trip-based approach, as opposed to a tour-based approach, is necessary for retail projects because a

tour is likely to consist of trips stopping in multiple locations, and the summarizing of tour VMT to each location would over-estimate VMT.^{20,21}

For residential development, the existing regional average daily VMT per capita is 17.2.²² For office development, the regional average daily work-related VMT per employee is 19.1. For retail development, the regional average daily retail VMT per employee is 14.9.²³ Average daily VMT for all three land uses is projected to decrease in future 2040 cumulative conditions. Refer to Table 1: Daily Vehicle Miles Traveled, which includes the transportation analysis zone in which the project site is located, 236.

Table 1. Daily Vehicle Miles Traveled

Land Use	Existing			Cumulative 2040		
	Bay Area Regional Average	Bay Area Regional Average minus 15%	TAZ 236	Bay Area Regional Average	Bay Area Regional Average minus 15%	TAZ 236
Households (Residential)	17.2	14.6	4.3	16.1	13.7	3.6
Employment (Office)	19.1	16.2	7.6	17.0	14.5	7.1
Employment (Retail)	14.9	12.6	8.8	14.6	12.4	9.0

A project would have a significant effect on the environment if it would cause substantial additional VMT. OPR’s *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA* (“proposed transportation impact guidelines”) recommends screening criteria to identify types, characteristics, or locations of projects that would not result in significant impacts to VMT. If a project meets one of the three screening criteria provided (map-based screening, small projects, and proximity to transit stations), then it is presumed that VMT impacts would be less than significant for the project and a detailed VMT analysis is not required. Map-based screening is used to determine if a project site is located within a transportation analysis zone that exhibits low levels of VMT; small projects are projects that would generate fewer than 100 vehicle trips per day; and the proximity to transit stations criterion

²⁰ To state another way: a tour-based assessment of VMT at a retail site would consider the VMT for all trips in the tour, for any tour with a stop at the retail site. If a single tour stops at two retail locations, for example, a coffee shop on the way to work and a restaurant on the way back home, then both retail locations would be allotted the total tour VMT. A trip-based approach allows us to apportion all retail-related VMT to retail sites without double-counting.

²¹ San Francisco Planning Department, Executive Summary: Resolution Modifying Transportation Impact Analysis, Appendix F, Attachment A, March 3, 2016.

²² Includes the VMT generated by the households in the region and averaged across the household population to determine VMT per capita.

²³ Retail travel is not explicitly captured in SF-CHAMP, rather, there is a generic "Other" purpose which includes retail shopping, medical appointments, visiting friends or family, and all other non-work, non-school tours. The retail efficiency metric captures all of the "Other" purpose travel generated by Bay Area households. The denominator of employment (including retail; cultural, institutional, and educational; and medical employment; school enrollment, and number of households) represents the size, or attraction, of the zone for this type of "Other" purpose travel.

includes projects that are within a half mile of an existing major transit stop, have a floor area ratio of greater than or equal to 0.75, vehicle parking that is less than or equal to that required or allowed by the Planning Code without conditional use authorization, and are consistent with the applicable Sustainable Communities Strategy.

As shown in Table 1 above, the existing average daily household VMT per capita for TAZ 236 (the transportation analysis zone the project site is located in) is 4.3. This is 75 percent below the existing regional average daily VMT per capita of 17.2. In addition, as shown in Table 1 above, existing average daily VMT per employee for office uses in TAZ 236 is 7.6. This is 60 percent below the existing regional average daily VMT per capita of 19.1. Also, as shown in Table 1 above, existing average daily VMT per employee for retail uses in TAZ 236 is 8.8. This is 41 percent below the existing regional average daily VMT per capita of 14.9. Given the project site is located in an area where existing VMT is more than 15 percent below the existing regional average, the proposed project's residential, retail and day care uses would not result in substantial additional VMT and impacts would be less-than-significant.²⁴ In addition, the proposed project's occupants would also be within a half mile of an existing major transit stop, the proposed project buildings would have a floor area ratio of greater than or equal to 0.75, no vehicle parking would be provided (which is less than or equal to that required or allowed by the Planning Code without conditional use authorization), and the proposed project would be consistent with the applicable Sustainable Communities Strategy. The proposed project thus satisfies OPR's proximity to transit station screening criteria for VMT analysis, indicating a less-than-significant impact with regard to VMT. Therefore, the proposed project would result in a less-than-significant impact with regard to VMT.

Trip Generation

As discussed under the Project Description, the proposed project includes construction of two mixed-use buildings containing 157 affordable housing units, ground-floor retail (fronting on Mission Street), and space for artist's studios, childcare, and after-school and summer youth programming (Mission Girls, in the Wiese Street building). A total of 120 Class 1 bicycle spaces would be provided (114 in the bicycle storage rooms on floors 2 to 9 of the Mission Street building and six on the ground floor). Up to 114 additional bicycle parking spaces would be included in the above referenced bicycle storage rooms but these would not be Class 1 as they would be located on the top deck of double-deck bike racks. Eighteen Class 2 bicycle parking spaces (bicycle racks within the public right-of-way) would be provided for both the residential and ground floor uses. No off-street vehicular parking would be provided.

Localized trip generation of the proposed project was calculated using a trip-based analysis and information in the *2002 Transportation Impacts Analysis Guidelines for Environmental Review* (SF Guidelines) developed by the San Francisco Planning Department.²⁵ Consistent with the SF Guidelines and guidance provided in Attachment A to the CEQA section 21099 eligibility checklist referenced in footnote 23, childcare and youth programs are treated as office uses even though the proposed project would not include any office uses. The proposed project would generate an estimated 2,300 person trips (inbound and outbound) on a weekday daily basis, consisting of 883 person trips by auto, 802 transit trips, 354 walk trips and 261 trips by other modes. During the p.m. peak hour, the proposed project would generate an

²⁴ San Francisco Planning Department. Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 1950 Mission Street, October 28, 2016. .

²⁵ Stantec Consulting Services. 1950 Mission Street Transportation Impact Study. June 29, 2017.

estimated 365 person trips, consisting of 136 person trips by auto (112 vehicle trips accounting for vehicle occupancy data for Census Tract 201), 136 transit trips, 51 walk trips and 42 trips by other modes.

Transit

Mitigation Measures E-5 through E-11 in the Eastern Neighborhoods PEIR were adopted as part of the plan with uncertain feasibility to address significant transit impacts. These measures are not applicable to the proposed project, as they are plan-level mitigations to be implemented by City and County agencies. In compliance with a portion of Mitigation Measure E-5: Enhanced Transit Funding, the City adopted impact fees for development in the Eastern Neighborhoods plan areas that goes towards funding transit and complete streets. In addition, the San Francisco Board of Supervisors approved amendments to the San Francisco Planning Code, referred to as the Transportation Sustainability Fee (Ordinance 200-154, effective December 25, 2015).²⁶ The fee updated, expanded, and replaced the prior Transit Impact Development Fee, which is in compliance with portions of Mitigation Measure E-5: Enhanced Transit Funding. In compliance with Mitigation Measure E-11: Transportation Demand Management, the San Francisco Board of Supervisors approved amendments to the San Francisco Planning Code to create a Transportation Demand Management (TDM) Program for all new projects of certain sizes, in all zoning districts (Ordinance No. 34-17, effective March 19, 2017).²⁷ Both the Transportation Sustainability Fee and the TDM program are part of the Transportation Sustainability Program.²⁸ In compliance with all or portions of Mitigation Measure E-6: Transit Corridor Improvements, Mitigation Measure E-7: Transit Accessibility, Mitigation Measure E-9: Rider Improvements, and Mitigation Measure E-10: Transit Enhancement, the SFMTA is implementing the Transit Effectiveness Project (TEP), which was approved by the SFMTA Board of Directors in March 2014. The TEP (now called Muni Forward) includes system-wide review, evaluation, and recommendations to improve service and increase transportation efficiency. Examples of transit priority and pedestrian safety improvements within the Eastern Neighborhoods Plan area as part of Muni Forward include the 14 Mission Rapid Transit Project, the 22 Fillmore Extension along 16th Street to Mission Bay (expected construction between 2017 and 2020), and the Travel Time Reduction Project on Route 9 San Bruno (initiation in 2015). In addition, Muni Forward includes service improvements to various routes within the Eastern Neighborhoods Plan area; for instance the implemented new Route 55 on 16th Street.

Mitigation Measure E-7 also identifies implementing recommendations of the Bicycle Plan and Better Streets Plan. As part of the San Francisco Bicycle Plan, adopted in 2009, a series of minor, near-term, and long-term bicycle facility improvements are planned within the Eastern Neighborhoods, including along 2nd Street, 5th Street, 17th Street, Townsend Street, Illinois Street, and Cesar Chavez Boulevard. The San Francisco Better Streets Plan, adopted in 2010, describes a vision for the future of San Francisco's pedestrian realm and calls for streets that work for all users. The Better Streets Plan requirements were codified in Section 138.1 of the Planning Code and new projects constructed in the Eastern Neighborhoods Plan area are subject to varying requirements, dependent on project size. Another effort which addresses transit accessibility, Vision Zero, was adopted by various City agencies in 2014. Vision Zero focuses on building better and safer streets through education, evaluation, enforcement, and engineering. The goal is to eliminate all traffic fatalities by 2024. Vision Zero projects within the Eastern

²⁶ Two additional fees were created at the Board of Supervisors for TSF regarding hospitals and health services, grandfathering, and additional fees for larger projects: see Board file nos. 151121 and 151257.

²⁷ See <https://sfgov.legistar.com/View.ashx?M=F&ID=4979626&GUID=D19B15D5-5169-4ADE-8C32-0966CE4201C8>

²⁸ See <http://tsp.sfplanning.org>

Neighborhoods Plan area include pedestrian intersection treatments along Mission Street from 18th to 23rd streets, the Potrero Avenue Streetscape Project from Division to Cesar Chavez streets, and the Howard Street Pilot Project, which includes pedestrian intersection treatments from 4th to 6th streets.

The project site is located within a quarter mile of several local transit lines including Muni lines 12-Folsom/Pacific, 14-Mission, 14R-Mission Rapid, 22-Fillmore, 33-Ashbury/18th, 49-Van Ness and 55-16th Street. The proposed project would be expected to generate 802 daily transit trips, including 136 during the p.m. peak hour. Given the wide availability of nearby transit, the addition of 136 p.m. peak hour transit trips would be accommodated by existing capacity. As such, the proposed project would not result in unacceptable levels of transit service or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service could result.

Each of the rezoning options in the Eastern Neighborhoods PEIR identified significant and unavoidable cumulative impacts relating to increases in transit ridership on Muni lines, with the preferred project having significant impacts on seven lines. Of those lines, the project site is located within a quarter-mile of Muni lines 22-Fillmore, 33-Stanyan and 49-Van Ness. The proposed project would not contribute considerably to these conditions as its contribution of 136 p.m. peak hour transit trips would not be a substantial proportion of the overall additional transit volume generated by Eastern Neighborhood projects. The proposed project would also not contribute considerably to 2040 cumulative transit conditions and thus would not result in any significant cumulative transit impacts. Note that the projected traffic conditions and cumulative effects of project buildout analyzed in the Eastern Neighborhoods PEIR were based on a 2025 horizon year. In order to provide an updated cumulative analysis, the Planning Department determined that year 2040 was an appropriate horizon year for assessing cumulative transit conditions. The transportation analysis therefore reflects updated traffic and transit demand forecasts for the year 2040. Therefore, the cumulative year used in the transportation analysis is year 2040, which is beyond the date (year 2025) analyzed in the Eastern Neighborhoods PEIR.

Loading

Loading at the proposed project, which would include passengers and packages, may cause vehicles to double park on Mission Street, creating potential hazards for motorists, bicyclists and pedestrians. Loading demand for the proposed project's retail and residential use, in addition to childcare and after-school and summer programs was estimated in the project-specific transportation study according to the methodology and trip generation rates specified in Appendix H of the SF Guidelines.²⁹ The residential and retail uses of the proposed project would generate loading demand (for move-ins and move-outs, deliveries) of about four daily truck trips and less than one loading vehicle during either average hour or peak loading hour. For the proposed child care space, up to 46 children would be dropped off and picked up by their caretakers/guardians on foot, by bicycle, by transit, or by car (about half) during the peak hour. For the proposed youth activity program (Mission Girls), during the school year, the up to 35 participants would arrive via vans (typically with seats for eight students) from their schools to attend the after school program and leave on foot (most), by transit, or by car by 6 p.m. each day. During the summer, the approximately 60 summer program participants would arrive and leave on foot, by bicycle, by transit, or by car, resulting in 58 auto person trips (ingress and egress) during the p.m. peak hour.

²⁹ Stantec Consulting Services. 1950 Mission Street Transportation Impact Study. June 29, 2017.

No off-street loading is proposed for the project. As such, the proposed project would not comply with the minimum off-street loading space requirements per Planning Code section 152.1 (which would require one off-street loading space) and the project sponsor would be required to seek an exception to the Planning Code. There are currently seven parking spaces and a 20-foot commercial loading space along the project site's Mission Street frontage. In order to accommodate the loading and unloading that is anticipated to occur along the proposed project's Mission Street frontage, three of the existing parking spaces would be removed and replaced with a 66-foot-long passenger loading zone; in combination with the existing 20-foot-long commercial loading zone, this would result in a 86-foot commercial/passenger dual-use loading zone. The proposed project's loading demand would be accommodated by the commercial/passenger dual-use zone and the two short-term parking spaces on the west side of Mission Street between the project site and 16th Street. Therefore, the proposed project's loading activities would not create potentially hazardous traffic conditions or significant delays affecting traffic, transit, bicycles, or pedestrians, and the proposed project would have a less-than-significant impact related to loading. The project sponsor has agreed to implement Project Improvement Measure I-TR-1, Coordination of Move-in/Move-Out Operations and Large Deliveries, which requires building management to schedule and coordinate residential move-in and move-out activities and larger deliveries, and to assure that such activities do not coincide with weekday peak commute periods or during periods of youth drop-off and pick-up (see Mitigation and Improvement Measures section below). The project sponsor has also agreed to implement Project Improvement Measure TR-2: Develop Transportation Management Plan (TMP), which requires that the project sponsor ensure that the lease agreements for the daycare facility and youth activity center (Mission Girls) include provisions for the development of transportation management plans for each facility that include a variety of actions to coordinate pick-up and drop-off on Mission Street for the youth programs. This measure would further reduce less-than-significant loading-related impacts.

Construction

Demolition of the existing structures and construction of the project is expected to take about 20 months and include seven partially overlapping phases: demolition; excavation, shoring, and piles; foundation and superstructure; exterior enclosure; base building (internal framing/rough-in); interior finishing; and landscaping and site work. Construction-related work would generally occur Monday through Saturday, between 7:00 a.m. and 5:00 p.m. Construction is not anticipated to occur on Sundays or major legal holidays, but may occur on an as-needed basis and if approved by the building department. The hours of construction would be stipulated by the building department, and the contractor would be required to comply with section 2908 of the San Francisco Noise Ordinance (Article 29 of the Police Code), which limits the hours of construction activities to between 7:00 a.m. and 8:00 p.m. without a special permit from the Director of Building Inspection (see discussion below under Noise). Further, the SFMTA *Regulations for Working in San Francisco Streets* (the Blue Book) provides rules and guidance so that construction work can be done both safely and with the least possible interference with pedestrians, bicycle, transit and vehicular traffic.³⁰

Construction associated with the proposed project would generate between three and nine truck trips per day in addition to up to 170 vehicle-trips by construction workers per day, depending on the construction

³⁰ San Francisco Municipal Transportation Agency, *Regulations for Working in San Francisco Streets*. 8th Edition, January 2012. Accessed August 15, 2016 at: <https://www.sfmta.com/sites/default/files/pdfs/2016/Blue%20Book%208th%20Edition%20%28-PDF%29.pdf>.

phase.³¹ Use of public transportation, especially BART at the adjacent 16th Street Mission BART station, will be highly encouraged as an option for the construction workers. The addition of the worker-related vehicle- or transit-trips would not substantially affect transportation conditions, as the trips would be dispersed and any impacts on the transit network would be similar to, or less than, those associated with the proposed project. Construction workers who drive to the site would cause a temporary increase in parking demand and they would likely utilize on-street parking available in the vicinity of the project site or park in off-street garages.³² It is anticipated that a majority of the construction-related truck and equipment traffic would access the site via freeways and use the highway ramp on South Van Ness Avenue to access CA-101 through to I-80 and I-280. The impact of construction truck traffic would be a temporary lessening of the capacities of local streets due to the slower movement and larger turning radii of trucks, which may affect transit operations. The transportation impact study also analyzed cumulative conditions with respect to potential construction traffic from other projects in the vicinity of the proposed project. The 1979 and 1900 Mission Street projects are the only other cumulative projects proposed on the block of Mission Street between 15th and 16th streets. Neither of these projects has been approved and, if approved, both would be subject to the same SFMTA Blue Book rules and guidance with regard to construction work and traffic to ensure public safety and minimum disruption in and around the project site during construction. Accordingly, the transportation study determined that the proposed project would not contribute considerably to any significant construction traffic impacts in the project vicinity.

Overall, the construction-related transportation impacts for the proposed project would be less than significant because they are temporary and intermittent in nature and limited in their effects. However, Improvement Measure I-TR-3: Construction Management have been agreed to by the sponsor in order to reduce potential conflicts between construction activities and pedestrians, bicycles, transit vehicles, and other vehicles (full text is provided in the “Mitigation and Improvement Measures” section below).

Conclusion

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Eastern Neighborhoods PEIR related to transportation and circulation and would not contribute considerably to cumulative transportation and circulation impacts that were identified in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
5. NOISE—Would the project:				
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

³¹ Stantec Consulting Services. 1950 Mission Street Transportation Impact Study. June 29, 2017.

³² The San Francisco Transportation Information Map (accessed June 14, 2017 at <http://sftransportationmap.org/>) indicates that there are 242 publically available parking spaces in garages and lots within one-quarter mile of the project site.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR determined that implementation of the Eastern Neighborhoods Area Plans and Rezoning would result in significant noise impacts during construction activities and due to conflicts between noise-sensitive uses in proximity to noisy uses such as PDR, retail, entertainment, cultural/institutional/educational uses, and office uses. The Eastern Neighborhoods PEIR also determined that incremental increases in traffic-related noise attributable to implementation of the Eastern Neighborhoods Area Plans and Rezoning would be less than significant. The Eastern Neighborhoods PEIR identified six noise mitigation measures, three of which may be applicable to subsequent development projects.³³ These mitigation measures would reduce noise impacts from construction and noisy land uses to less-than-significant levels.

A noise study was prepared for the proposed project that describes the ambient noise environment at the project site, evaluates potential noise from the childcare playground, and specifies sound insulation to be

³³ Eastern Neighborhoods PEIR Mitigation Measures F-3, F-4, and F-6 address the siting of sensitive land uses in noisy environments. In a decision issued on December 17, 2015, the California Supreme Court held that CEQA does not generally require an agency to consider the effects of existing environmental conditions on a proposed project's future users or residents except where a project or its residents may exacerbate existing environmental hazards (*California Building Industry Association v. Bay Area Air Quality Management District*, December 17, 2015, Case No. S213478. Available at: <http://www.courts.ca.gov/opinions/documents/S213478.PDF>). As noted above, the *Eastern Neighborhoods PEIR* determined that incremental increases in traffic-related noise attributable to implementation of the Eastern Neighborhoods Area Plans and Rezoning would be less than significant, and thus would not exacerbate the existing noise environment. Therefore, Eastern Neighborhoods Mitigation Measures F-3, F-4, and F-6 are not applicable. Nonetheless, for all noise sensitive uses, the general requirements for adequate interior noise levels of Mitigation Measures F-3 and F-4 are met by compliance with the acoustical standards required under the California Building Standards Code (California Code of Regulations Title 24).

used for maintaining interior noise environments that meet the Title 24 45 dBA³⁴ interior noise standard.³⁵ The noise study determined that the ambient noise level along the Mission Street property line is 69 dBA (L_{dn}) and 64 dBA (Hourly L_{eq}),³⁶ and concluded that the 45 dBA interior standard for the proposed project residences could be met with standard construction materials and practices.

Construction Noise

Eastern Neighborhoods PEIR Mitigation Measures F-1 and F-2 relate to construction noise. Mitigation Measure F-1 addresses individual projects that include pile-driving, and Mitigation Measure F-2 addresses individual projects that include particularly noisy construction procedures (including pile-driving). The proposed Wiese Street building would be supported by a shallow foundation with either a mat and/or spread footings. The proposed Mission Street building – as discussed in the project description, above the BART zone-of-influence – would be supported by drilled (torque-down rather than impact) piles. As construction of the proposed building would not require impact pile driving, Mitigation Measure F-1 would not be applicable. However, because other heavy equipment would be required during construction in proximity to noise sensitive uses such as the residences immediately to the north of the project site on Mission Street, Mitigation Measures F-2 would be required to reduce construction noise effects to less than significant. Project Mitigation Measure 2 would reduce construction noise by requiring the sponsor to develop and implement a set of noise attenuation measures under the supervision of a qualified acoustical consultant. The project sponsor has agreed to implement Eastern Neighborhoods PEIR Mitigation Measure F-2 as Project Mitigation Measure 2 (full text provided in the “Mitigation Measures” section below).

In addition, all construction activities for the proposed project occurring during the approximately 20 month construction schedule would be subject to the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code). The noise ordinance requires construction work to be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA at a distance of 100 feet from the source; (2) impact tools (such as jack hammers) must have intake and exhaust mufflers that are approved by the Director of Public Works or the Director of the Department of Building Inspection to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the project site property plane by 5 dBA, the work must not be conducted between 8:00 p.m. and 7:00 a.m. unless the Public Works Director authorizes a special permit for conducting the work during that period.

The building department is responsible for enforcing the noise ordinance for private construction projects during normal business hours (8:00 a.m. to 5:00 p.m.). The police department is responsible for enforcing the noise ordinance during all other hours. Nonetheless, during the construction period for the proposed

³⁴ The decibel (dB) scale is used to quantify sound intensity. Because sound can vary in intensity by over one million times within the range of human hearing, a logarithmic loudness scale is used to keep sound intensity numbers at a convenient and manageable level. Since the human ear is not equally sensitive to all sound frequencies within the entire spectrum, human response is factored into sound descriptions in a process called “A-weighting,” expressed as “dBA.” The dBA, or A-weighted decibel, refers to a scale of noise measurement that approximates the range of sensitivity of the human ear to sounds of different frequencies.

³⁵ Vibro-Acoustic Consultants. Memorandum: 1950 Mission St. – 100% Schematic Design Acoustic Review. January 17, 2017.

³⁶ Leq and Ldn are measures of acoustical energy. Leq (also known as the equivalent sound level) represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Common time periods for Leq’s include one hour, eight hours and 24 hours. Ldn (also known as the day-night equivalent level) is a measure of the average noise level over a 24-hour period, that is, the Leq(24), with 10 dB added to measurements made between the hours of 10 p.m. and 7 a.m. to account for increased human sensitivity to noise at night.

project of approximately 20 months, occupants of the nearby properties could be disturbed by construction noise. Times may occur when noise could interfere with indoor activities in nearby residences and other businesses near the project site. The increase in noise in the project area during project construction would not be considered a significant impact of the proposed project, because the construction noise would be temporary, intermittent, and restricted in occurrence and level, as the contractor would be required to comply with the Noise Ordinance and Eastern Neighborhoods PEIR Mitigation Measure F-2 (Project Mitigation Measure 2), which would reduce construction noise impacts to a less-than-significant level.

Operational Noise

Eastern Neighborhoods PEIR Mitigation Measure F-5 addresses impacts related to individual projects that include uses that would be expected to generate noise levels in excess of ambient noise in the project vicinity. The proposed project would result in the occupation of a nine-story and a four-story mixed-use building containing 157 affordable housing units along with space for retail, artist's studios, day care for children, and various youth programs such as Mission Girls. As discussed in the Project Description, residences are immediately north of the project site and fully or partially exposed to the proposed inner courtyard and its play areas. The rear yards of other residents are across Wiese Street from the proposed Wiese Street building. Noise from the operation of the proposed project could result from traffic, mechanical equipment such as heating, ventilation and air conditioning (HVAC) units, children playing in the courtyard, and occasional (monthly) community gatherings of 50 to 75 people in the courtyard.

In regards to potential noise impacts resulting from an increase in area traffic due to the proposed project, an approximate doubling of traffic volumes in the area would be necessary to produce an increase in ambient noise levels noticeable to most people. The proposed project's estimated 112 vehicle trips during the p.m. peak hour discussed in the Transportation and Circulation section would not represent a doubling in traffic volumes in the area and therefore would not cause a noticeable increase in the ambient noise level in the project vicinity. In regards to noise from HVAC and other mechanical equipment, such equipment is required to comply with the standards of noise ordinance section 2909(a), which limits noise from residential properties to no more than 5 dBA above the ambient at any point outside the property plane. Further, noise ordinance section 2909(d) limits noise within a dwelling unit from any fixed noise source to no more than 45 dBA between the hours of 10:00 p.m. to 7:00 a.m. or 55 dBA between the hours of 7:00 a.m. to 10:00 p.m. Compliance with noise ordinance sections 2909(a) and 2909(d) would ensure that noise from the proposed project's mechanical equipment would be less-than-significant. In regards to noise from the children who would occasionally play during daytime hours in the proposed project's interior courtyard, the noise study estimated that the playground noise levels would not exceed an average hourly level of 72 dBA at the exterior of the nearest residence (at the project site's north property plane). This is 8 dB above the measured hourly ambient noise level of 64 dBA (Leq) measured on the proposed project's Mission Street property line. The noise study determined that children's voices, which are predominantly high pitched, could be sufficiently reduced to the 55 dBA daytime indoor limit required by noise ordinance section 2909(d) by the 15 to 25 dB noise reduction provided by standard residential wall construction and modest window glazing with an *outdoor-indoor transmission class* rating of 24.³⁷ Noise from children playing would be intermittent and during daytime hours and therefore would be less-than-significant. Finally, the occasional community gatherings, should they involve music

³⁷ Vibro-Acoustic Consultants. Memorandum: 1950 Mission St. – 100% Schematic Design Acoustic Review. January 17, 2017.

and/or entertainment, are subject to the noise ordinance section 2909(b) limit of 8 dBA above ambient at the property plane. Given the occasional nature that is anticipated for these proposed events, and the 8 dBA above ambient limit at the property plane, a substantial temporary increase in noise at the nearest residence is not expected. For these reasons, Eastern Neighborhoods PEIR Mitigation Measure F-5 is not applicable because noise from the proposed project's traffic, mechanical equipment and children's play area, and the proposed project as a whole, would not be expected to generate excessive noise levels.

The proposed project would be subject to the following interior noise standards, which are described for informational purposes. The California Building Standards Code (Title 24) establishes uniform noise insulation standards. The Title 24 acoustical requirement for residential structures is incorporated into section 1207 of the San Francisco Building Code and requires these structures be designed to prevent the intrusion of exterior noise so that the noise level with windows closed, attributable to exterior sources, shall not exceed 45 dBA in any habitable room. In compliance with Title 24, the building department would review the final building plans to ensure that the building wall, floor/ceiling, and window assemblies meet Title 24 acoustical requirements. As noted, the noise study made recommendations regarding insulation and determined that Title 24 interior noise standards could be met by the use of standard construction materials and practices.

Additionally, the proposed project is within 300 feet of a place of entertainment (El Tin Tan at 3065 16th Street) and would be subject to the Noise Regulations Relating to Residential Uses near Places of Entertainment (Ordinance 70-15, effective June 19, 2015). The intent of these regulations is to address noise conflicts between residential uses in noise critical areas, such as near highways and other high-volume roadways, railroads, rapid transit lines, airports, nighttime entertainment venues or industrial areas. In accordance with the adopted regulations, residential structures to be located where the day-night average sound level (Ldn) or community noise equivalent level (CNEL) exceeds 60 decibels shall require an acoustical analysis with the application of a building permit showing that the proposed design would limit exterior noise to 45 decibels in any habitable room. Furthermore, the regulations require the Planning Department and Planning Commission to consider the compatibility of uses when approving residential uses adjacent to or near existing permitted places of entertainment and take all reasonably available means through the City's design review and approval processes to ensure that the design of new residential development projects take into account the needs and interests of both the places of entertainment and the future residents of the new development.

The project site is not located within an airport land use plan area, within two miles of a public airport, or in the vicinity of a private airstrip. Therefore, topic 12e and f from the CEQA Guidelines, Appendix G is not applicable.

For the above reasons, the proposed project would not result in significant noise impacts that were not identified in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
6. AIR QUALITY—Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR identified potentially significant air quality impacts resulting from construction activities and impacts to sensitive land uses³⁸ as a result of exposure to elevated levels of diesel particulate matter (DPM) and other toxic air contaminants (TACs). The Eastern Neighborhoods PEIR identified four mitigation measures that would reduce these air quality impacts to less-than-significant levels and stated that with implementation of identified mitigation measures, the area plan would be consistent with the Bay Area 2005 Ozone Strategy, the applicable air quality plan at that time. All other air quality impacts were found to be less than significant.

Eastern Neighborhoods PEIR Mitigation Measure G-1 addresses air quality impacts during construction, and PEIR Mitigation Measures G-3 and G-4 address proposed uses that would emit DPM and other TACs.³⁹

Construction Dust Control

Eastern Neighborhoods PEIR Mitigation Measure G-1 Construction Air Quality requires individual projects involving construction activities to include dust control measures and to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. The San Francisco Board of Supervisors subsequently approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The intent of the Construction Dust Control Ordinance is to reduce the quantity of fugitive dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and

³⁸ The Bay Area Air Quality Management District (BAAQMD) considers sensitive receptors as: children, adults or seniors occupying or residing in: 1) residential dwellings, including apartments, houses, condominiums, 2) schools, colleges, and universities, 3) daycares, 4) hospitals, and 5) senior care facilities. BAAQMD, Recommended Methods for Screening and Modeling Local Risks and Hazards, May 2011, page 12.

³⁹ The Eastern Neighborhoods PEIR also includes Mitigation Measure G-2, which has been superseded by Health Code Article 38, as discussed below, and is no longer applicable.

to avoid orders to stop work by the building department. Project-related construction activities would result in construction dust, primarily from ground-disturbing activities.

For projects over one half-acre, such as the proposed project, the Dust Control Ordinance requires that the project sponsor submit a dust control plan for approval by the San Francisco Department of Public Health. The building department will not issue a building permit without written notification from the Director of Public Health that the applicant has a site-specific dust control plan, unless the director waives the requirement. The site-specific dust control plan would require the project sponsor to implement additional dust control measures such as installation of dust curtains and windbreaks, suspension of construction during high wind conditions, and provision of independent third-party inspections and monitoring.

The regulations and procedures set forth by the San Francisco Dust Control Ordinance would ensure that construction dust impacts would not be significant. These requirements supersede the dust control provisions of PEIR Mitigation Measure G-1. Therefore, the portion of PEIR Mitigation Measure G-1 Construction Air Quality that addresses dust control is no longer applicable to the proposed project.

Criteria Air Pollutants

While the Eastern Neighborhoods PEIR determined that at a program-level the Eastern Neighborhoods Rezoning and Area Plans would not result in significant regional air quality impacts, the PEIR states that “Individual development projects undertaken in the future pursuant to the new zoning and area plans would be subject to a significance determination based on the Bay Area Air Quality Management District’s quantitative thresholds for individual projects.”⁴⁰ The air district’s *CEQA Air Quality Guidelines* provide screening criteria⁴¹ for determining whether a project’s criteria air pollutant emissions would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. Pursuant to the air quality guidelines, projects that meet the screening criteria do not have a significant impact related to criteria air pollutants. Criteria air pollutant emissions during construction and operation of the proposed project would meet the air quality guidelines screening criteria as the proposed 157-unit residential building would be below the 240 dwelling unit construction criteria pollutant screening size and 451 dwelling unit operational criteria pollutant screening size. As described in the project description, the proposed project would also include space for retail, childcare, youth programs and artist studios. Together, these uses would total about 17,460 gsf. With the exception of a day-care center (which has construction and operational screening sizes of 277,000 sf and 53,000 sf, respectively), the air quality guidelines do not provide screening criteria for youth programs and artist studios. However, the total for these non-residential uses within the proposed project of 17,640 gsf is well below the construction and/or operational screening size for any equivalent use (such as schools and day-care centers) listed in the air quality guidelines screening criteria. Therefore, the project would not have a significant impact related to criteria air pollutants, and a detailed air quality assessment is not required.

⁴⁰ San Francisco Planning Department, Eastern Neighborhood’s Rezoning and Area Plans Final Environmental Impact Report. See page 346. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=4003>. Accessed June 4, 2014.

⁴¹ Bay Area Air Quality Management District, CEQA Air Quality Guidelines, updated May 2011. See pp. 3-2 to 3-3.

Health Risk

Since certification of the PEIR, San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or Health Code, article 38 (Ordinance 224-14, amended December 8, 2014). The purpose of article 38 is to protect the public health and welfare by establishing an *air pollutant exposure zone* and imposing an enhanced ventilation requirement for all urban infill sensitive use development within this zone. The air pollutant exposure zone as defined in article 38 are areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative PM_{2.5} concentration, cumulative excess cancer risk, and incorporates health vulnerability factors and proximity to freeways. Projects within the zone require special consideration to determine whether the project’s activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality.

Construction

The project site is not located within an identified air pollutant exposure zone. Therefore, the ambient health risk to sensitive receptors from air pollutants is not considered substantial and the remainder of Mitigation Measure G-1 that requires the minimization of construction exhaust emissions is not applicable to the proposed project.

Siting New Sources

The proposed project would not be expected to generate 100 trucks per day or 40 refrigerated trucks per day. Therefore, Eastern Neighborhoods PEIR Mitigation Measure G-3 is not applicable. In addition, the proposed project would not include any sources that would emit DPM or other TACs. Therefore, Eastern Neighborhoods PEIR Mitigation Measure G-4 is not applicable and impacts related to siting new sources of pollutants would be less than significant.

Conclusion

For the above reasons, none of the Eastern Neighborhoods PEIR air quality mitigation measures are applicable to the proposed project and the project would not result in significant air quality impacts that were not identified in the PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
7. GREENHOUSE GAS EMISSIONS—Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR assessed the GHG emissions that could result from rezoning of the Mission Area Plan under the three rezoning options. The Eastern Neighborhoods Rezoning Options A, B, and C are anticipated to result in GHG emissions on the order of 4.2, 4.3 and 4.5 metric tons of CO₂E⁴² per service population,⁴³ respectively. The Eastern Neighborhoods PEIR concluded that the resulting GHG emissions from the three options analyzed in the Eastern Neighborhoods Area Plans would be less than significant. No mitigation measures were identified in the PEIR.

The Bay Area Air Quality Management District has prepared guidelines and methodologies for analyzing GHGs. These guidelines are consistent with CEQA Guidelines sections 15064.4 and 15183.5 which address the analysis and determination of significant impacts from a proposed project's GHG emissions and allow for projects that are consistent with an adopted GHG reduction strategy to conclude that the project's GHG impact is less than significant. San Francisco's *Strategies to Address Greenhouse Gas Emissions*⁴⁴ presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's GHG reduction strategy in compliance with the air district and CEQA guidelines. These GHG reduction actions have resulted in a 23.3 percent reduction in GHG emissions in 2012 compared to 1990 levels,⁴⁵ exceeding the year 2020 reduction goals outlined in the air district's *2017 Clean Air Plan*,⁴⁶ Executive Order S-3-05⁴⁷, and Assembly Bill 32 (also known as the Global Warming Solutions Act).^{48,49} In addition, San Francisco's GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under Executive Orders S-3-05,⁵⁰ B-30-15,^{51,52} and Senate Bill (SB) 32.^{53,54} Therefore, projects that are consistent with San Francisco's GHG Reduction Strategy

⁴² CO₂E, defined as equivalent Carbon Dioxide, is a quantity that describes other greenhouse gases in terms of the amount of Carbon Dioxide that would have an equal global warming potential.

⁴³ Memorandum from Jessica Range to Environmental Planning staff, Greenhouse Gas Analyses for Community Plan Exemptions in Eastern Neighborhoods, April 20, 2010. This memorandum provides an overview of the GHG analysis conducted for the Eastern Neighborhoods PEIR and provides an analysis of the emissions using a service population (equivalent of total number of residents and employees) metric.

⁴⁴ San Francisco Planning Department, *Strategies to Address Greenhouse Gas Emissions in San Francisco*, November 2010. Available at http://sfmea.sfplanning.org/GHG_Reduction_Strategy.pdf, accessed March 3, 2016.

⁴⁵ ICF International, Technical Review of the 2012 Community-wide Inventory for the City and County of San Francisco, January 21, 2015.

⁴⁶ Bay Area Air Quality Management District, *Clean Air Plan*, April 19, 2017. Available at <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>, accessed June 21, 2017.

⁴⁷ Office of the Governor, *Executive Order S-3-05*, June 1, 2005. Available at <https://www.gov.ca.gov/news.php?id=1861>, accessed March 3, 2016.

⁴⁸ California Legislative Information, *Assembly Bill 32*, September 27, 2006. Available at http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf, accessed March 3, 2016.

⁴⁹ Executive Order S-3-05, Assembly Bill 32, and the Bay Area 2010 Clean Air Plan set a target of reducing GHG emissions to below 1990 levels by year 2020.

⁵⁰ Executive Order S-3-05 sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million MTCO₂E); by 2020, reduce emissions to 1990 levels (approximately 427 million MTCO₂E); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million MTCO₂E).

⁵¹ Office of the Governor, *Executive Order B-30-15*, April 29, 2015. Available at <https://www.gov.ca.gov/news.php?id=18938>, accessed March 3, 2016. Executive Order B-30-15 sets a state GHG emissions reduction goal of 40 percent below 1990 levels by the year 2030.

⁵² San Francisco's GHG reduction goals are codified in Section 902 of the Environment Code and include: (i) by 2008, determine City GHG emissions for year 1990; (ii) by 2017, reduce GHG emissions by 25 percent below 1990 levels; (iii) by 2025, reduce GHG emissions by 40 percent below 1990 levels; and by 2050, reduce GHG emissions by 80 percent below 1990 levels.

⁵³ Senate Bill 32 amends California Health and Safety Code Division 25.5 (also known as the California Global Warming Solutions Act of 2006) by adding Section 38566, which directs that statewide greenhouse gas emissions to be reduced by 40 percent below 1990 levels by 2030.

would not result in GHG emissions that would have a significant effect on the environment and would not conflict with state, regional, and local GHG reduction plans and regulations.

As described in the Project Description section above, the proposed project would increase the intensity of use of the site by introducing residential uses (157 units), retail, artist studio space, and various community services (childcare and youth-oriented programs). Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential and community service operations that result in an increase in energy use, water use, wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

The proposed project would be subject to regulations adopted to reduce GHG emissions as identified in the GHG reduction strategy. As discussed below, compliance with the applicable regulations would reduce the project's GHG emissions related to transportation, energy use, waste disposal, wood burning, and use of refrigerants.

Compliance with the City's Commuter Benefits Program, Transportation Demand Management Programs, Transportation Sustainability Fee, and bicycle parking requirements in residential buildings would reduce the proposed project's transportation-related emissions. These regulations reduce GHG emissions from single-occupancy vehicles by promoting the use of alternative transportation modes with zero or lower GHG emissions on a per capita basis. In addition, and as discussed in the Project Description section above, no off-street parking is proposed.

The proposed project would be required to comply with the energy efficiency requirements of the City's Green Building Code, Stormwater Management Ordinance, and Water Conservation and Irrigation ordinances, which would promote energy and water efficiency, thereby reducing the proposed project's energy-related GHG emissions.⁵⁴ Additionally, the project would be required to meet the renewable energy criteria of the Green Building Code, further reducing the project's energy-related GHG emissions.

The proposed project's waste-related emissions would be reduced through compliance with the City's Recycling and Composting Ordinance, Construction and Demolition Debris Recovery Ordinance, and Green Building Code requirements. These regulations reduce the amount of materials sent to a landfill, reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy⁵⁶ and reducing the energy required to produce new materials.

Compliance with the City's Street Tree Planting requirements would serve to increase carbon sequestration. Other regulations, including those limiting refrigerant emissions and the Wood Burning Fireplace Ordinance would reduce emissions of GHGs and black carbon, respectively. As discussed in the Project Description section, four new trees on Mission Street and six new trees on Wiese Street would be provided with the proposed project. Regulations requiring low-emitting finishes would reduce volatile

⁵⁴ Senate Bill 32 was paired with Assembly Bill 197, which would modify the structure of the State Air Resources Board; institute requirements for the disclosure of greenhouse gas emissions criteria pollutants, and toxic air contaminants; and establish requirements for the review and adoption of rules, regulations, and measures for the reduction of greenhouse gas emissions.

⁵⁵ Compliance with water conservation measures reduce the energy (and GHG emissions) required to convey, pump and treat water required for the project.

⁵⁶ Embodied energy is the total energy required for the extraction, processing, manufacture and delivery of building materials to the building site.

organic compounds (VOCs).⁵⁷ Thus, the proposed project was determined to be consistent with San Francisco’s GHG reduction strategy.⁵⁸

Therefore, the proposed project’s GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations. Furthermore, the proposed project is within the scope of the development evaluated in the PEIR and would not result in impacts associated with GHG emissions beyond those disclosed in the PEIR. For the above reasons, the proposed project would not result in significant GHG emissions that were not identified in the Eastern Neighborhoods PEIR and no mitigation measures are necessary.

Topics:	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
8. WIND AND SHADOW—Would the project:				
a) Alter wind in a manner that substantially affects public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Wind

Based on the height and location of the proposed approximately 85-foot-tall Mission Street building, a pedestrian wind evaluation was prepared by a qualified wind consultant for the proposed project that analyzed potential wind effects in pedestrian areas for both the 85-foot-tall Mission Street building and the 44-foot-tall Wiese Street building.⁵⁹ The objective of the wind evaluation was to provide a qualitative assessment of the potential wind impacts of the proposed development. The wind evaluation characterizes the existing conditions at the project site as moderately windy, with wind speeds between 9 and 16 miles per hour along Mission Street. The principal winds crossing the project site blow from the west and northwest; these winds must pass primarily through or over the 15th Street and Wiese Street frontages to reach the project site. The wind evaluation, citing a pedestrian wind study prepared for the 1979 Mission project (a proposed 10-story tower at the corner of Mission and 16th streets that would wrap around the northeast BART plaza) noted that the 26-mile-per-hour wind hazard criterion was exceeded for two hours per year at the northeast corner of the intersection of Capp and 16th Street.⁶⁰ (However, the pedestrian wind study prepared for the 1979 Mission Street project also noted that construction of that project would eliminate the wind hazard at Capp and 16th Street.) The wind evaluation also found that the proposed buildings on Mission Street and Wiese Street would not cause winds that would reach or

⁵⁷ While not a GHG, VOCs are precursor pollutants that form ground level ozone. Increased ground level ozone is an anticipated effect of future global warming that would result in added health effects locally. Reducing VOC emissions would reduce the anticipated local effects of global warming.

⁵⁸ San Francisco Planning Department, Greenhouse Gas Analysis: Compliance Checklist for 1950 Mission Street, March 7, 2017.

⁵⁹ ESA, Technical Memorandum: Potential Wind Effects of Mixed-Use Residential Project, 1950 Mission Street Development, San Francisco, California. June 14, 2017.

⁶⁰ RWDI, 1979 Mission Street Pedestrian Wind Study, June 26, 2015.

exceed the 26-mile-per-hour wind hazard criterion at all pedestrian areas on and around the proposed development and that wind speeds at building entrances and public sidewalks would be suitable for the intended pedestrian usage.

The wind evaluation also analyzed potential cumulative impacts related to wind conditions created by the proposed project, the proposed 1979 Mission Street project and a half-dozen other existing buildings upwind and in the immediate vicinity of the project site and determined that there would not be substantial overall changes in wind speeds either upwind or downwind in the project vicinity. As discussed in the Project Description section above, several projects are proposed within a quarter mile of the project site. Many of these proposed projects are five to eight stories in height. As stated in the wind evaluation:

“Tall buildings and exposed structures can strongly affect the wind environment for pedestrians. A building that stands alone or is much taller than the surrounding buildings can intercept and redirect winds that might otherwise flow overhead, and bring them down the vertical face of the building to ground level, where they create ground-level wind and turbulence. These redirected winds can be relatively strong and turbulent, and incompatible with the intended uses of nearby ground-level spaces. Adding a building with a height that is similar to the heights of surrounding buildings typically would cause little or no additional ground-level wind acceleration and turbulence. In addition to the localized effects from individual buildings, larger groups of buildings interact with and tend to slow the approaching winds, due to the friction and drag created by the many individual structures. This slowing is typically greatest near ground level.”⁶¹

Only the proposed projects at 1979 Mission Street (up to 105 feet in height) and 1900 Mission Street (75 feet in height) are on the same block as the proposed project, where potential wind effects from cumulative development (if any) would be most evident (that is, as opposed to the other proposed projects in the area that are more than a block away from the project site). As these two projects would be similar in height to the proposed project, they would (if approved and built) tend to reduce wind speeds at the ground level in the vicinity of the proposed project. As stated in the wind evaluation:

“The height and bulk districts for Assessor’s Block 3554 and immediate vicinity limit building heights to 80 to 85 feet along both sides of Mission Street, except for 105 feet at the corner of Mission and 16th streets, with building heights along 15th and 16th streets decreasing to 55 feet west of Julian Avenue. Roof height limits would be 45 feet in the interior of the block on Wiese Street. These height limits are similar to the existing roof heights of developments north of 15th Street, and the existing roof heights of a number of the taller buildings on Assessor’s Block 3554 [the project site block].

Because our experience shows that infill development with building heights similar to existing neighboring buildings typically causes little or no adverse wind effect at pedestrian level, it can be reliably concluded that for potential future development on Assessor’s Block 3554 within these height limits, there is little likelihood that any adverse cumulative wind effect could result.

⁶¹ ESA, Technical Memorandum: Potential Wind Effects of Mixed-Use Residential Project, 1950 Mission Street Development, San Francisco, California. June 14, 2017., p. 2

It is also our professional judgment that the construction of such development on Assessor's Block 3554 would likely further reduce the speed of winds approaching the northeastern corner of the intersection of Capp and 16th streets, the location of the existing wind hazard, and therefore would also contribute to eliminating that existing wind hazard."

For the above reasons, the proposed project is not anticipated to cause significant impacts related to wind that were not identified in the Eastern Neighborhoods PEIR.

Shadow

Planning Code section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. Under the Eastern Neighborhoods Rezoning and Area Plans, sites surrounding parks could be redeveloped with taller buildings without triggering section 295 of the Planning Code because certain parks are not subject to section 295 of the Planning Code (i.e., under jurisdiction of departments other than the Recreation and Parks Department or privately owned). The Eastern Neighborhoods PEIR could not conclude if the rezoning and community plans would result in less-than-significant shadow impacts because the feasibility of complete mitigation for potential new shadow impacts of unknown proposals could not be determined at that time. Therefore, the PEIR determined shadow impacts to be significant and unavoidable. No mitigation measures were identified in the PEIR.

The BART plazas are about 200 to 300 feet south of the project site and the Marshall Elementary School playground and outdoor learning area are about 250 feet east of the project site. These open spaces are not under the jurisdiction of the Recreation and Parks Department. Schools are not clearly "public open space." However, because the school playground serves an open space function in a neighborhood with limited open space, an assessment of the proposed project's potential shadow on this area is included for informational purposes.

The proposed project would result in construction of an 85-foot-tall (up to 94 feet tall with elevator penthouse) building fronting on Mission Street and a 44-foot-tall (up to 54 feet tall with shade structure) building fronting on Wiese Street; therefore, the Planning Department prepared a preliminary shadow fan analysis to determine whether the project would have the potential to cast new shadow on nearby parks.⁶² Open spaces in the project site vicinity include the northeast and southwest BART plazas at the intersection of 16th and Mission Streets, and the playground and outdoor learning area at Marshall Elementary School near 15th and Capp streets. The preliminary shadow fan prepared for the proposed project showed that it would not cast new shadow on any Recreation and Park Department parks in the area. However, the preliminary shadow fan did show that the proposed project could cast shadows on the southwest and northeast BART Plazas at 16th and Mission streets, and on the playground at Marshall Elementary School. Accordingly, a focused shadow analysis was prepared to determine the extent (if any) which the proposed buildings would result in net new shadow on the BART plazas at 16th and Mission streets, and the playground at Marshall Elementary School.⁶³

⁶² San Francisco Planning Department. Preliminary Shadow Fan Analysis, 1950 Mission Street Project. May 3, 2016.

⁶³ FastCast. 1950 Mission Street Shadow Analysis. March 28, 2017.

In regards to the BART plazas, the focused shadow analysis determined that the northeast BART plaza has 21,633,088 square-foot-hours of theoretically available annual sunlight (TAAS), which is the amount of theoretically available sunlight on the northeast plaza, annually, if there were no shadows from structures, trees, or other facilities. However, the northeast BART plaza is currently shadowed by buildings to its south and east, with a total shadow load of 5,229,493 square-foot-hours annually, or about 24 percent of its total TAAS. During the winter, buildings to the south shade the northeast plaza in the early morning. At about 11:00 a.m., a majority of the plaza is sunny, and remains so for the remainder of the day. In summer, the northeast plaza is fully shadowed by existing buildings to the east in the early morning (i.e., 7:00 a.m.) but by early afternoon (i.e., 1:00 p.m.) the northeast plaza experiences full sun until approximately 6:00 p.m., when buildings across Mission Street to the west start to cast shadow on the western portion of the plaza. In autumn, the northeast plaza is largely shadowed due to existing buildings in the early morning (i.e., 8:00 a.m.). The shadow starts to decrease throughout the morning and by 1:00 p.m. there is no shadow on the plaza. Later in the day, shadows from the buildings to the west across Mission Street start to fall on the northeast plaza around 5:00 p.m. and by 6:00 p.m. the majority of the plaza is shadowed.

The proposed project would add about 139 net new square-foot-hours of shadow on the northeast BART plaza, representing about a 0.00064 percent annual increase in shadow as a percentage of TAAS. During the winter, the northeast plaza would experience negligible net new shadow from the proposed project. During the summer, the maximum net new shadow (or worst shadow day) would occur on June 21 at 7:36 p.m., when the proposed project would cast about 4.75 square-foot-hours of net shadow on the northeast BART plaza. In autumn, the northeast plaza would not experience net new shadows due to the proposed project. The shadow area on the northeast BART plaza caused by the proposed project, at its maximum extent, would be about 26 sf at the eastern side of the plaza, in an area where there is no seating or other pedestrian amenities.

The focused shadow analysis determined that the proposed project would not cast any shadow on the southwest BART plaza.

In regards to Marshall Elementary School, the focused shadow analysis determined that the playground experiences 54,611,087 square-foot-hours of the TAAS. Again, however, surrounding buildings to the east, west and south of the playground cast about 9,881,264 square-foot-hours of shadow on the playground, or about 18 percent of the TAAS. During the winter, much of the playground is sunny from approximately 9:00 a.m. until approximately 1:00 p.m., at which point the shadows from existing buildings to the south and southwest of the school begin to cover the playground.

The proposed project would add about 134,600 net new square-foot-hours of shadow on the Marshall Elementary School playground, representing about a 0.2465 percent annual increase in shadow as a percentage of TAAS. Shadow would occur from late January through mid-May and then again from mid-August through mid-November. During these months the playground may experience a small amount of net new shadow — approximately 1,520 square-foot-hours at its largest—from the proposed project starting in the late afternoon from approximately 5:15 p.m. to sunset minus one hour. The new shadow would be limited to partially covering the southeastern portion of the property in the area of the four-square courts and some of the surface north of the eastern edge of the basketball court. New shadow would occur on the playground for a total of approximately 210 days annually, from January 25 through May 10 (110 Days) and again from Aug 15 through November 15 (110 days). No shadow from the project would occur from November 16 through January 24. The average duration of shadow on the playground

throughout the year when potential shadow has been measured is approximately 41 minutes. Shadow resulting from the proposed project would never last longer than one hour and 10 minutes on a single day. The maximum net new shadow (or worst shadow day) would occur on October 4 and March 8 when the proposed project would cast about 1,520 square-foot-hours on the playground from about 5:00 p.m. to 5:47 p.m. The largest new shadow by area would occur on September 20 and March 22 at 5:45 p.m., when the proposed project would cast about 2,967 sf of shadow on the playground.

To conclude, the proposed project would not shadow any Parks and Recreation properties, and would result in negligible 0.00064 and 0.2465 percent annual increases in net new shadow on the northeast BART plaza and the Marshall Elementary School playground, respectively.

The cumulative shadow from both the proposed project and the proposed 1979 Mission Street project was also analyzed in the focused shadow analysis. (Note that a shadow analysis prepared for the 1900 Mission Street project determined that its proposed structure would not cast net new shadow on Marshall Elementary School or the BART plazas.⁶⁴) The proposed 1979 Mission Street project would result in approximately a 22 percent reduction in the Marshall Elementary School playground TAAS, a potentially significant impact.⁶⁵ The focused shadow analysis determined that the proposed 1950 Mission's contribution to the cumulative reduction (that is, if both the 1950 and 1979 Mission street projects were built) would be about 0.026 percent, a negligible contribution to the cumulative shadow effect of the two projects. Therefore, the proposed project's contribution to the potentially significant cumulative shadow impact on the Marshall Elementary School playground would not be cumulatively considerable.

The proposed project would also shade portions of nearby streets and sidewalks and private property at times within the project vicinity. Shadows upon streets and sidewalks would not exceed levels commonly expected in urban areas and would be considered a less-than-significant effect under CEQA. Although occupants of nearby property may regard the increase in shadow as undesirable, the limited increase in shading of private properties as a result of the proposed project would not be considered a significant impact under CEQA.

For the above reasons, the proposed project would not result in significant impacts related to shadow that were not identified in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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9. RECREATION—Would the project:

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

⁶⁴ For more information, see: <http://sfmea.sfplanning.org/1900%20Mission%20Checklist.pdf>.

⁶⁵ CADP, 1979 Mission Street Shadow Analysis, November 23, 2015.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR concluded that implementation of the Eastern Neighborhoods Rezoning and Area Plans would not result in substantial or accelerated deterioration of existing recreational resources or require the construction or expansion of recreational facilities that may have an adverse effect on the environment. No mitigation measures related to recreational resources were identified in the Eastern Neighborhoods PEIR. However, the PEIR identified Improvement Measure H-1: Support for Upgrades to Existing Recreation Facilities. This improvement measure calls for the City to implement funding mechanisms for an ongoing program to repair, upgrade and adequately maintain park and recreation facilities to ensure the safety of users.

As part of the Eastern Neighborhoods adoption, the City adopted impact fees for development in Eastern Neighborhoods that goes towards funding recreation and open space. Since certification of the PEIR, the voters of San Francisco passed the 2012 San Francisco Clean and Safe Neighborhood Parks Bond providing the Recreation and Parks Department an additional \$195 million to continue capital projects for the renovation and repair of parks, recreation, and open space assets. This funding is being utilized for improvements and expansion to Garfield Square, South Park, Potrero Hill Recreation Center, Warm Water Cove Park, and Pier 70 Parks Shoreline within the Eastern Neighborhoods Plan area. The impact fees and the 2012 San Francisco Clean and Safe Neighborhood Parks Bond are funding measures similar to that described in PEIR Improvement Measure H-1: Support for Upgrades to Existing Recreation Facilities.

An update of the Recreation and Open Space Element (ROSE) of the General Plan was adopted in April 2014. The amended ROSE provides a 20-year vision for open spaces in the City. It includes information and policies about accessing, acquiring, funding, and managing open spaces in San Francisco. The amended ROSE identifies areas within the Eastern Neighborhoods Plan area for acquisition and the locations where new open spaces and open space connections should be built, consistent with PEIR Improvement Measure H-2: Support for New Open Space. Daggett Park opened on April 19, 2017 and Folsom Park at 17th and Folsom is expected to open on Friday, June 23 at 3:30 p.m. In addition, the amended ROSE identifies the role of both the Better Streets Plan (refer to “Transportation” section for description) and the Green Connections Network in open space and recreation. Green Connections are special streets and paths that connect people to parks, open spaces, and the waterfront, while enhancing the ecology of the street environment. Six routes identified within the Green Connections Network cross the Eastern Neighborhoods Plan area: Mission to Peaks (Route 6); Noe Valley to Central Waterfront (Route 8), a portion of which has been conceptually designed; Tenderloin to Potrero (Route 18); Downtown to Mission Bay (Route 19); Folsom, Mission Creek to McLaren (Route 20); and Shoreline (Route 24).

Furthermore, the Planning Code requires a specified amount of new usable open space (either private or common) for each new residential unit. Some developments are also required to provide privately

owned, publicly accessible open spaces. The Planning Code open space requirements would help offset some of the additional open space needs generated by increased residential population to the project area. As discussed in the Project Description section above, the proposed project would provide a total of approximately 18,670 gsf of common open space including the courtyard between the two buildings, the pedestrian alleys at the north and south end of the project site (the Paseo de Ninos and the Paseo Artista), and a garden on the roof of the Wiese Street building.

As the proposed project would not degrade recreational facilities and is consistent with the development density established under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on recreation beyond those analyzed in the Eastern Neighborhoods PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
10. UTILITIES AND SERVICE SYSTEMS—Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR determined that the anticipated increase in population would not result in a significant impact to the provision of water, wastewater collection and treatment, and solid waste collection and disposal. No mitigation measures were identified in the PEIR.

Since certification of the PEIR, the San Francisco Public Utilities Commission (SFPUC) adopted the 2010 Urban Water Management Plan (UWMP) in June 2011. The UWMP update includes city-wide demand projections to the year 2035, compares available water supplies to meet demand and presents water

demand management measures to reduce long-term water demand. Additionally, the UWMP update includes a discussion of the conservation requirement set forth in Senate Bill 7 passed in November 2009 mandating a statewide 20% reduction in per capita water use by 2020. The UWMP includes a quantification of the SFPUC's water use reduction targets and plan for meeting these objectives. The UWMP projects sufficient water supply in normal years and a supply shortfall during prolonged droughts. Plans are in place to institute varying degrees of water conservation and rationing as needed in response to severe droughts.

In addition, the SFPUC is in the process of implementing the Sewer System Improvement Program, which is a 20-year, multi-billion dollar citywide upgrade to the City's sewer and stormwater infrastructure to ensure a reliable and seismically safe system. The program includes planned improvements that will serve development in the Eastern Neighborhoods Plan area including at the Southeast Treatment Plant, the Central Bayside System, and green infrastructure projects, such as the Mission and Valencia Green Gateway.

As the proposed project is consistent with the development density established under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on utilities and service systems beyond those analyzed in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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11. PUBLIC SERVICES—Would the project:

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The Eastern Neighborhoods PEIR determined that the anticipated increase in population would not result in a substantial adverse physical impacts associated with the provision of or need for new or physically altered public services, including fire protection, police protection, and public schools. No mitigation measures were identified in the PEIR.

As the proposed project is consistent with the development density established under the Eastern Neighborhoods Rezoning and Area Plans, the project would not result in new or substantially more severe impacts on the physical environment associated with the provision of public services beyond those analyzed in the Eastern Neighborhoods PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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12. BIOLOGICAL RESOURCES—

Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As discussed in the Eastern Neighborhoods PEIR, the Eastern Neighborhoods Plan area is in a developed urban environment that does not provide native natural habitat for any rare or endangered plant or animal species. There are no riparian corridors, estuaries, marshes, or wetlands in the plan area that could be affected by the development anticipated under the Area Plan. In addition, development envisioned under the Eastern Neighborhoods Area Plan would not substantially interfere with the movement of any resident or migratory wildlife species. For these reasons, the PEIR concluded that implementation of the area plan would not result in significant impacts on biological resources, and no mitigation measures were identified.

The project site is located within Mission Plan area of the Eastern Neighborhoods Area Plan and therefore, does not support habitat for any candidate, sensitive or special status species. As such, implementation of the proposed project would not result in significant impacts to biological resources not identified in the Eastern Neighborhoods PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
13. GEOLOGY AND SOILS—Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR concluded that implementation of the plan would indirectly increase the population that would be subject to an earthquake, including seismically induced ground-shaking, liquefaction, and landslides. The PEIR also noted that new development is generally safer than comparable older development due to improvements in building codes and construction techniques. Compliance with applicable codes and recommendations made in project-specific geotechnical analyses would not eliminate earthquake risks, but would reduce them to an acceptable level, given the seismically active characteristics of the Bay Area. Thus, the PEIR concluded that implementation of the Plan would not result in significant impacts with regard to geology, and no mitigation measures were identified in the Eastern Neighborhoods PEIR.

As discussed in the Project Description section above, the project site slopes gently downward from Wiese Street to Mission Street and the proposed project would require excavation of approximately 4,800

cubic yards to a depth of about 8 feet below the ground surface, primarily below the Wiese Street building. A geotechnical investigation was prepared for the proposed project.⁶⁶ The geotechnical investigation noted that a portion of the project site is located within a state seismic hazards zone for liquefaction hazard. The state Seismic Hazards Mapping Act of 1990 (Public Resources Code [PRC] Sections 2690 to 2699.6) was enacted to identify and map seismic hazard zones in order for cities and counties to encourage land use management policies and regulations to reduce and mitigate those seismic hazards to protect public safety. PRC Section 2697 requires that prior to approval of a project within a seismic hazard zone, cities and counties shall require a geotechnical report defining and delineating seismic hazard on the site. In conjunction with these provisions in the Public Resources Code, California Code of Regulations (CCR) Title 14, Section 3724, specifies that a project located in a state seismic hazard zone shall be approved only when the nature and severity of the seismic hazards at the site have been evaluated in a geotechnical report and appropriate measures have been incorporated into the conditions of the permit. The geotechnical investigation noted that previous field investigations in the area and those conducted for the proposed project indicate that subsurface conditions at the project site consists of fill overlying a combination of wind-blown sand and alluvium that extends to a depth of about 40 feet below ground surface (bgs). In addition to four new cone penetration tests and six percolation tests at the project site, previous cone penetration tests near the project site were reviewed. One of the cone penetration tests and three of the percolation tests conducted for the proposed project were not completed because of buried, near-surface concrete obstructions. The three cone penetration tests that were completed were advanced to points of practical refusal in very dense sand at depths of 11.7, 21.5 and 21.5 feet bgs. Groundwater was measured at a depth of about 10 feet bgs for one of the percolation tests (Boring B-1), as well as for a 1964 percolation test conducted near the northern property line of the project site and about 40 feet east of Mission Street for the BART project.

Given that the site is underlain by sand with a relatively high permeability, the geotechnical investigation concluded that the measured depths to groundwater are close to the stabilized groundwater table at the time of the field investigations. The proposed project is not located in an Alquist-Priolo earthquake fault zone and the nearest active fault (the northern San Andreas) is about six and one quarter miles to the west of the project site. There are no mapped active faults crossing the project site and there is a very low risk of surface rupture that could damage the structure. However, the proposed structure would likely be exposed to strong ground shaking during an earthquake event and the geotechnical investigation states that applicable building code requirements would reduce potential damage. The geotechnical investigation notes that the southeast corner of the project site is located within a zone that may be susceptible to liquefaction. An analysis of the liquefaction potential at the site indicated that the soil below the groundwater table is sufficiently dense such that the potential for liquefaction to occur is low. Similarly, the geotechnical investigation found that risks related to differential compaction are low.

The geotechnical investigation found that the primary geotechnical concern for the proposed project would be in providing adequate foundation support for the proposed Mission Street building that would be within the zone-of-influence for the BART tunnel that runs beneath Mission Street (defined as a line extending upward from the base of tunnel at an inclination of 1.5 horizontal to 1 vertical toward the ground surface). BART design and engineering requirements must be complied with where new

⁶⁶ Rockridge Geotechnical. Final Geotechnical Investigation Proposed Mixed-Use Development 1950 Mission Street, San Francisco, California. February 21, 2017.

construction is planned over or adjacent to BART's structures, in BART's zone of influence.^{67,68} BART's General Guidelines for Design and Construction over or adjacent to BART's subway structures address the allowable loads (i.e., surcharges) on the BART subway structures; shoring requirements for work near these structures; construction, including excavation, dewatering, pile driving; and monitoring for groundwater levels and vibration. Project sponsors are required to submit design and construction documents to BART for review and approval. As noted in the Project Description, the Mission Street building extends over the BART zone of influence and is therefore subject to BART design and engineering requirements. In order to comply with BART's static uniform load limits, the geotechnical investigation recommends that the foundation for the Mission Street building should take its support below the BART zone-of-influence line. The geotechnical investigation determined that drilled torque-down piles would provide adequate support for the Mission Street building and not transmit a vertical load above the zone-of-influence line that could adversely affect the BART tunnel. Approximately 160 torque-down piles are estimated to be required for the proposed Mission Street building.

The geotechnical investigation recommends a mat foundation for the Wiese Street building (which is outside the BART zone-of-influence). For both buildings, the geotechnical investigation recommends appropriate construction practices and design criteria related to excavation, soil corrosivity, site preparation and grading, utility trench backfill, foundations, and seismic design. As noted above, groundwater was found to be present at a depth of 10 feet bgs. As discussed in the Project Description section above, excavation to a depth of about eight feet bgs for the foundation of the Wiese Street building would be required and therefore is not be anticipated to encounter groundwater or saturated soils. In particular, temporary cut slopes during excavation would be above groundwater and the geotechnical investigation provides specific recommendations for installation of a cantilevered soldier pile-and-lagging shoring system.

The torque-down piles for the Mission Street building foundation would be drilled to a depth of 50 feet bgs and, therefore, would be expected to encounter groundwater and/or saturated soil conditions. In order to address drilling into groundwater and/or saturated soils, the geotechnical investigation recommends that piles should be placed in pre-drilled holes and backfilled with concrete. The geotechnical investigation also observes that installation of the piles may require casing or use of drilling slurry to reduce caving of holes. Finally, in order to prevent potential corrosion of the piles, the geotechnical investigation notes that corrosion protection is typically provided by either increasing the pile cross-section or by providing a protective coating such as epoxy. For this project, the geotechnical investigation recommends that piles be provided an additional 1/16 inch to be used in computing the structural capacity of the piles. Provided these recommendations are incorporated into the project plans and implemented during construction, the geotechnical investigation concludes that the project can be developed as proposed.

The project is required to conform to the San Francisco Building Code, which ensures the safety of all new construction in the City. In addition, the project site is within the mapped area identified as being subject to the Slope Protection Act (San Francisco Building Code Section 106A.4.1.4.1) for liquefaction potential. As such, the building permit application shall include report(s) prepared and signed by both a licensed

⁶⁷ BART (Bay Area Rapid Transit District), 2012. Procedures for Permit and Plan Review. June. Available online at: bart.gov/sites/default/files/docs/Permits_and_Plan_Review_062012.pdf.

⁶⁸ BART (Bay Area Rapid Transit District), 2003. General Guidelines for Design and Construction Over or Adjacent to BART's Subway Structures. July. Available online at: bart.gov/sites/default/files/docs/Gen_Guide_Subway_062012.pdf.

geologist and a licensed geotechnical engineer identifying areas of potential slope instability, defining potential risks of development due to geological and geotechnical factors, and drawing conclusions and making recommendations regarding the proposed development. The building department will review the project-specific geotechnical report during its review of the building permit for the project. In addition, the building department may require additional site specific soils report(s) through the building permit application process, as needed. The requirement for a geotechnical report and review of the building permit application pursuant to implementation of the building code would ensure that the proposed project would have no significant impacts related to soils, seismic or other geological hazards. Also, pursuant to the Seismic Hazards Mapping Act (PRC Sections 2690 to 2699.6), recommendations in the geotechnical investigation would be incorporated into conditions of the permit for this project.

In light of the above, the proposed project would not result in a significant effect related to seismic and geologic hazards. Therefore, the proposed project would not result in significant impacts related to geology and soils that were not identified in the Eastern Neighborhoods PEIR and no mitigation measures are necessary.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
14. HYDROLOGY AND WATER QUALITY—Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR determined that the anticipated increase in population would not result in a significant impact on hydrology and water quality, including the combined sewer system and the potential for combined sewer outflows. No mitigation measures were identified in the PEIR.

The entire project site is currently covered by the impervious surfaces represented by the 11 portable buildings and the asphalt surface they sit on. The amount of impervious surface coverage on the project site would not change with implementation of the proposed project and, therefore, the amount of runoff would not substantially increase with construction of the project. In accordance with the City’s Stormwater Management Ordinance (Ordinance No. 83-10), the proposed project would be subject to *low impact design* approaches, such as landscape solutions designed to capture stormwater runoff, and stormwater management systems would be required to comply with the Stormwater Design Guidelines. As a result, the proposed project would not increase stormwater runoff.

Additionally, a stormwater pollution prevention plan would be required to identify best management practices and erosion and sedimentation control measures to keep sediment from entering City’s stormwater and sewer system during construction. The plan would be reviewed, approved, and enforced by the SFPUC. As a result, the proposed project would not increase stormwater runoff, alter the existing drainage, or violate water quality and waste discharge standards.

Therefore, the proposed project would not result in any significant impacts related to hydrology and water quality that were not identified in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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15. HAZARDS AND HAZARDOUS MATERIALS—Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR noted that implementation of any of the proposed project’s rezoning options would encourage construction of new development within the project area. The PEIR found that there is a high potential to encounter hazardous materials during construction activities in many parts of the project area because of the presence of 1906 earthquake fill, previous and current land uses associated with the use of hazardous materials, and known or suspected hazardous materials cleanup cases. However, the PEIR found that existing regulations for facility closure, underground storage tank closure, and investigation and cleanup of soil and groundwater would ensure implementation of measures to protect workers and the community from exposure to hazardous materials during construction.

Hazardous Building Materials

The Eastern Neighborhoods PEIR determined that future development in the plan area may involve demolition or renovation of existing structures containing hazardous building materials. Some building materials commonly used in older buildings could present a public health risk if disturbed during an accident or during demolition or renovation of an existing building. Hazardous building materials addressed in the PEIR include asbestos, electrical equipment such as transformers and fluorescent light ballasts that contain PCBs or di (2 ethylhexyl) phthalate (DEHP), fluorescent lights containing mercury vapors, and lead-based paints. Asbestos and lead based paint may also present a health risk to existing building occupants if they are in a deteriorated condition. If removed during demolition of a building, these materials would also require special disposal procedures. The Eastern Neighborhoods PEIR identified a significant impact associated with hazardous building materials including PCBs, DEHP, and mercury and determined that that Mitigation Measure L-1: Hazardous Building Materials, as outlined in the Mitigation and Improvement Measures section below, would reduce effects to a less-than-significant level. Because the proposed development includes demolition of an existing building, Mitigation

Measure L-1 would apply to the proposed project and is included as Mitigation Measure 3. With implementation of Mitigation Measure 3, there would be a less than significant impact to the environment with respect to hazardous building materials.

Soil and Groundwater Contamination

Since certification of the PEIR, article 22A of the health code, also known as the Maher Ordinance, was expanded to include properties throughout the city where there is potential to encounter hazardous materials, primarily industrial zoning districts, sites with industrial uses or underground storage tanks, sites with historic bay fill, and sites in close proximity to freeways or underground storage tanks. The over-arching goal of the Maher Ordinance is to protect public health and safety by requiring appropriate handling, treatment, disposal and when necessary, remediation of contaminated soils that are encountered in the building construction process. Projects that disturb 50 cubic yards or more of soil that are located on sites with potentially hazardous soil or groundwater within Eastern Neighborhoods Plan area are subject to this ordinance.

Although the project site is not located in an area suspected of soil and/or water contamination as indicated by the Maher Map, because more than 50 cubic yards of subsurface material would be disturbed during excavation for the foundations, the proposed project is subject to the Maher Ordinance, which is administered and overseen by the Department of Public Health.

A Phase I Environmental Site Assessment (ESA) was prepared for the project site to determine the potential for site contamination and the level of exposure risk associated with the project.⁶⁹ The ESA found that the project site was developed in 1889 with a primary school building, which was replaced by a second, two-story (with basement) school building in 1909. That second building was demolished in the early 1970s and replaced by 13 modular school buildings arranged around the perimeter of the project site. In 2014/2015, the project site was repaved, two of the modular buildings were removed, and the interiors of the remaining 11 buildings were renovated. The ESA found that the project site is not connected with any recognized, historical or *de minimis* environmental condition or associated with any controlled recognized environmental condition.

Given that the project site has not had an industrial use and the ESA did not find a hazardous environmental condition, the project sponsor submitted a request for a waiver of requirements for compliance with the Maher Ordinance to the health department on May 26, 2017. The basis for the waiver request is as follows:

1. The project does not need to submit a Maher application because the project is not within a designated article 22A area, and it does not meet other Maher criteria.
2. The site is not on a lot presently or previously zoned for industrial use;
3. The site is not presently or previously permitted for industrial use;
4. The site is not within 150 feet of highway 101, 80 or 280;
5. The site is not on a lot known or suspected by the health department to contain hazardous materials; and
6. The site is not on a lot known or suspected to contain or be within 100 feet of an underground storage tank.

⁶⁹ Essel Environmental Engineering & Consulting. Phase I Environmental Site Assessment, San Francisco Navigation Center, 1950 Mission Street, San Francisco, California 94103, Project No. 16191. February 6, 2017.

The health department will review the waiver request and make a determination as to whether further evaluation of the project site is required. If the health department determines that further evaluation (e.g., a Phase II ESA) is required, and if such further evaluation determines that a hazardous environmental condition does exist at the project site, then the proposed project would be required to remediate potential soil and/or groundwater contamination in accordance with article 22A of the Health Code, including a plan for the safe removal and disposal of any hazardous materials.

Therefore, the Phase I ESA did not find a hazardous environmental condition, the health department will provide further oversight of the project when reviewing the waiver request, and should it determine there is potential for soil and/or groundwater contamination, the health department would require remediation in accordance with the requirements of the health code. For these reasons, the proposed project would not result in significant impacts related to hazards or hazardous materials that were not identified in the Eastern Neighborhoods PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
16. MINERAL AND ENERGY RESOURCES—Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR determined that adoption of the area plan would facilitate the construction of both new residential units and commercial buildings. Development of these uses would not result in use of large amounts of fuel, water, or energy in a wasteful manner or in the context of energy use throughout the city and region. The energy demand for individual buildings would be typical for such projects and would meet, or exceed, current state and local codes and standards concerning energy consumption, including Title 24 of the California Code of Regulations. The plan area does not include any natural resources routinely extracted and the rezoning does not result in any natural resource extraction programs. Therefore, the Eastern Neighborhoods PEIR concluded that implementation of the area plan would not result in a significant impact on mineral and energy resources. No mitigation measures were identified in the PEIR.

As the proposed project is located within the Eastern Neighborhoods plan area and is consistent with the development density established under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on mineral and energy resources beyond those analyzed in the Eastern Neighborhoods PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
17. AGRICULTURE AND FOREST RESOURCES:—Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR determined that no agricultural resources exist in the plan area; therefore the rezoning and community plans would have no effect on agricultural resources. No mitigation measures were identified in the PEIR. The Eastern Neighborhoods PEIR did not analyze the effects on forest resources.

As the proposed project is located within the Eastern Neighborhoods plan area which does not contain agricultural or forest resources and is consistent with the development density established under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on agriculture and forest resources beyond those analyzed in the Eastern Neighborhoods PEIR.

MITIGATION AND IMPROVEMENT MEASURES

Mitigation Measures

Archeology

Project Mitigation Measure 1: Archeological Testing (Eastern Neighborhoods PEIR Mitigation Measure J-3)

Based on the presence of archeological properties of a high level of historical, ethnic, and scientific significance within the Mission Dolores Archeological District, the following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered

buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a) and (c). The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. At the direction of the Environmental Review Officer (ERO), the archeology consultant may be required to have acceptable documented expertise in California Mission archeology. The scope of the archeological services to be provided may include preparation of an Archeological Data Recovery Plan/Testing Program (ARD/TP). The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the ERO. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in *CEQA Guidelines* Section 15064.5 (a)(c).

Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. If the ERO determines that a significant archeological resources is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

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

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

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in

consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;

- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/torque-down piles/construction activities and equipment until the deposit is evaluated. If in the case of torque-down pile drilling activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile drilling activity may affect an archeological resource, the pile drilling activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

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

The scope of the ADRP shall include the following elements:

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

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines Section 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. If non-Native American human remains are encountered, the archeological consultant, the ERO, and the Office of the Coroner shall consult on the development of a plan for appropriate analysis and recordation of the remains and associated burial items since human remains, both Native American and non-Native American, associated with the Mission Dolores complex (1776-1850s) are of significant archeological research value and would be eligible to the California Register of Historic Resources.

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

Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high

interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

Noise

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

The project sponsor shall develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:

- Erect temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-sensitive uses;
- Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site;
- Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses;
- Monitor the effectiveness of noise attenuation measures by taking noise measurements; and

Post signs on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem, with telephone numbers listed.

Hazardous Materials

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

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

Improvement Measures

Transportation

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

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

and other users of adjacent roadway (e.g., transit vehicles, bicyclists) and pedestrians walking along these adjacent streets.

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

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

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

- Notify parents/guardians of the daycare and Mission Girls (or other youth activity program) about pick-up and drop-off procedures in writing and through orientations.
- Staff members for the daycare and youth activity program (Mission Girls) would locate at the curbside adjacent to the Mission Street loading zone to coordinate vehicle entries and exits into and out of the loading zone and facilitate children exiting or entering vehicles on the vehicle curbside during drop-off/pick-up activities.
- Discourage parents/guardians from parking in the adjacent loading space on Mission Street for longer than one (1) minute to five (5) minutes.
- Enforce parents/guardians to not exit their vehicles and enter the daycare facility or youth activity space while stopped/parked at the loading zone.
- Provide a detailed map of the drop-off and pick-up zones adjacent to the proposed site and potential secondary the loading zones and short-term on-street parking spaces in the project site vicinity.
- The daycare and Mission Girls program should maintain a log (inventory) of complaints from neighbors and/or Muni and would work with these neighbors and/or Muni to address unforeseen problems with drop-off/pick-up activities, and maintain an ongoing, constructive relationship with the neighboring residents and businesses; and make adjustments as needed.
- Provide parents/guardians with an information guide regarding how to reach the daycare and the youth activity program (Mission Girls) by walking, bicycling, and transit. The guide may include:
 - A detailed map of nearby transit facilities (stops and routes) in vicinity of the project site;
 - A detailed map of bicycle routes in the vicinity of the school site; and
 - Provide online links and phone numbers to transit providers that serve the project site.
- Develop a volunteer carpooling program for parents/guardians.
- Provide parents/guardians with the TMP as part of the enrollment application, orientation manual, and/or related information packet.

Project Improvement Measure TR-3: Construction Management

The project sponsor and contractor would develop and implement a Construction Management Plan (CMP), addressing transportation-related circulation, access, staging, and hours for deliveries.

The project sponsor should develop and implement a construction management plan (CMP) addressing transportation-related circulation, access, staging, and hours for deliveries. The CMP should include, but not be limited to, the following additional measures:

- Identify ways to reduce construction worker vehicle-trips through transportation demand management programs and methods to manage construction worker parking demands, including encouraging and rewarding alternate modes of transportation (transit, walk, bicycle, etc.), carpooling, or providing shuttle service from nearby off-street parking facility.
- Identify ways to consolidate truck delivery trips, minimizing delivery trips.
- The project sponsor and/or their contractor should avoid deliveries and truck trips to the project site during peak commute hours (generally 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.).
- The project sponsor and/or their contractor should limit construction activities where the use of a travel lane is required to between the weekday hours of 9 am and 3 pm.
- Require consultation with the surrounding community, including business and property owners near the project site, to assist coordination of construction traffic management strategies as they relate to the needs of other users adjacent to the project site.

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