IX. APPENDICES

Appendix A Notice of Preparation of an EIR / Initial Study

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PLANNING DEPARTMENT

City and County of San Francisco • 1660 Mission Street, Suite 500 • San Francisco, California • 94103-2414

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NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

Date of this Notice: November 15, 2003

Lead Agency: San Francisco Planning Department, 1660 Mission Street, Suite 500, San Francisco, California 94103-2414

Agency Contact Person: Joan A. Kugler, AICP **Telephone:** (415) 558-5983

Project Title: **2000.618E** 801 Brannan Street Residential Project with Retail
Project Sponsor: Bay West Showplace Investors, LLC
Project Contact Person: Mary Murphy/Michael Yarne **Telephone:** (415) 954-4400

Project Address: 801 Brannan Street and One Henry Adams Street
City and County: San Francisco
Assessor's Block and Lot: Block 3783, Lot 1; Block 3911, Lot 1

Project Description: The proposed project is comprised of two components, one at 801 Brannan Street, between Seventh and Eighth Streets, and the other at One Henry Adams Street, which is the entire block bounded by Division, Rhode Island, Alameda and Henry Adams Streets.

The 801 Brannan Street portion of the proposed project would contain approximately 890 residential units, 5,000 to 25,000 square feet (sq. ft.) of design-related production, distribution and repair (PDR)/neighborhood retail space interspersed along the Brannan Eighth and Seventh Street frontages, approximately 900 parking spaces, a portion of which would be dedicated as replacement parking for existing business in the area, in a shared garage and two freight loading spaces. The project would be approximately 90 feet high with nine floors of residential units facing Brannan, Seventh and Eighth Streets, a new mid-block alleyway and several interior landscaped courtyards. Approximately100,400 sq.ft. of useable open space would be provided.

The One Henry Adams Street portion of the proposed project would be a 70-foot-high, seven-story building that would contain about 221 residential units, approximately 20,000 sq. ft. of design-related PDR/neighborhood retail space along the Division and Henry Adams ground floor frontages, about 267 parking spaces, a portion of which would be dedicated as replacement parking for existing business in the area, and three freight loading spaces. The proposed parking garage would be located on the southern part of the site and wrapped by residential units along street frontages. A total of approximately 23,608 sq. ft. of usable open space would be provided. The project sites are currently zoned M-2 and are in a 40X height and bulk district. A rezoning and height reclassification is proposed for both sites.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the State CEQA Guidelines, Section 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Written comments on the scope of the EIR will be accepted until the close of business on December 15, 2003, at 5:00 p.m. Written comments should be sent to Paul E. Maltzer, Environmental Review Officer, San Francisco Planning Department, 1660 Mission Street, Suite 500, San Francisco, CA 94103.

State Agencies: We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project.

Your agency may need to use the EIR when considering a permit or other approval for this project. Please include the name of a contact person at your agency in your written comments. Thank you.

Paul E. Maltzer
Environmental Review Officer

November 12, 2003
Date

INITIAL STUDY

2000.618E – 801 Brannan and One Henry Adams Streets

I. PROJECT DESCRIPTION AND SETTING

A. PROJECT DESCRIPTION

The proposed project consists of the demolition of existing structures or parking lots and the new construction of residential mixed-use buildings at two non-contiguous, but nearby sites in the Showplace Square area of San Francisco. The two sites are located at 801 Brannan Street and One Henry Adams Street respectively (Figure 1, page 2). 801 Brannan is Assessor's Block 3783, Lot 1, and One Henry Adams is Assessor's Block 3911, Lot 1.

The first site, 801 Brannan Street, also known as 635 Eighth Street, is on Block 3783, Lot 1 on the south side of Brannan Street, extending from Seventh Street to Eighth Street.[1] The site is rectangular in shape and is 226,875 square feet (sq.ft.) in area, with a frontage of 825 feet on Brannan Street and 275 feet on both Seventh and Eighth Streets. It is approximately one-half of the block bounded by Brannan, Seventh, Eighth and Townsend. The 801 Brannan Street site contains about 390 surface parking spaces and the 137,000-sq.-ft., 33-foot-high Concourse Exhibit Hall, which is currently used as an exhibition space for trade shows and similar events.

The project proposed for the 801 Brannan Street site would include approximately 890 residential units, 5,000 sq. ft. to 25,000 sq. ft. of design-related production, distribution and repair (PDR)/neighborhood retail space along the Brannan Street frontage, approximately 900 spaces in a shared parking garage and two freight loading spaces (Figures 2 and 3, pages 3 and 4). The proposed structure would be approximately 90 feet high with nine floors of residential units facing Brannan, Seventh and Eighth Streets, a new mid-block lane (for vehicles, pedestrians and bicycles) and several interior landscaped courtyards. One residential lobby would be located at the corner of Brannan and Seventh Street, one at the corner of Brannan and Eighth Street and two near the middle of the block fronting Brannan Street.

The proposed 801 Brannan Street project would be designed to appear as a series of separate structures, articulated by open-space courtyards, varying set-backs and different façade treatments. The exterior would incorporate diverse building materials, window types and landscaping treatments. There would about 152 studios, 391 one-bedroom units, and 347 two-bedroom units for a total of 890 units. The units on the ground level along Seventh, Brannan and Eighth Streets would be two-level town homes and the units on the 9th floor would be two-level loft-style apartments. The project would provide units at rents affordable to low-income households pursuant to the City's Inclusionary Affordable Housing Program.

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[1] For simplicity, this report will reference Brannan Street as east and west, and Seventh and Eighth Streets as north and south.

Source: During Associates

Proposed Project Locations Figure 1

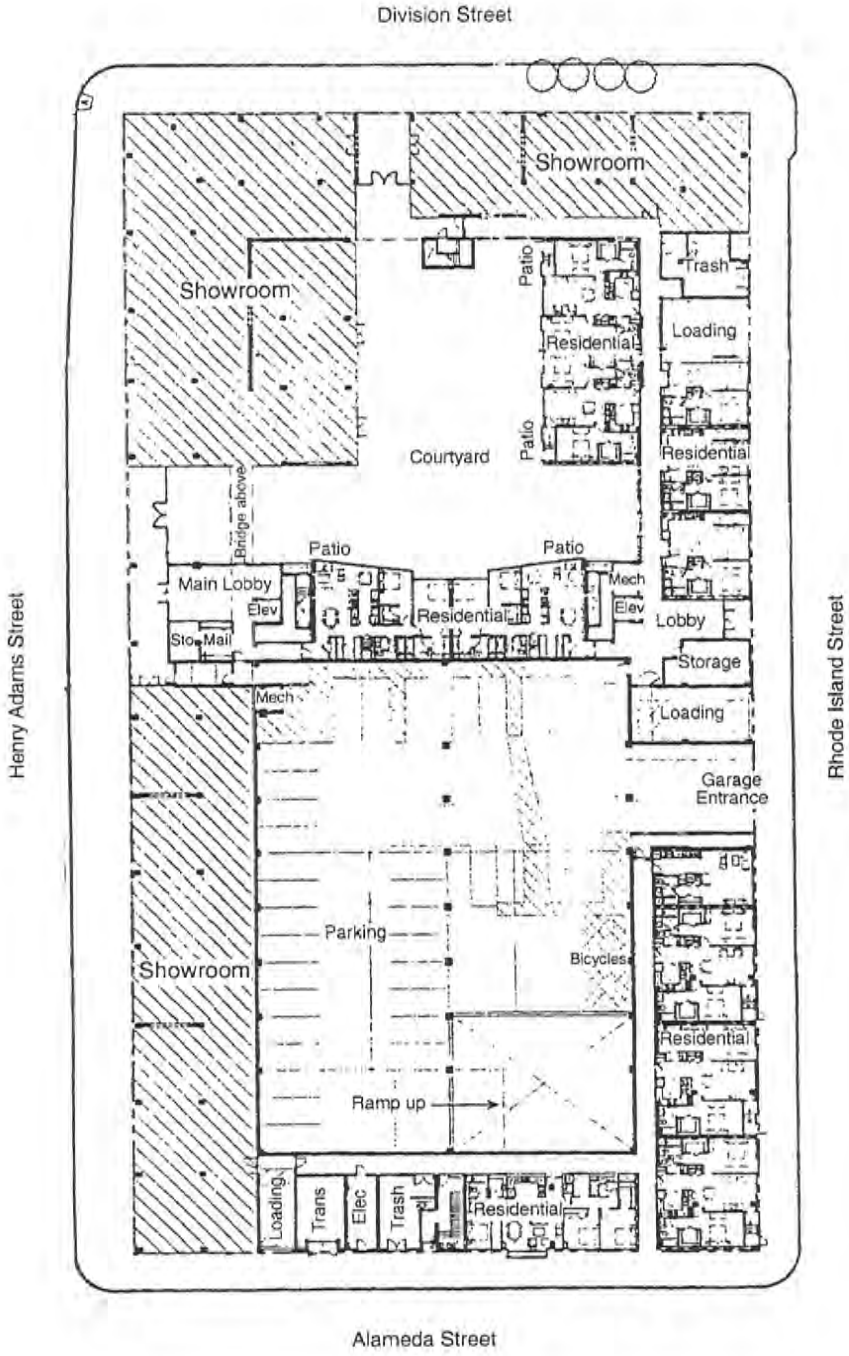
Five thousand to 25,000 sq.ft. of design-related Production, Distribution, Repair (PDR)/neighborhood retail space would be located along the ground floor Brannan street frontages of the 801 Brannan Street site. Parking would be accommodated within a nine-level garage wrapped by residential and design-related PDR/neighborhood retail space. The garage would contain approximately 100 stalls per floor for a total of 900 spaces, a portion of which would be dedicated to existing businesses in the area. Approximately 100 spaces of bicycle parking would be provided. Vehicular access would be provided from the north via a single entry from Brannan Street and from the south via a new mid-block alleyway connecting Seventh and Eighth Streets. Approximately 100,440 sq.ft. of public and private useable open space would be provided.

The One Henry Adams Street site occupies the entire block bounded by Division, Rhode Island, Alameda and Henry Adams Streets. The 72,000-sq.-ft. site currently contains about 13,000 sq.ft. of industrial space in a one-story building, about 115 surface parking spaces, approximately 20,000 sq.ft. of showroom space and 2,000 sq.ft. of office space in a second one-story building.

The project proposed for the One Henry Adams Street site would include approximately 221 residential units, 20,000 sq.ft. of design-related PDR/neighborhood retail space along the Division and Henry Adams ground floor frontages, 267 parking spaces, a portion of which would be dedicated as replacement parking for existing business in the area, and three freight loading spaces (see Figures 4, 5, 6, 7 and 8, pages 6 through 10). Up to 25 bicycle spaces would also be provided. The proposed structure would be seven stories and approximately 70 feet high. Residential units would face the surrounding streets and an inner courtyard located in the northern half of the site. The inner courtyard would be accessed via lobbies on Henry Adams and Rhode Island Streets. There would be 22 studios, 80 one-bedroom units, 104 two-bedroom units and 15 three-bedroom units. Of the 221 units, 26 would be loft-style townhouses. The project would provide affordable inclusionary units pursuant to the requirements set forth in the City's Inclusionary Affordable Housing Program.

A six-level parking garage would be located on the southern part of the site and wrapped by residential units along street frontages. Vehicles would enter and exit the garage on Rhode Island Street. Seven residential units, a lap pool and courtyard, a recreation center, lounge, and business office would be located on the roof of the garage. A total of approximately 23,608 sq.ft. of useable open space would be provided.

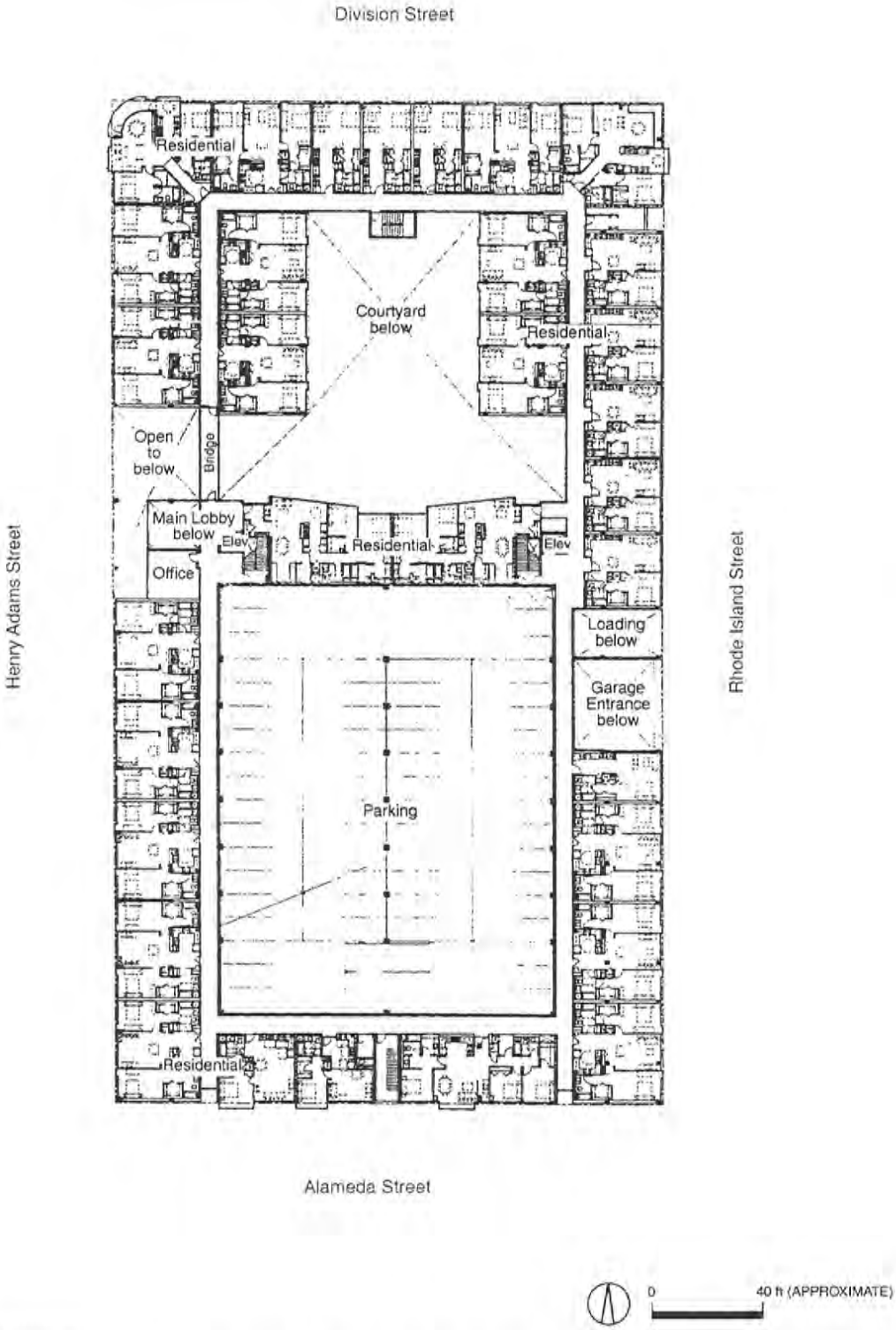
Both project sites are located in a M-2 (Heavy Industrial) District, 40-X Height and Bulk District, and the former Industrial Protection Zone (IPZ). A rezoning from M-2 to SLR (Service/Light Industrial/ Residential) is proposed for both sites. In addition, height reclassification to 90X for 801 Brannan Street and 70X for One Henry Adams Street are a part of the proposed project.



0 40 ft (APPROXIMATE)

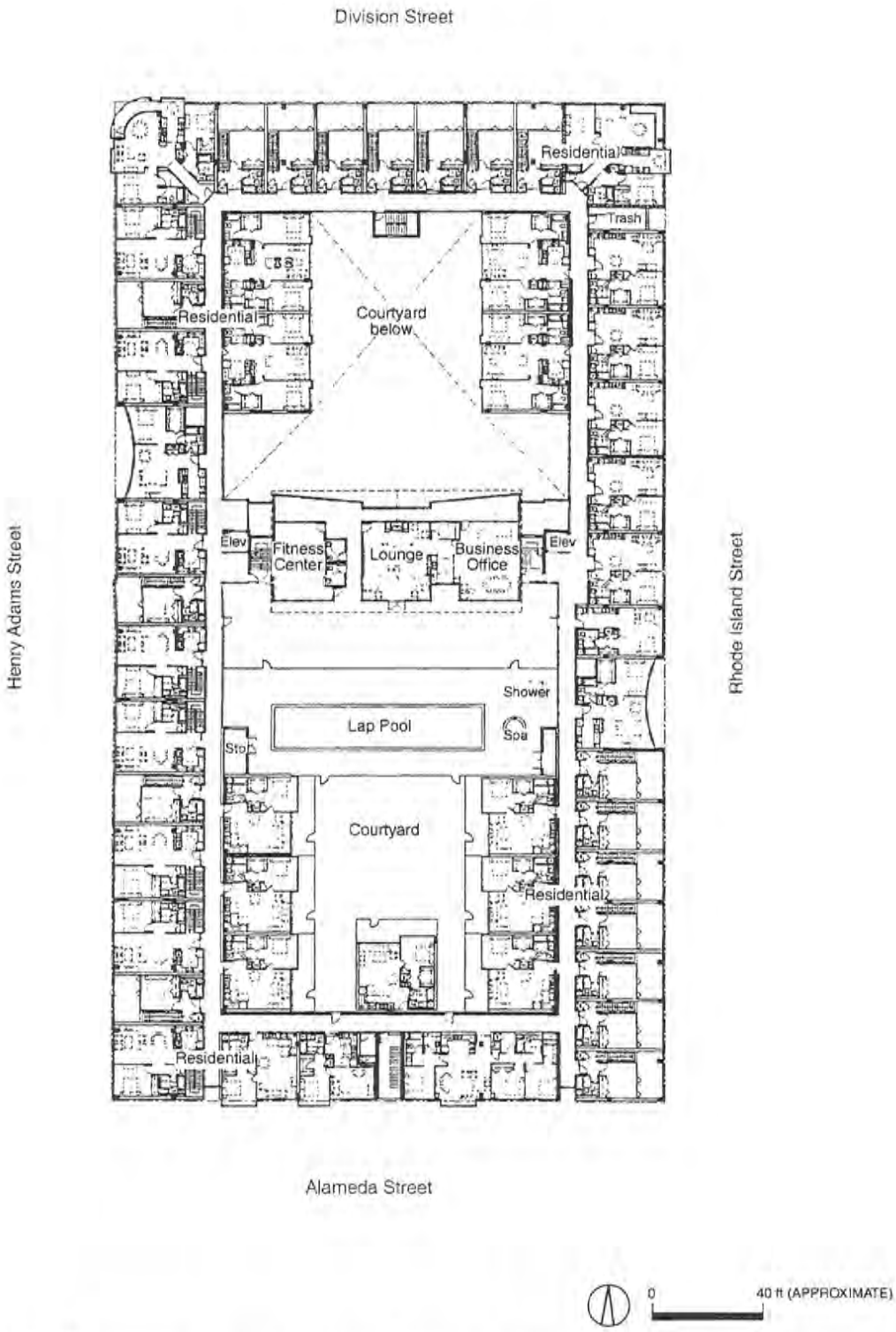
Source: Fisher Friedman Associates

Proposed 1 Henry Adams Street Project—Ground Floor Plan Figure 4



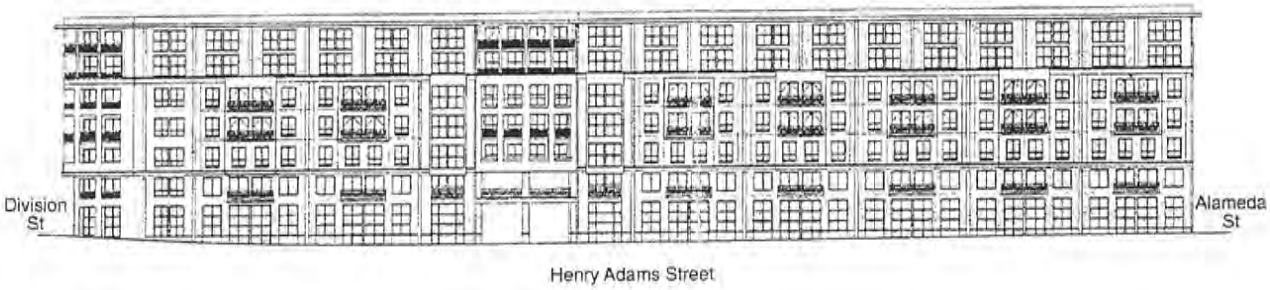
Source: Fisher Friedman Associates

Proposed 1 Henry Adams Street Project—Second Floor Plan Figure 5



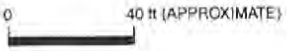
Source: Fisher Friedman Associates

Proposed 1 Henry Adams Street Project—Seventh Floor Plan Figure 6



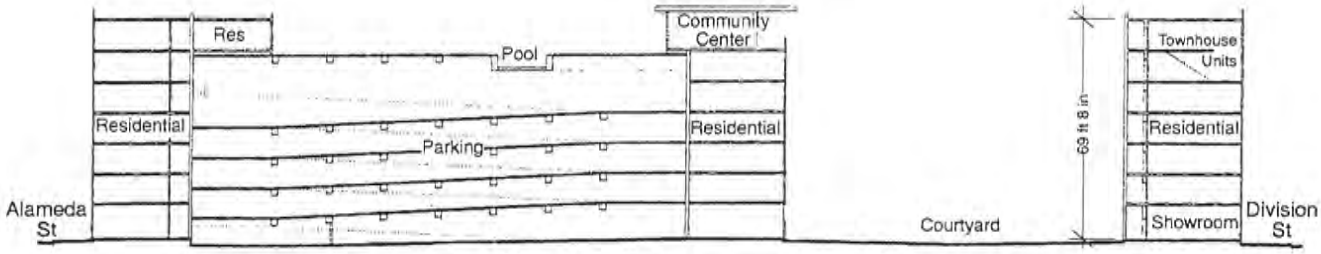
Henry Adams Street Elevation—Looking East

Division Street Elevation—Looking South

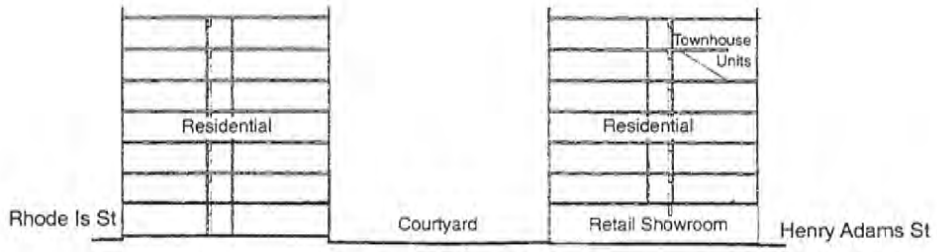


Source: Fisher Friedman Associates

Proposed 1 Henry Adams Street Project—Elevations Figure 7



Section Looking West



Section Looking South

0 40 ft (APPROXIMATE)

Source: Fisher Friedman Associates

Proposed 1 Henry Adams Street Project—Sections Figure 8

The project would require the following actions, with acting bodies shown in italics:

- Amend Planning Code Zoning Maps and potentially the General Plan to increase the height limit from 40-X to 90-X on at the 801 Brannan Street site and from 40-X to 70-X at the One Henry Adams Street site *Planning Commission Recommendation; Board of Supervisors' Approval*
- Amend Planning Code Zoning Maps to reclassify both sites from M-2 to SLR (Service Light Industrial Residential). *Planning Commission Recommendation; Board of Supervisors' Approval.*

Construction of the One Henry Adams Street project would take approximately 18 months and would be completed in early 2006. For the 801 Brannan Street project, construction of Phase I (the parking garage and half of the residential units) would take approximately 24 months and would be completed in 2007. Construction of Phase II of the Brannan Project (the remaining half of the residential units) would take approximately 18 months and would be completed in 2008.

B. PROJECT SETTING

The two project sites are located in an area generally known as the Showplace Square Neighborhood, several blocks north of the northern base of Potrero Hill, adjacent to the I-80 Freeway (Central Skyway) and its junction with U.S. 101 (James Lick Skyway) to the west. The Potrero Hill neighborhood is located several blocks to the south; Mission Bay is located to the east; the South of Market area is located to the north; and the Mission District is located to the west. Showplace Square is dominated by design showrooms for furniture, fabrics, rugs, lighting, accessories, and a variety of other home furnishings and design materials. The southern portion of this area is a commercial/industrial neighborhood with a variety of industrial, retail, multimedia and office uses, in addition to home furnishings and interior decoration businesses. Further south and east is a predominantly residential area, of primarily two- and three-story single-family residences. Building heights vary from one to five stories.

The 801 Brannan Street project site is currently occupied by the 33-foot-high Concourse Exhibition Center and a paved surface parking area. Opposite the 801 Brannan Street project site (on the north side of Brannan Street) is the four-story, Gift Center/Jewelry Mart (888 Brannan Street) which varies in height from 59 feet to 71 feet and contains a 110-foot tower. To the east of the Gift Center/Jewelry Mart is a 28-foot-high, two-story light industrial building (870 Brannan Street). Further east on Brannan Street is a 35-foot-high, three-story commercial building nearing completion, a 20-foot-high, two-story commercial building (Golden Gate Office Systems, 828 Brannan), the entrance to Langton Street, and a 39-foot-high, two-story Georgiou office building (808 Brannan) at the northwest corner of Brannan and Seventh Street. Several one- to three-story commercial and office buildings are located on the 500 block of Seventh Street which lies to the northeast of the 801 Brannan Street site.

On the northeastern corner of Brannan and Seventh Streets is a 20-foot-high, one-story auto repair business (Ed's Auto Service and Susie's Café, 603 Seventh Street). Further to the east, on the south side of Brannan Street, is a 45-foot-high, four-story building with ground-floor commercial with residential above (787 Brannan Street). Further east, on the east side of Gilbert Street, are a 35-foot-high, three-story light industrial building, a 25-foot-high, two-story light industrial building (Twan Kee Co., Inc., 755 Brannan Street) and a 45-foot-high, four-story live/work building just east of Lucerne Street (5 Lucerne) on the southeast corner of Brannan Street.

On the east side of Seventh Street immediately opposite the 801 Brannan Street site is the auto repair and small one-story restaurant (mentioned above). Further to the south are three 25-foot-high, two-story commercial buildings (containing Hoogasian Flowers, 615 Seventh, Man Hing Imports, 617 Seventh, ROSExports Florist, 643 Seventh, J & S Graphics & Printing, 645 Seventh, and Michael Thompson Framing, 647 Seventh), a paved surface parking lot, and a 30-foot-high, two-story commercial building on the northeast corner of Seventh and Townsend Streets (Wing Sing Chong, Co. Importers, Exporters, 685 Seventh Street).

The block at the southeastern corner of Seventh and Townsend Streets is occupied by rails and a right-of-way leading to the Caltrain Depot at Fourth between Townsend and King Streets.

The southernmost portion of the 801 Brannan Street site is covered by a paved surface parking area that extends between Seventh and Eighth Streets. At the northeast corner of Eighth and Townsend Streets, immediately south of the 801 Brannan Street site, is the 72-foot-high, five-story Townsend Center (SEGA, 650 Townsend Street), a seven-level, 65-foot-high parking structure; a 65-foot-high, five story office building (Macromedia, 600 Townsend); and, on the northwest corner of Seventh and Townsend Streets, a 57-foot-high, three-story office building (with a 69-foot-high penthouse), connected to the Macromedia complex.

The historic Baker Hamilton Building (City Landmark #193), a 56-foot-high, three-story office building (601 Townsend) is on the southern side of Townsend Street, at the western corner of Seventh and Townsend Streets. Further to the west is a recently completed 53-foot-high building (625 Townsend) combining four stories of office/commercial space on Townsend Street with a five-level parking structure in the rear, and a surface parking lot at the northeastern corner of Eighth and Townsend Streets.

A 20-foot-high, one-story commercial building (Dwan Elevator, 901 Brannan) is located on the west side of Eighth Street, at the southwest corner of Brannan and Eighth Streets. A 43-foot-high, four-story live/work building (680 Eighth Street) nearing completion is located further to the south on Eighth Street, and the 20-to-35-foot-high, one- and two-story retail/commercial Sobel Design Building (680

Eighth Street) occupies the remainder of the west side of Eighth Street between Brannan and Townsend Streets.

The four-story, 65-foot-high San Francisco Design Center Showplace Square building (Two Henry Adams Street) is further south of the 801 Brannan Street site, on the south side of Division Street between Vermont, Alameda, and Henry Adams Streets.

The One Henry Adams Street project site is located approximately one block south of the 801 Brannan Street site, in the block bounded by Division, Henry Adams, Alameda, and Rhode Island Streets. The western portion of the One Henry Adams Street site is currently occupied by a paved surface parking area with approximately 55 spaces. The middle portion of the southern half of the One Henry Adams Street site is occupied by a 30-foot-high, one-story building housing a nursery and garden supply business (Living Green and Garden Court Antiques, 33 Division Street). The northeast corner of the One Henry Adams Street site is occupied by a 20-foot-high, one-story office/commercial building. In the middle of the eastern portion of the proposed project site is a vacant 25-foot-high, one-story building, which housed an ice manufacturing business (40 Rhode Island Street). The southeast corner of the One Henry Adams Street site is occupied by a paved parking area with approximately 60 spaces.

Two paved surface parking areas and a 20-foot-to-50-foot-high, one- to three-story building housing office, commercial, light industrial, and restaurant uses (1-25 Rhode Island Street) are located to the east of the One Henry Adams Street site.

The 65-foot-high, four-story San Francisco Design Center Showplace Square Building (Two Henry Adams Street, mentioned above), is immediately adjacent to the One Henry Adams Street site to the west, occupying the entire block bounded by Division, Henry Adams, Vermont, and Alameda Streets. The four-story Galleria building is directly south of the project site in the block bounded by Alameda, Rhode Island, 15th, and Henry Adams Streets.

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

Both the Brannan Street and Henry Adams sites as a proposed project are examined in this Initial Study to identify potential effects on the environment. On the basis of this study, project-specific effects and cumulative impacts that relate to visual quality and urban design, transportation, and air quality resources have been determined to be potentially significant, and will be analyzed in an Environmental Impact Report (EIR). In addition, the EIR will provide additional discussion of land use for informational purposes, although the impacts are determined in this Initial Study to be less than significant. Topics noted "To Be Determined" mean that discussion in the EIR will enable a determination of whether or not there would be a significant impact.

B. EFFECTS FOUND NOT TO BE SIGNIFICANT

The following potential environmental effects were determined either to be less than significant or will be reduced to a less-than-significant level through mitigation measures included in the Initial Study and project. These items are discussed in Section III below, and require no further environmental analysis in the EIR: Population, Noise, Shadow, Wind, Utilities/Public Services, Biology, Geology/Topography, Water, Energy/Natural Resources, Hazards, and Cultural Resources.

III. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

A.	COMPATIBILITY WITH ZONING, PLANS AND POLICIES	N/A	Discussed
1.	Discuss any variances, special authorizations, changes proposed to the City Planning Code or Zoning Map, if applicable.	☐	■
2.	Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.	☐	■

Both the 801 Brannan and One Henry Adams Streets sites are zoned M-2 (Heavy Industrial) and fall within the 40-X Height and Bulk district which permits a maximum of 40-foot-tall buildings. Residential uses require conditional use authorization in M Districts. A conditional use must be approved by the Planning Commission at a public hearing and can be appealed to the Board of Supervisors.

Residential density is limited on both sites by *Planning Code* Section 215(a), which sets the dwelling unit density for M districts at a ratio not to exceed the number of dwelling units permitted in the nearest R (Residential) District or RM-1, whichever is greater. With a Planned Unit Development (PUD) authorization pursuant to Section 304(d)(4), the density ratio may be increased to a level just below the next highest R District. Based on an analysis of surrounding R Districts pursuant to Section 215(a), the following densities could be allowed on each site:

- The 801 Brannan Street proposed project site – On February 27, 2003, the Zoning Administrator issued a letter finding that the residential density for this lot is based on the Mission Bay Block N4, and therefore would allow a density of one unit per 250 square feet of lot area. Therefore, with a square footage of 226,875 square feet, the residential density of the site could be 907 units, subject to conditional use authorization.
- The One Henry Adams Street proposed project site – Due to its close proximity to several lower density R Districts, this site would only qualify for a maximum dwelling unit density ratio (with a PUD increase) of just under one unit per 600 square feet of lot area, or a maximum of approximately 120 units, subject to conditional use authorization.

The Project Sponsor will be seeking a reclassification of the two sites from M-2 (Heavy Industrial) to SLR (Service/Light Industrial/Residential District). This would allow a residential density ratio of one unit per 200 square feet of lot area, resulting in the following:

- The 801 Brannan Street proposed project site – up to a maximum of 1,134 units; and,
- The One Henry Adams proposed project site – up to a maximum of 360 units.

The SLR District is the closest existing zoning designation to the proposed R-PDR (Residential-Production, Distribution, Repair) District for the area as more fully discussed below. In addition, the area just north of Harrison Street and west of 7th Street is currently zoned SLR.

In late 2001 the Planning Commission directed the Planning Department to initiate the Eastern Neighborhoods community planning process. The purpose of this process was to address the broad range of issues involved in formulating permanent controls on the City's last remaining industrially zoned lands and its surrounding residential and commercial neighborhoods. The community process purpose was to work collaboratively with the neighborhoods in the vicinity of these industrially zoned land to develop rezoning proposals that achieve both neighborhood and citywide land use goals. In early 2002 the Planning Department initiated a series of what became four to seven public workshops per neighborhood. Through the year-long process of public workshops, participants grappled with how the area's industrially zoned land should be used in the future. One of the goals of this process was to develop a new set of zoning regulations for the broader Showplace Square - Potrero Hill area, including the project sites. In February 2003, the Planning Department published the *Community Planning in the Eastern Neighborhoods, Rezoning Options Workbook – First Draft.* Three rezoning options for housing in industrially zoned land are presented for each area: (A) Low Housing Option, (B) Moderate Housing Option, and (C) High Housing Option.

In Option (A) proposed zoning alternative, the 801 Brannan Street project site is located in the proposed "Residential/Production, Distribution, Repair (PDR)" zoning district. This district would principally permit residential uses and would require PDR uses in order to allow a mix of uses. There would be no limit to residential density in this zoning district so the proposed number of residential units would be permitted. Existing PDR uses in this Residential/PDR district would be replaced, and light and medium PDR would be permitted as well as small offices and retail establishments less than 5,000-sq. ft. in area.[2]

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[2] The Zoning Designation Chart on Page 35 in the Workbook, notes that the district would require one F.A.R. of design-related or "light or medium" PDR uses, if existing PDR uses on the site are demolished or displaced To date, there has been no formal determination whether the existing Concourse Exhibit Hall on the 801 Brannan Street site qualifies as PDR space, which could activate the 1:1 replacement requirement or a full 1 F.A.R. replacement, or whether it is a use which would not activate either of these requirements at all. If it were determined that the existing exhibit hall is considered PDR, then the project's development program would change, or would no longer be proposed.

The One Henry Adams site is located in the "Core PDR" zoning district, which is a district that restricts future uses to design-related PDR, and does not allow housing, which would prohibit the proposed project. Small scale office and retail establishments less than 5,000-sq. ft. in area would be permitted.

In Option (B) proposed zoning alternative, both project sites are in the "Residential/PDR." There exists approximately 20,000-sq. ft. of design-related PDR on the One Henry Adams site which would be replaced in the proposed project.[3] The proposed project for both sites would be permitted under this option.

In Option (C) proposed zoning alternative, the 801 Brannan Street project site is located in the "Residential/Commercial" zoning district, which is a district that promotes a mix of residential and some commercial uses. Its goal would be the development of creative mixed-use projects at a potentially larger scale than in other mixed use districts. There would be no maximum residential density and no requirement for PDR replacement in this district. Small office use (less than 5,000-sq.ft.) and medium size retail (up to 15,000-sq.ft.) would be permitted The One Henry Adams site is in the "Residential/PDR"zoning district. The proposed project for both sites would be permitted under this option.

As noted above, both the 801 Brannan Street site and the One Henry Adams Street site are currently zoned 40-X which allows buildings of up to 40 feet in height feet with no bulk restriction. The proposed project would require amendments to the Height and Bulk maps, pursuant to Section 302 of the *Planning Code*, to increase the height limit of 801 Brannan Street to 90-X and of One Henry Adams to 70-X, which would allow the height of buildings to be 90 feet and 70 feet respectively, with no bulk restrictions. For all three of the rezoning options, the proposed height limit of 801 Brannan would be 50/55-feet which would not allow the proposed 90 feet. The One Henry Adams project site would also be 50/55-feet, with an increase to 80/85-feet in the southeast quarter of the Henry Adams project site, which would permit a portion of the proposed project's 70-foot height.

The Planning Commission's consideration of the options for each neighborhood can refine these options or can develop new ones using ideas presented in the overall spectrum of options. Ultimately, the main options for each neighborhood will be forged into a proposed rezoning for the Eastern Neighborhoods, a comprehensive effort consistent with the San Francisco *General Plan*. The adopted option would revise the existing *Planning Code*. However, at this time, it is not known whether the project sites or their vicinity will undergo any change in zoning as a result of the community-based planning process.

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[3] If the one F.A.R. requirement is enacted, the project's development program would change, or the project sponsor could decide not to proceed.

The 801Brannan Street and One Henry Adams Street project would require review by the Planning Commission, the Department of Public Works, and the Board of Supervisors in the context of the San Francisco *General Plan*.

In November 1986, the voters of San Francisco approved *Proposition M, the Accountable Planning Initiative*, which added Section 101.1 to the *Planning Code* to establish eight Priority Policies. These policies are: preservation and enhancement of neighborhood-servicing retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of residential employment and business ownership; maximization of earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project that requires an Initial Study under the California Environmental Quality Act (CEQA), and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the *General Plan*, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. The case reports for the zoning and height reclassification and/or subsequent motion for the Planning Commission or Board of Supervisors will contain the analysis determining whether the proposed project is in compliance with the Priority Policies.

The Planning Commission must certify the EIR as a complete and accurate environmental document for the project prior to taking any approval actions. The relationship of the project to *Planning Code* requirements, the environmental implications of the proposed reclassification will be described in the EIR along with an updated discussion on the project's relationship to the Eastern Neighborhoods Community Planning Process.

B. ENVIRONMENTAL EFFECTS

Except for the categories of visual quality and urban design, transportation, and air quality, the items on the Initial Study Environmental Evaluation Checklist have been checked "No," indicating that, upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect. For items where the conclusion is "To Be Determined," the analysis will be included in the EIR. Several of the Checklist items have been checked "Discussed," indicating that the Initial Study text includes discussion about that particular issue. For all of the items checked "No" without a discussion, the conclusions regarding potential significant adverse environmental effects are based on field observation, staff and consultant experience and expertise on similar projects, and/or standard reference material available within the Planning Department, such as the Department's *Transportation Guidelines for Environmental Review*, or the California Natural Diversity Data Base and maps, published by the California Department of Fish and Game. For each Checklist item, the evaluation has considered both the individual and cumulative impacts of the proposed project.

1. **Land Use** - Could the project:	Yes	No	Discussed
a. Disrupt or divide the physical arrangement of an established community?	☐	■	■
b. Have any substantial impact upon the existing character of the vicinity?	☐	■	■

The proposed project would change the existing commercial, parking and exhibition space on the project sites to residential and parking, with some commercial uses, and would substantially intensify the use of the sites. The project would continue a wider trend of introduction of residential uses to areas previously dominated by commercial and industrial uses.

The proposed project would add to existing and planned residential and commercial uses in the vicinity of the sites, and would increase the population density on the sites and in the project area. The scale and massing of the proposed project buildings would be greater than that of most buildings in the vicinity. The seven-story building proposed for the One Henry Adams Street site would be consistent in height with the taller buildings in the area, while the nine-story building proposed for the 801 Brannan Street site would be taller than residential and commercial development on nearby blocks. However, the development of high density residential and the addition of retail and parking would not be a significant effect because the proposed project would be developed within the existing block and street configurations of the sites, would be in areas that are developed with similar uses, and would not divide the physical arrangement of an established community.

The proposed project would entail conversion of existing parking, retail, commercial and exhibition facilities to mixed residential and commercial uses and parking. The existing one- and two-story buildings would be demolished and a nine-story building would be erected on the 801 Brannan Street site, and a six-story building on the One Henry Adams Street site The proposed project would add to existing residential and commercial land uses surrounding the site. The project would represent the largest concentration of residential uses in the immediate area. The area is developed and is expanding with support services and amenities for local residents and businesses (16th and Potrero Street shopping complex and the supermarket under construction at 4th and Townsend Streets). The project would generate additional demand for such services or amenities. The proposed residential and commercial uses would be similar in character to many other residential and commercial buildings located near the project sites in the M-2 District, and would be generally compatible with the prevailing urbanized, mixed-use character of the area.

In conclusion, the proposed project would not result in significant adverse land use impacts. However, for informational purposes and to provide context to other environmental discussions, the EIR will discuss land use.

		Yes	No	Discussed
2.	**Visual Quality** - Could the project:			
	a. Have a substantial, demonstrable negative aesthetic effect?	To Be Determined		
	b. Substantially degrade or obstruct any scenic view or vista now observed from public areas?	To Be Determined		
	c. Generate obtrusive light or glare substantially impacting other properties?	☐	■	■

Aesthetics and Urban Design

Aesthetics and urban design are subjective fields, and individuals may hold differing opinions about the aesthetic design of a proposed project. The proposed project are designed to complement the existing industrial and commercial context through the use of materials and articulation of the housing facades.

Due to the size of the proposed project and the potential visibility of the proposed new construction, the EIR will include visual simulations and a more detailed discussion of aesthetic effects.

Views

Both sites are located several blocks north of the base of Potrero Hill, on relatively flat terrain surrounded by existing buildings varying in height from 20 to well over 70 feet. Existing views to and from the two project sites are of adjacent buildings and do not constitute scenic views or vistas. The structures proposed for each site would not obstruct or degrade any existing scenic view or vista now observed from public streets. Views of the City on the north/east bound elevated US 80/101 Freeway could be momentarily obstructed when passing the site by the 90-foot-high proposed 801 Brannan Street project.

Light and Glare

Additional light would be introduced by the proposed project that would include nighttime illumination and outdoor lighting typical of multi-story residential buildings in the City. The project would comply with Planning Commission Resolution No. 9212, which prohibits the use of mirrored or reflective glass. The proposed project would not contain mirrored or reflective glass and the building would not result in glare affecting other properties. The EIR will, therefore, not discuss light and glare.

The EIR will discuss the project's design, appearance, possible effects on views and its relation to the scale of surrounding development.

3. **Population** - Could the project:	Yes	No	Discussed
a. Induce substantial growth or concentration of population?	☐	■	■
b. Displace a large number of people (involving either housing or employment)?	☐	■	■
c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	☐	■	■

The existing exhibition center at the 801 Brannan Street site currently provides employment for six persons. San Francisco Ice Company on the One Henry Adams Street site closed three years ago. The plant sales and maintenance businesses that currently operate at the One Henry Adams Street site employ about 12 persons. Although the six jobs associated with the Concourse Exhibition Hall would be displaced by the 801 Brannan Street project and 12 jobs would be displaced by the One Henry Adams Street project, the two projects combined would provide new employment for approximately 75 to 97 persons, depending on the scope of the final, approved projects. In addition, the One Henry Adams Street project could provide replacement design-related PDR space which could be occupied by the existing businesses currently located in buildings at the One Henry Adams Street site.

The San Francisco Bay Area is known for its agreeable climate, open space, recreational opportunities, cultural amenities, a strong and diverse economy, and prominent educational institutions. As a regional employment center, San Francisco attracts people who want to live close to where they work. These factors continue to support a strong demand for housing in San Francisco. Providing new housing to meet this strong demand is particularly difficult because the amount of land available is limited and land and development costs are relatively high. For these reasons, San Francisco consistently ranks as one of the most expensive housing markets in the United States.

During the period of 1990-2000, the number of new housing units completed citywide ranged from a low of about 350 units (1993) to a high of about 2,100 units (1990) per year. The citywide annual average over that 11-year period was about 1,130 units.[4]

In March 2001, the Association of Bay Area Governments (ABAG) projected regional needs in the Regional Housing Needs Determination (RHND) 1999-2006 allocation. The jurisdictional need of the City for 2006 is 20,370 dwelling units or an average yearly need of 2,546 net new dwelling units. The more than 1,100 units in the proposed project would help to satisfy this need.[5]

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[4] City and County of San Francisco Planning Department, *Draft Housing Element* of the *General Plan*, February 2003, page 29.

[5] *Ibid*, page 1.

As stated above, there is substantial demand for new residential units in San Francisco. Based on household density factors[6] of about 1.35 persons per dwelling unit, the proposed development is estimated to accommodate approximately 1,485 people. In addition, there would be between 25,000 and 45,000 sq.ft. of design related PDR/neighborhood retail space which could employee up to 129 people (at the rate of one retail employee per 350 gross square feet of retail). Currently, there are no residential units on the sites. While potentially noticeable to immediately adjacent neighbors, the increase in the number of residents on the project sites would not substantially increase the area-wide population, and the resulting density would not exceed levels that are common and accepted in high-density urban areas such as San Francisco. The proposed project would not create a substantial demand for additional housing in San Francisco, or reduce the housing supply. Therefore, the project-generated population would not be a significant impact and will not be discussed in the EIR.

4. **Transportation/Circulation** - Could the project:	Yes	No	Discussed
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?			To Be Determined
b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?			To Be Determined
c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?			To Be Determined
d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?			To Be Determined

The proposed project would add approximately 1,111 dwelling units, and between 25,000 and 45,000 square feet of design-related PDR/neighborhood retail space to the Showplace Square area, and would cause an increase in traffic, transit and parking demand in the area. The EIR will discuss potential effects of the project related to traffic and circulation, transit and parking. Potential traffic impacts during construction will also be discussed in the EIR.

[6] City and County of San Francisco Planning Department and San Francisco Redevelopment Agency, *Mission Bay Final Subsequent EIR*, Planning Department File No. 96.771E, SCH No. 97092068, Vol. IV, Appendices, Table C.6, p. C.4 certified September 17, 1998.

5.	Noise - Could the project:	Yes	No	Discussed
	a. Increase substantially the ambient noise levels for adjoining areas?	☐	■	■
	b. Violate Title 24 Noise Insulation Standards, if applicable?	☐	■	■
	c. Be substantially impacted by existing noise levels?	☐	■	■

Ambient noise levels in the vicinity of the project site are typical of noise levels in urban San Francisco. Outdoor noise in the vicinity of the project area includes numerous potential sources of noise. The most significant existing source of noise throughout most of San Francisco is vehicular traffic, including trucks, cars, buses, and emergency vehicles. This is especially true of the project area because of the proximity of Interstate 80/101 connection routes. The nearest noise sensitive receptors to the project site are residential uses to the west on Eighth Street.

Effects on Ambient Noise Levels

Construction Noise

Project construction would increase noise levels in areas surrounding the project site. Construction noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers between noise source and listener. Construction activities associated with the project construction potentially could include excavation and hauling, foundation construction, steel erection, and finishing. The project buildings would involve pile driving which would occur during the first four months of construction at the 801 Brannan Street site, and during the first three months of the construction at the One Henry Adams Street site. The noise from the pile driving would be most noticeable along the frontage of the construction area and decrease with distance. Vibrations from the impact of the piles with the ground could be felt in adjacent buildings.

The noise and vibration from pile driving may annoy or disturb the occupants of nearby properties. The project sponsor has agreed to implement Mitigation Measure 1, calling for minimization of disturbance from the noise and vibration during pile driving. The mitigation measures involve scheduling pile driving during the times of day that would minimize disturbance to the occupants of nearby properties, reducing the vibration on the ground surface during pile driving, and reducing the amount of noise generated by the pile driver. Implementation of these mitigation measures would ensure that the potential noise and vibration effects during pile driving would be reduced to a less-than-significant level.

Other noise impacts from construction activities could be reduced in three ways: reduce the sound level at the source, provide the receiver with shielding, or alter the path of sound transmission. Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the Police Code). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not

exceed 80 dBA[7] at a distance of 100 ft. from the source. Impact tools, such as jackhammers and impact wrenches, must have both intake and exhaust muffled to the satisfaction of the Director of Public Works. Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the Director of Public Works. The project demolition and construction operations would comply with the Noise Ordinance requirements. Compliance with the Noise Ordinance is required by law and would reduce any impacts to a less-than-significant level. Based on the above analysis, no analysis of construction noise will be presented in the EIR.

Traffic Noise

Generally, traffic must double in volume to produce a noticeable increase in noise levels. Traffic volumes would not be expected to double as a result of the project; therefore, substantial increases in traffic noise levels would not be anticipated in the project area. Traffic noise will not be analyzed in the EIR.

Building Equipment Noise

The proposed project would include mechanical equipment, such as air conditioning units and chillers, which could produce operational noise. These operations would be subject to the San Francisco Noise Ordinance, Article 29, Section 2909, which limits noise from building operations. Substantial increases in the ambient noise level due to building equipment noise would not be anticipated. Therefore, the EIR will not discuss building equipment noise.

Interior Noise Levels

Residential uses would be included in the proposed development. The noise insulation requirements of Title 24 of the California Code of Regulations apply to residential occupancies. Title 24 requires insulation sufficient to limit interior noise levels to 45 dBA or less at night. The Department of Building Inspection would review the final building plans to insure that the building wall and floor/ceiling assemblies meet state standards regarding sound transmission.

The existing background noise levels in the project area are typical of noise levels in urban San Francisco. The existing noise would be occasionally noticeable within the proposed buildings and would dominate the noise environment of the proposed project's open space. Because the proposed development would comply with the Title 24 noise insulation requirements, the existing noise

[7] DBA is a measure of sound in units of decibels (dB). The "A" denotes the A-weighted scale, which simulates the response of the human ear to various frequencies of sound.

environment would not negatively affect occupant use. Based on this information, the effect of existing noise levels on the proposed development will not require analysis in the EIR.

6.	**Air Quality/Climate** - Could the project:	Yes	No	Discussed
	a. Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	☐	■	■
	b. Expose sensitive receptors to substantial pollutant concentrations?	☐	■	■
	c. Permeate its vicinity with objectionable odors?	☐	■	■
	d. Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	☐	■	■

Air quality impacts from a project, such as the proposed residential building, result from project construction and operation. Construction emissions, primarily criteria air pollutants emitted by construction vehicles, would have a short-term effect on air quality. Operational emissions, generated by project-related traffic and by combustion of natural gas for building space and water heating, would continue to affect air quality throughout the lifetime of the project.

Construction Emissions

Construction activities of the proposed mixed-use project would involve demolition of the existing buildings, excavation and grading operations, and wind blowing over exposed earth. There would be some fill removed for the foundations, which would generate exhaust emissions and fugitive particulate matter emissions. Construction activities would last for approximately six months. Fine particulate matter (PM_{10}) is the pollutant of greatest concern with respect to construction activities.[8] PM_{10} emissions can result from a variety of construction activities, including excavation, grading, demolition, vehicle travel on paved and unpaved surfaces, and vehicle and equipment exhaust. Consistent with Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines, construction-period air emissions are considered less than significant if effective control measures are implemented such as those listed in Mitigation Measure 2, which would require all debris to be covered and to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants.

Operations Emissions

[8] Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans*, December 1999.

Project operation would affect local air quality by increasing the number of vehicles on nearby roads and at the project site, and by introducing stationary emissions to the project site. Transportation sources are the primary source of operational project-related emissions.[9] Stationary source emissions, generated by combustion of natural gas for building space and water heating, would be less than significant. The operation of a project would have a significant effect on the environment with respect to air quality if it would violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The BAAQMD specifies the significance criteria as follows[10]: (1) the project impacts would be considered significant if they cause operation-related emissions equal to or exceeding an established threshold of 80 pounds per day of reactive organic gases (ROG, also known as reactive hydrocarbons), nitrogen oxides (NOx including NO_2),[11] or PM_{10}, (ozone precursors), or cause carbon monoxide (CO) concentrations to exceed the state ambient air quality standards of more than 550 pounds per day of emissions; and (2) the project impacts would also be considered to have a significant contribution to cumulative regional air quality effects if the project impacts exceed these standards.

Project-related traffic may result in areas with high concentrations of carbon monoxide around stagnation points such as major intersections and heavily traveled and congested highways. The BAAQMD has identified three threshold standards, any one of which would require the estimation of local carbon monoxide concentrations[12]:

- Project related vehicle CO emissions would exceed 550 pounds per day.
- Project generated traffic would impact intersections or roadway links operating at Level of Service (LOS) D, E or F or would cause LOS to decline to D, E or F.; and
- Project traffic would increase traffic volumes on nearby roadways by ten percent or more.

The proposed project have the potential to exceed one or more the thresholds, and operational air quality will be addressed in the EIR.

Shadow

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[9] *Ibid.*

[10] *BAAQMD CEQA Guidelines, op. cit.*

[11] Nitrogen Oxides are a class of pollutants comprised of N and O. Of the several nitrogen oxides, only one (NO_2) is considered a primary pollutant with a specific air quality standard. All nitrogen oxides are contributors to ozone formation.

[12] *BAAQMD CEQA Guidelines, op. cit.*

The 801 Brannan Street project would replace a 33-foot-high structure with a 90-foot-high, nine–story building, and the One Henry Adams Street project would replace a series of one-story structures with a 70-foot-high, seven-story building. This would increase the amount of shadow on public streets and sidewalks at certain times of the day and year.

Section 295 of the *Planning Code* was adopted in response to Proposition K (passed in November 1984) in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year-around. Section 295 restricts new shadow upon public spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 feet unless the Planning Commission finds the impact to be insignificant. To determine whether this project would comply with Section 295, a shadow fan analysis was prepared by the Planning Department, which concluded that project-generated shadow would not reach any Proposition K protected properties (a copy of this report is available for review by appointment in Project File No. 2002.0449K at the Planning Department, 1660 Mission Street, San Francisco). The proposed buildings, however, would at times shade portions of the surrounding streets (Brannan, Eighth, Seventh, Townsend, Henry Adams, Division, Rhode Island, and Alameda), as well as the sidewalks adjacent to the project site along these streets. The proposed buildings also would cast shadows on buildings facing the streets surrounding the project sites. The new shadows created by the project would not exceed levels commonly expected in urban areas, and would not be considered significant. The EIR will not discuss project shadows.

Wind

Large buildings can redirect wind flows around and down to the street level, resulting in increased wind speed and turbulence at street level. Whereas San Francisco has established specific wind criteria for buildings in Downtown Commercial (C-3) Districts and other specific areas, there are no specific criteria for the Showplace Square area. The project buildings would not be of sufficient height to generate enough wind or otherwise substantially alter pedestrian wind levels to a degree that would require a wind tunnel analysis. The proposed project building would not cause wind levels to exceed the *Planning Code* hazard criterion because of the building's exposure, massing and orientation of the proposed design.[13] While the Brannan Street façade of the proposed 801 Brannan Street project is somewhat exposed and continuous (indicating that wind accelerations are likely), the project's relatively low height would suggest that any such accelerations would be moderate. Therefore, this topic requires no further analysis and will not be discussed in the EIR.

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[13] Charles Bennett, *Wind Evaluation of the Proposed Project, 801 Brannan Street*, and *Wind Evaluation of the Proposed Project, One Henry Adams Street*, October 24, 2003. These reports are available for public review by appointment in Project File No.2000.618E at the Planning Department, Fifth Floor, 1660 Mission Street, Suite 500, San Francisco, CA.

7. **Utilities/Public Services** - Could the project:	Yes	No	Discussed
a. Breach published national, state or local standards relating to solid waste or litter control?	☐	■	■
b. Extend a sewer trunk line with capacity to serve new development?	☐	■	■
c. Substantially increase demand for schools, recreation or other public facilities?	☐	■	■
d. Require major expansion of power, water, or communications facilities?	☐	■	■

The proposed project would increase demand for and use of public services, but not in excess of amounts expected and provided for in this area.

Solid Waste

San Francisco's solid waste is disposed of at the Altamont Landfill. A substantial expansion of the landfill was approved in 1997 that will be able to accommodate San Francisco's solid waste stream well into the future. The solid waste associated with the project construction and operation would not substantially affect the projected life of the Altamont Landfill, and no associated impacts would occur; therefore, the EIR will not discuss the issue of solid waste generation.

Sewer and Wastewater Treatment Plant Capacity

The project site is served by San Francisco's combined sewer system, which handles both sewage and storm water runoff. No major new sewer construction would be needed to serve the proposed project. Wastewater treatment for the east side of the City is provided primarily by the Southeast Water Pollution Control Plant. The project would meet any wastewater pre-treatment requirements of the San Francisco Public Utilities Commission, as required by the San Francisco Industrial Waste Ordinance.[14] The project would have little effect on the total wastewater volume discharged through the combined sewer system, particularly since storm water runoff contributes greatly to the total flow and the site is already paved (resulting in maximum storm water flows). The project would not result in a substantial increase in demand for wastewater treatment, and thus it would not result in an associated significant impact. The EIR will not evaluate demands on wastewater treatment facilities.

Public Services

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[14] City and County of San Francisco, Ordinance No. 19-92, San Francisco Municipal Code (Public Works), Part II, Chapter X, Article 4.1 (amended), January 13, 1992.

Police and Fire Protection

The project site presently receives police and fire protection services, and the project would create additional demand for fire and police services in the area. The nearest police station is located at the Hall of Justice at 850 Bryant Street. Although the project could increase the number of calls received from the area or the level of regulatory oversight that must be provided as a result of the increased concentration of activity on site, the increase in responsibilities would not likely be substantial in light of the existing demand for police protection services in the South of Market area. The nearest fire stations are Station 7 at Folsom/19th Streets and Station 8 at Bluxome/Fourth Streets.

Although the project could increase the number of calls received from the area or the level of regulatory oversight that must be provided as a result of the increased concentration of activity on site, the increase in responsibilities would not likely be substantial in light of the existing demand for fire protection services in the Showplace Square/Potrero Hill area. Furthermore, the increase in demand would not require the construction of any new police or fire prevention facilities, and thus would not result in an associated significant impact. For these reasons, the EIR will not discuss police or fire protection services.

School Facilities

The proposed project would contain about 451 two-bedroom units and 15 three-bedroom units. The San Francisco Unified School District provides public primary and secondary education in the City and County of San Francisco. The nearest elementary school is the Bessie Carmichael Elementary School at 55 Sherman Street, the nearest middle school is the Enola D. Maxwell Middle School at 655 De Haro Street, and the closest high school is Mission High School at 3750 18th Street. The SFUSD is currently not a growth district and facilities throughout the City and County are generally underutilized. The District currently has more classrooms District-wide than it needs, and the surplus is predicted to increase over the next ten years as enrollment shrinks.[15] No construction of schools is planned near the project site. An increase in students associated with the proposed project would not substantially change the demand for schools, and the existing schools would be able to accommodate any students generated by the project.[16] The proposed project would be assessed $1.72/ per gross square foot of residential space. These funds could be used to rehabilitate underutilized schools to accommodate the additional students generated by the project. Because the proposed project would not result in impacts to schools, the EIR will not discuss the project impact on school facilities.

Recreation Facilities

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[15] San Francisco Unified School District, *Facilities Master Plan*, 2003.

[16] Public Information Office, SFUSD, Telephone conversation, November 10, 2003.

The proposed project would contain an exercise room for residents and the project would contain open space for use by residents. The nearest public open spaces to the project sites would be the Mission Creek Marina, about three blocks to the east; Jackson Playground, about five blocks to the south, and Franklin Square, about four blocks to the southwest. An increase of about 1,500 residents and employees would not be a significant increase in the overall population of San Francisco and in the demand for recreational facilities. Due to the nearby open space, the project open space and project recreation facilities, impacts resulting from an increase in demand for recreation or other public facilities would be less than significant and will not be discussed further in the EIR.

Power and Communications Facilities

The proposed project building would require typical utility connections and could tap into existing power and communications grids. Any relocation would be completed without interruption of service to adjacent properties.

San Francisco consumers have recently experienced rising energy costs and uncertainties regarding the supply of electricity. The root causes of these conditions are under investigation and are the subject of much debate. Part of the problem is thought to be that the State does not generate sufficient energy to meet its demand and must import energy from outside sources. Another part of the problem may be the lack of cost controls as a result of deregulation. The California Energy Commission (CEC) is currently considering applications for the development of new power-generating facilities in San Francisco, the Bay Area and elsewhere in the State. These facilities could supply additional energy to the power supply "grid" within the next few years. These efforts, together with conservation, will be part of the statewide effort to achieve energy sufficiency. The project would not be built and occupied until about 2006; therefore; additional generating facilities may have been completed by the time the project is in operation.

The project-generated demand for electricity would be negligible in the context of the overall demand with San Francisco and the State, and would not in and of itself require a major expansion of power facilities. No new power or communications facilities would be necessary as a result of project implementation, and thus the proposed project would not result in an associated significant physical environmental effect. The EIR will not discuss this issue.

Water Supply Facilities

The proposed project would generate an estimated demand for about 139,540 gallons of water per day.[17] There is currently limited consumption of water on the site. The proposed project would incrementally increase the demand for water in San Francisco. The new construction would be designed to incorporate water-conserving measures, such as low-flush toilets and urinals, as required by the California State Building Code Section 402.0(c). The projected water consumption for the proposed project was assumed in the San Francisco Public Utilities Commission's *Urban Water Management Plan 2000* and an adequate water supply would be available for the project.[18]

Because the project would not result in a substantial increase in water use, it would not result in a significant impact, and therefore, the EIR will not discuss water supply facilities.

8.	**Biology** - Could the project:	Yes	No	Discussed
	a. Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?	☐	■	■
	b. Substantially diminish habitat for fish, wildlife or plants, Or interfere substantially with the movement of any resident or migratory fish or wildlife species?	☐	■	■
	c. Require removal of substantial numbers of mature, scenic trees?	☐	■	■

The project site is within a developed area of the City, and it is covered by impervious surfaces. The site does not provide habitat for any rare or endangered plant or animal species, and the proposed project would not affect, or substantially diminish, plant or animal habitats. The project would not interfere with any resident or migratory species. No trees would be removed. The open space proposed as part of the project would include plants and street trees appropriate for the urban landscape of the project site. In conclusion, the proposed project would not result in significant adverse impacts on biology. Therefore, the EIR will not discuss biology.

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[17] Daniel Steiner, consulting engineer, *Estimated Water Use by 500 Dwellings*, February 26, 2002. The estimate of 115 gallons per day per household is consistent with water use assumption incorporated within the San Francisco Public Utility Commission's (SFPUC)Year 2000 Urban Water Management Plan (UWMP). 115 gallons x 1,111 units = 127,765 per day. City and County of San Francisco Planning Department and San Francisco Redevelopment Agency, *Mission Bay Final Environmental Impact Report, 86.505EMTZ Volume 3 Appendices*, August 12, 1988, p. XIV.D.38, Table XIV.D.35. The Mission Bay Water Demand Calculations, 2000 estimate a demand factor of 95 gallons per day per 1,000 sq.ft. of retail uses: maximum of 45,000 sq.ft. of retail use x 95 = 4,275 gallons per day. Approximately 1 acre of landscaping at 801 Brannan = 5,500 gallons per day, and about 1/3 acre of landscaping at One Henry Adams = 2,000 gallons per day. Total = 139,540 gallons per day.

[18] The SFPUC 's UWMP update 2000 is based on the ABAG Year 2000 Projections, which include all known or expected development projects in San Francisco through the Year 2020. Michael Carlin, PUC, letter to Stu During, November 7, 2003. This letter is available for public review by appointment in Project File No.2000.618E at the Planning Department, Fifth Floor, 1660 Mission Street, Suite 500, San Francisco, CA.

9.	**Geology/Topography** - Could the project:	Yes	No	Discussed
	a. Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	☐	■	■
	b. Change substantially the topography or any unique geologic or physical features of the site?	☐	■	■

Geologic Hazards

The Community Safety Element of the *San Francisco General Plan* contains maps that indicate areas in which one or more geologic hazards exist. The project sites are located in an area subject to "a non-structural damage level" (Modified Mercalli Intensity VII) from seismic groundshaking originated by a characteristic earthquake (Moment Magnitude 7.1) along the San Andreas fault approximately six miles southwest of San Francisco, and the Northern Hayward fault approximately 12 miles northeast of San Francisco (Maps 2 and 3 in the Community Safety Element).[19] The project sites are also in an area subject to liquefaction in case of a seismic even as shown on the State of California Seismic Hazards Zones map (California Division of Mines and Geology),and Map 4 of the Community Safety Element, Seismic Hazards Study Zones , Areas of Liquefaction Potential. The project sites are not in areas subject to landslide, seiche or tusnami run-up or reservoir hazards (Maps 5, 6, and 7 in the Community Safety Element).[20]

Site Conditions

801 Brannan Street Site

A draft geotechnical investigation was prepared for 801 Brannan Street in June 2001.[21] The site has a slight slope toward the north with an approximate elevation change of two to six feet (according to San Francisco City Datum). Below the pavement and cobblestones on the site surface is a layer of fill 15 to 34 feet deep, consisting primarily of loose to medium dense sand with varying amounts of silt, clay, gravel, concrete, brick, mortar and wood fragments. A weak and compressible marine clay and silt deposit, referred to as Bay Mud, underlies the fill. The Bay Mud is approximately 48 to 100 feet thick, and includes occasional layers of clayey sand. A layer of Old Alluvium, consisting of alternating layers of strong, relatively incompressible, dense to very dense sand, and stiff to hard clay and silt, extends to depths of 118 to 180 feet below the ground surface. The Old Alluvium is underlain by strong, relatively

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[19] Association of Bay Area Governments, *San Francisco Bay Area - On Shakey Ground*, April 1995.

[20] City and County of San Francisco, *Community Safety Element, San Francisco General Plan*, April 1997.

[21] Treadwell & Rollo, *Draft Geotechnical Investigation, 801 Brannan Street*, San Francisco, California, 21 June 2001. This report is available for public review in Project File No. 2000.618E at the Planning Department, Fifth Floor, 1660 Mission Street, San Francisco, CA.

incompressible residual soil at depths ranging from 126 to 153 feet below ground surface near the eastern and western corners of the site. Shale and sandstone bedrock is located at depths of 102 to 180 feet below ground surface.

Groundwater was encountered at depths ranging from three to 11 feet below ground surface, with several feet of seasonal and tidal fluctuation anticipated.

One Henry Adams Street Site

A draft geotechnical investigation was prepared for the One Henry Adams Street site in August 2001.[22] The One Henry Adams Street site slopes gently downwards towards the southwest, from an approximate elevation of three feet to a low point of zero feet (San Francisco City Datum). Below the existing buildings and the pavement and aggregate base surface is a layer of fill eight to 19 feet deep, consisting primarily of loose to medium dense sand with varying amounts of silt, clay, gravel, organics, concrete, brick, mortar and wood fragments. A 31-foot-thick, weak and compressible marine clay and silt deposit, referred to as Bay Mud, underlies the fill. A layer of clay and silt about 4.5 to eight feet thick underlies the Bay Mud. A ten-foot-thick layer of medium dense to dense sand between the fill and clay layers was encountered in one boring on the site. Serpentinite and claystone bedrock is under the clay and silt or sand layers, at depths of 30 to 38 feet below ground surface.

Groundwater was encountered at depths ranging from six to nine feet below ground surface, with several feet of seasonal and tidal fluctuation anticipated.

For any development proposal in an area of liquefaction potential, the Department of Building Inspection (DBI) will, in its review of the building permit application, require the project sponsor to prepare a geotechnical report or reports pursuant to the State Seismic Hazards Mapping Act. The report(s) would assess the nature and severity of the hazard(s) on the site and recommend project design and construction features that would reduce the hazards(s). The project sponsor has provided geotechnical investigation reports prepared by a California-licensed geotechnical engineer that are on file with the Department of City Planning and available for public review as part of the project file. The recommendations contained in the reports for both sites include, but are not limited to, those summarized below.

The geotechnical report for the 801 Brannan Street site recommends:

- foundation of driven piles, with an estimated length of 70 to 125 feet, supported by the dense sand below the Bay Mud;
- piles designed to resist the corrosiveness of the Bay Mud;

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[22] Treadwell & Rollo, *Draft Geotechnical Investigation, 1 Henry Adams Street*, San Francisco, California, 2 August 2001. This report is available for public review in Project File No. 2000.618E at the Planning Department, 1660 Mission Street, San Francisco, CA.

- use of an indicator pile program to provide data for estimating production pile lengths;
- pre-drilling of pile holes through the fill to reduce potential for damage to the piles;
- design of all retaining walls to resist lateral pressures imposed by the adjacent soil and traffic;
- garage slabs should have structural support and moisture barriers;
- design for Seismic Zone Factor 4 and Soil Profile Type S_F, per the San Francisco Building Code;
- shoring of the proposed excavation with a soldier pile and lagging retaining system that is designed by a licensed structural engineer experienced in the design of retaining systems, and installed by an experienced shoring specialty contractor;
- tiebacks used to restrain the shoring should not rely on Bay Mud for support, and should be tested for load carrying capacity and movement;
- during excavation, groundwater should be drawn down to a depth of at least three feet below the bottom of the proposed excavation;
- temporary slopes should conform to local, state, and federal safety regulations;
- on-site fill that contains hazardous materials should be handled and disposed appropriately;
- on-site fill containing organics and other inappropriate materials should not be used as backfill; and
- survey points should be established on shoring and adjacent streets and buildings within 50 feet of the excavation perimeter prior to the start of excavation, and movement should be monitored during construction, along with a crack survey of adjacent buildings.

The geotechnical report for the One Henry Adams Street site recommends:

- a foundation of driven piles, with an estimated length of 5 to 50 feet, supported by the bedrock;
- piles designed to resist the corrosiveness of the Bay Mud;
- use of an indicator pile program to provide data for estimating production pile lengths;
- pre-drilling of pile holes through the fill to reduce potential for damage to the piles;
- design of all retaining walls to resist lateral pressures imposed by the adjacent soil and traffic;
- garage slabs should have structural support and moisture barriers;
- design for Seismic Zone Factor 4, Soil Profile Type S_E, and Near Source Factors Na of 1.0 and Nv of 1.10, per the 1998 San Francisco Building Code;
- shoring of the proposed excavation with a sheet pile system or soldier pile and lagging retaining system that is designed by a licensed structural engineer experienced in the design of retaining systems, and installed by an experienced shoring specialty contractor;
- tiebacks used to restrain the shoring should not rely on Bay Mud for support, and should be tested for load carrying capacity and movement;
- during excavation, groundwater should be drawn down to a depth of at least three feet below the bottom of the proposed excavation;
- temporary slopes should conform to local, state, and federal safety regulations;
- on-site fill that contains hazardous materials should be handled and disposed appropriately;

- on-site fill containing organics and other inappropriate materials should not be used as backfill; and
- survey points should be established on shoring and adjacent streets and buildings within 50 feet of the excavation perimeter prior to the start of excavation, and movement should be monitored during construction, along with a crack survey of adjacent buildings.

The geotechnical reports found both project sites suitable for development providing that the recommendations included in the reports were incorporated into the design and construction of the proposed development. The project sponsor has agreed to follow the recommendations of the reports in constructing the project.

To ensure compliance with all San Francisco Building Code provisions regarding structural safety, when DBI reviews the geotechnical report and building plans for a proposed project, it will determine necessary engineering and design features for the project to reduce potential damage to structures from groundshaking and liquefaction. Therefore, potential damage to structures from geologic hazards on a project site would be mitigated through the DBI requirement for a geotechnical report and review of the building permit application pursuant to its implementation of the Building Code, and no further analysis of geology and seismicity is required in the EIR.

Dewatering

Both sites would require dewatering during construction, and groundwater at the One Henry Adams Street site probably contains elevated levels of petroleum hydrocarbons, as discussed in Item 12, Hazards, below. Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Systems Planning, Environment and Compliance (SPEAC) of the S.F. Public Utilities Commission must be notified of projects necessitating dewatering, and may require water analysis before discharge. Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the report would contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Public Works would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring.

To ensure compliance with all *San Francisco Building Code* provisions regarding structural safety, when DBI reviews the geotechnical report and building plans for a proposed project, it will determine necessary engineering and design features for the project to reduce potential damage to structures from groundshaking and liquefaction. Therefore, potential damage to structures from geologic hazards on a

project site would be mitigated through the DBI requirement for a geotechnical report and review of the building permit application pursuant to its implementation of the *Building Code*. The EIR will not address geology and soils.

10.	**Water** - Could the project:	Yes	No	Discussed
	a. Substantially degrade water quality, or contaminate a public water supply?	☐	■	■
	b. Substantially degrade or deplete groundwater resources, or interfere substantially with groundwater recharge?	☐	■	■
	c. Cause substantial flooding, erosion or siltation?	☐	■	■

Water Quality

The proposed project would not substantially degrade water quality or contaminate a public water supply. All sanitary wastewater from the proposed building and storm water runoff from the project site would be collected and treated at the Southeast Water Pollution Control Plant prior to discharge in San Francisco Bay. Treatment would be provided pursuant to the effluent discharge limitations set by the plant's National Pollutant Discharge Elimination System (NPDES) permit. See pages 27 and 28 for a discussion of sewer and wastewater treatment plant capacity. See Flooding, Erosion and Siltation below for a discussion of water quality during construction.

Groundwater Resources

The project would include excavation for foundations, possibly to several feet below grade. Groundwater may be found at depths from three to 11 feet. Dewatering could be required and is discussed on pages 34 and 35.

Flooding, Erosion and Siltation

The project site is currently covered by impervious surfaces. Site drainage would be redesigned to take into account the below-grade parking garage, but site runoff would continue to drain to the City's combined storm and sanitary sewer system and would be treated to the standards contained in the City's NPDES Permit. The foundation and below-grade portions of the building would be water tight to avoid the need to permanently pump and discharge water. Storm water runoff from upstream of the site would be collected along local streets and would discharge into the City storm drain system. During construction, requirements to reduce erosion would be implemented pursuant to *California Building Code* Chapter 33, Excavation and Grading. During project operations, the project would comply with all local discharge requirements.

No use of groundwater currently exists on the site and none is proposed. Therefore, groundwater resources would not be substantially degraded or depleted. In conclusion, the proposed project would not result in significant adverse impacts on surface water or groundwater quality. Therefore, the EIR will not include analysis of hydrology and water quality issues.

11. **Energy/Natural Resources** - Could the project:	Yes	No	Discussed
a. Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	☐	■	■
b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	☐	■	■

Energy Use

The project includes new residential units and parking. Development of these uses would not result in use of large amounts of fuel, water or energy in the context of energy use throughout the City and region. The project would meet current state and local codes concerning energy consumption, including Title 24 of the *California Code of Regulations*, enforced by the Department of Building Inspection. For this reason, the project would not cause a wasteful use of energy, and would have a less-than-significant impact on energy and natural resources.

Because the project would comply with the energy efficiency regulations of Title 24, it would not be considered to use energy wastefully. Based on this evaluation, no substantial environmental effects related to energy use are expected from the proposed project, and energy consumption will not be discussed in the EIR.

Natural Resource Use

Other than natural gas and coal fuel used to generate the electricity for the project, the project would not use substantial quantities of other non-renewable natural resources. Therefore, the project would not have a substantial effect on the use, extraction, or depletion of a natural resource, and this topic is not required to be analyzed in the EIR.

12. **Hazards** - Could the project:	Yes	No	Discussed
a. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	☐	■	■
b. Interfere with emergency response plans or emergency evacuation plans?	☐	■	■

c. Create a potentially substantial fire hazard? ☐ ■ ■

A Phase 1 Environmental Site Assessment (ESA) was conducted by Eckland Consultants, Inc. in August 1998,[23] and an Environmental Site Characterization was conducted in August 2001 by Treadwell & Rollo for the 801 Brannan Street site.[24] An Environmental Assessment was conducted in July 2001 by Treadwell & Rollo for the One Henry Adams Street site.[25] These studies are summarized below.

Site History and Existing Conditions

801 Brannan Street Site

The 801 Brannan Street site is located above the former Upper Mission Creek, which was filled between 1870 and 1880. The site is underlain by approximately five to 16 feet of silty sandy fill material, which contains various amounts of gravel, brick, concrete, and organic material. The Site is currently occupied by the Concourse Exhibition Hall, which was constructed by the Western Pacific Railway Company in 1909 and originally used as a freight depot. In 1980, the two former train station platforms were joined with a steel-frame structure to create the current building configuration.

One Henry Adams Street Site

Similar to the 801 Brannan Street site, the One Henry Adams Street site is located above fill placed in the former Upper Mission Creek. Fill at this site extends below the surface pavement to depths of approximately six to 11 feet, and contains various amounts of gravel, brick, concrete, organics, and wood pieces. The One Henry Adams Street site was developed in the early 1900s and occupied by the National Ice Company. Three buildings currently occupy the site, including two wooden structures constructed in approximately 1944 and presently occupied by interior design sales offices, and a metal shed building constructed in the early 1970s and presently occupied by an indoor and outdoor plant sales and maintenance company, and a designer showroom.

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[23] Eckland Consultants, Inc., *Phase I Environmental Site Assessment for Merchandise Mart Properties, Inc., Concourse Exhibition Hall, 635 8th Street, San Francisco*, San Francisco County CA, August 27, 1998. This report is available for public review in Project File No. 2000.618E at the Planning Department, Fifth Floor, 1660 Mission Street, San Francisco, CA.

[24] Treadwell & Rollo, *Environmental Site Characterization, 801 Brannan Street*, San Francisco, California, 7 August 2001. This report is available for public review in Project File No. 2000.618E at the Planning Department, Fifth Floor,1660 Mission Street, San Francisco, CA.

[25] Treadwell & Rollo, *Environmental Assessment, Proposed Garden Court Development, 55 Division Street (aka 1 Henry Adams Street)*, San Francisco, California, 18 July 2001. This report is available for public review in Project File No. 2000.618E at the Planning Department, Fifth Floor, 1660 Mission Street, San Francisco, CA.

Hazards

801 Brannan Street Site

During a site reconnaissance at the existing building at the 801 Brannan Street site as part of the 1998 Eckland Consultants ESA Study, no chemicals or hazardous substances greater than shelf quantities, or specific environmental concerns related to tenant activities, were observed. One pad-mounted exterior electrical transformer, with no labels regarding PCB (polychlorinated biphenyl) content, was observed on the site. The transformer appeared to be in good condition, with no visible leaks or staining nearby. The transformer is owned by the Pacific Gas and Electric Company, which is responsible for transformer-related incidents. On this basis, the Eckland Consultants recommended no further action regarding PCBs in transformers.

Based on a literature review of average radon levels in the area, Eckland Consultants found that radon gas accumulation at the existing building is not a significant environmental concern. A search of hazardous materials databases performed by Eckland Consultants identified a number of listed sites within the designated search radius (one-quarter to one mile of the proposed project site, depending on the database). One of these listings, Pan Pacific Environmental, was a former tenant of the project site itself. Based on the current status of the listed sites, area geology, identification of responsible party, assumed groundwater flow direction, and distance to the site, none of the identified sites represent an environmental risk to the site.

The 2001 Treadwell & Rollo Environmental Site Characterization analyzed soil and groundwater samples collected at the 801 Brannan Street site in June and July 2000. A total of 11 borings were drilled. Three of the borings were drilled to depths of up to 182 feet below existing grade, five were drilled to a depth of approximately 20 feet below ground surface, and the remaining three borings were terminated at depths of 2.0 to 7.5 feet due to dense formations and/or the presence of concrete. A total of 45 soil samples were taken at various depths from the 11 borings, along with two groundwater samples. All 45 soil samples were analyzed for total lead and total recoverable petroleum hydrocarbons (TRPH). Ten soil samples were analyzed for cadmium, chromium, nickel, zinc, and lead. Eight soil samples were analyzed for halogenated organic compounds. Three soil samples were analyzed for polynuclear aromatic hydrocarbons and volatile organic compounds. Both groundwater samples were analyzed for total recoverable petroleum hydrocarbons and for total petroleum hydrocarbons as gasoline, diesel, and motor oil. Finally, one groundwater sample was analyzed for cadmium, chromium, nickel, zinc, lead, polynuclear aromatic hydrocarbons, halogenated organic compounds, and volatile organic compounds.

Analysis of the soil samples detected total recoverable petroleum hydrocarbons in 39 of the 45 soil samples, at concentrations ranging from 11 to 29,000 parts per million (ppm). There are no hazardous waste criteria for TRPH, diesel, or motor oil concentrations in soil. No polynuclear aromatic

hydrocarbons, volatile organic compounds, or halogenated organic compounds were detected at or above the laboratory method detection limits in any of the soil samples analyzed. Total lead was detected in 41 of 45 soil samples. Eight of the samples had concentrations of 1,400 ppm to 16,000 ppm, which exceeded the hazardous concentration for total lead of 1,000 ppm. The remaining metal concentrations were within normal background ranges found in the western United States, with the exception of zinc, which was detected at a concentration of 3,700 ppm in one sample. Based on comparisons with California and Federal TTLC (Total Threshold Limit Concentration) hazardous waste criteria, the fill material would likely require disposal at either a regulated Class I hazardous waste landfill and/or a Class II designated waste landfill, and a Site Mitigation Plan (SMP) would be required prior to construction. The soil underlying the fill material did not contain any elevated concentrations of lead or petroleum hydrocarbons, and the disposal of this soil should not require regulatory approval or oversight.

The project sponsor has agreed to implement Mitigation Measure 3(a), calling for preparation and implementation of a Site Mitigation Plan (SMP), including health and safety procedures for construction workers, for contaminated soils at the 801 Brannan Street site, as listed in the Mitigation Measures section of this Initial Study.

The analyzed groundwater samples did not contain detectable concentrations of gasoline, volatile organic or semi-volatile organic compounds, polynuclear aromatic hydrocarbons, or halogenated organic compounds. Metal concentrations detected were within generally accepted background levels. Total recoverable petroleum hydrocarbons were detected in both groundwater samples, at 3 and 12 ppm, respectively. Diesel was detected in both samples, at concentrations of 210 and 1,000 parts per billion (ppb), respectively. Motor oil was detected in both samples, at concentrations of 610 and 1,900 ppb, respectively. As discussed in Geology/Topography, above, Site A would require dewatering. The Environmental Site Characterization concluded that the groundwater beneath the site does not appear to be significantly impacted by hazardous materials or petroleum hydrocarbons in level that would require special handling, and that discharge of water produced by construction dewatering to the City's sewer system should be acceptable.

One Henry Adams Street Site

As part of the 2001 Treadwell & Rollo Environmental Assessment at the One Henry Adams Street site, a total of ten soil borings were drilled in May 2000. Two of the borings were drilled to a depth of 20 feet below existing grade, six were drilled to approximately 12 feet below ground surface, and the remaining two borings were terminated at a depth of 6.5 feet due to the presence of concrete. A total of 21 soil samples at various depths were taken from the 11 borings, along with two groundwater samples. All 21 soil samples were analyzed for total lead, and 20 soil samples were analyzed for total recoverable

petroleum hydrocarbons (TRPH) and total petroleum hydrocarbons as gasoline, diesel, and motor oil. Three soil samples were analyzed for cadmium, chromium, nickel, zinc, and lead. Both groundwater samples were analyzed for total recoverable petroleum hydrocarbons and for total petroleum hydrocarbons as gasoline, diesel, and motor oil. Finally, one groundwater sample was analyzed for cadmium, chromium, nickel, zinc, lead, polynuclear aromatic hydrocarbons, purgeable halocarbons, and volatile organic compounds.

Total lead was detected in eleven of the soil samples, in concentrations up to 2,700 ppm. These eleven samples were then additionally tested for soluble lead, and seven samples were found to contain soluble lead by the California waste extraction test (WET) procedure at concentrations greater than the California hazardous waste criterion of 5 ppm. None of the soil samples contained lead concentrations exceeding Federal hazardous waste criteria.

Analysis of the soil samples detected total recoverable petroleum hydrocarbons (TRPH) in samples from all borings, at moderately low concentrations ranging from 15 to 3,400 ppm. Diesel was detected in samples of fill from all borings at concentrations ranging from 1.0 to 1,200 ppm. Motor oil was detected in samples from all borings, at concentrations ranging from 5.0 to 3,000 ppm. Gasoline was not detected at or above the laboratory method detection limits in any of the soil samples analyzed. There are no hazardous waste criteria for TRPH, diesel, or motor oil concentrations in soil.

Total recoverable petroleum hydrocarbons were detected in one groundwater sample, at 3 ppm. Diesel was detected in both samples, at concentrations of 170 and 19,000 ppm, respectively. Motor oil was detected in both samples, at concentrations of 310 and 14,000 ppm, respectively. Gasoline, polynuclear aromatic hydrocarbons, volatile organic compounds, and purgeable halocarbons were not detected at or above the laboratory detection limits in the sample or samples that were analyzed.

Due to the presence of lead and petroleum hydrocarbons in the soil at the One Henry Adams Street site, a Site Mitigation Plan (SMP) would be required prior to construction. As mentioned above, the project sponsor has agreed to implement Mitigation Measure 3(a), calling for a SMP.

As discussed in Geology/Topography, above, the site would require dewatering, and any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. At the One Henry Adams Street site, the extracted groundwater would likely require treatment to remove petroleum hydrocarbons in the groundwater before it could be discharged to the City sewer system (see Statutory Measure 5).

Storage Tanks

801 Brannan Street Site

No underground or above-ground storage tanks were identified at the 801 Brannan Street site during the 1998 Eckland Consultants site reconnaissance, no USTs (underground storage tanks) are registered at the site with the State of California, and the San Francisco Fire Department has no records of underground or above-ground storage tanks at the site. One uncovered pipe that enters the subsurface vertically was observed in the paving along Brannan Street, in parking space 13 near the electrical transformer. The pipe diameter is larger than the typical diameter for fill pipes for underground storage tanks, and no typical UST vent pipe was observed in the area. However, the 1998 Eckland Consultants ESA recommended further investigation of this pipe. The project sponsor has agreed to implement Mitigation Measure 3(b), calling for investigation of the unidentified pipe, and, if required, removal of any USTs or piping and remediation of contaminated soils, as listed in the Mitigation Measures section of this Initial Study.

One Henry Adams Street Site

Based on a review of environmental documents, approximately four underground storage tanks may be present along Rhode Island Street at the One Henry Adams Street site. As mentioned above, the project sponsor has agreed to implement Mitigation Measure 3(b), concerning possible USTs.

Asbestos

801 Brannan Street Site

The existing building on the site was constructed in 1909 and remodeled in 1980, indicating that it has the potential to contain asbestos. Suspect ACM (asbestos-containing materials) were observed during the site visit by Eckland Consultants. This building is proposed to be demolished as part of the proposed project. Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable Federal regulations regarding hazardous air pollutants, including asbestos. The Bay Area Air Quality Management District (BAAQMD) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or abatement work.

Notification includes the names and addresses of operations and persons responsible; description and location of the structure to be demolished/altered including size, age and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or abatement; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The District randomly

inspects asbestos removal operations. In addition, the District will inspect any removal operation concerning which a complaint has been received.

The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material is required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Pursuant to California law, the Department of Building Inspection (DBI) would not issue the required permit until the applicant has complied with the notice requirements described above.

These regulations and procedures, already established as a part of the permit review process, would insure that any potential impacts due to asbestos would be reduced to a level of insignificance. The presence of asbestos on the project site would not be considered a potentially significant impact.

One Henry Adams Street Site

No investigation for asbestos has been conducted at the One Henry Adams Street site. Due to the construction dates of the three buildings on the site (approximately 1944 and the early 1970s), the buildings are suspected of containing asbestos. The regulations and procedures regarding asbestos discussed regarding the 801 Brannan Street site, above, would insure that any potential impacts due to asbestos at the One Henry Adams Street site would be reduced to a level of insignificance.

Lead-Based Paint

801 Brannan Street Site

The existing Concourse Exhibition Hall building at the 801 Brannan Street site is suspected of containing lead-based paint, based on the construction date of 1909. This building is proposed to be demolished as part of the proposed project. Demolition must comply with Chapter 36 of the San Francisco Building Code, Work Practices for Exterior Lead-Based Paint. Where there is any work that may disturb or remove lead paint on the exterior of any building built prior to December 31, 1978, Chapter 36 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Chapter 36 applies to buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces), where more than ten total square

feet of lead-based paint would be disturbed or removed. The ordinance contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the Department of Housing and Urban Development (HUD) Guidelines (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

The ordinance also includes notification requirements, contents of notice, and requirements for signs. Notification includes notifying bidders for the work of any paint-inspection reports verifying the presence or absence of lead-based paint in the regulated area of the proposed project. Prior to commencement of work, the responsible party must provide written notice to the Director of the Department of Building Inspection, of the location of the project; the nature and approximate square footage of the painted surface being disturbed and/or removed; anticipated job start and completion dates for the work; whether the responsible party has reason to know or presume that lead-based paint is present; whether the building is residential or nonresidential, owner-occupied or rental property, approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include Sign When Containment is Required, Notice by Landlord, Required Notice to Tenants, Availability of Pamphlet related to protection from lead in the home, Notice by Contractor, Early Commencement of Work [by Owner, Requested by Tenant], and Notice of Lead Contaminated Dust or Soil, if applicable.) The ordinance contains provisions regarding inspection and sampling for compliance by DBI, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance.

These regulations and procedures by the *San Francisco Building Code* would ensure that potential impacts of demolition, due to lead-based paint, would be reduced to a level of insignificance. The presence of lead paint on the project site would not be considered a potentially significant impact.

One Henry Adams Street Site

Based on the construction dates of approximately 1944 and the early 1970s, the three buildings at the One Henry Adams Street site are suspected of containing lead-based paint. The regulations and procedures regarding lead-based paint discussed regarding the 801 Brannan Street site, above, would insure that any potential impacts due to lead-based paint at One Henry Adams would be reduced to a level of insignificance.

Other Potential Hazardous Materials

The proposed project includes demolition of the existing building that may contain PCBs and mercury. Inadvertent release of such materials could expose construction workers, occupants, or visitors to these substances, which could result in various adverse health effects if exposure were of sufficient quantity. Although abatement programs similar to those described for asbestos and lead-based paint have not been adopted for PCB and mercury testing and cleanup, items containing PCBs and mercury that are intended for disposal must be managed as hazardous waste and must be handled in accordance with OSHA worker protection requirements. Nonetheless, potential impacts associated with PCBs and mercury in structures would be considered potentially significant.

Hazardous building materials sampling and abatement, as described in Mitigation Measure 3, would reduce potential impacts associated with PCBs and mercury in structures to a less-than-significant level.

Hazardous Materials Use of the Proposed Project

Regarding the potential for public health hazards, the proposed project would involve residential and parking development that would require relatively small quantities of hazardous materials for routine business and household purposes. The development would likely handle common types of hazardous materials, such as paints, cleaners, toners, solvents, and disinfectants. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling and disposal procedures. Most of the materials are consumed through use, resulting in relatively little waste. Businesses are required by law to ensure employee safety by identifying hazardous materials, and adequately training workers. For these reasons, hazardous materials use by the project would not pose any substantial public health or safety hazards related to hazardous materials.

Emergency Response Plans

No interference with emergency response plans or emergency excavation plans would be expected. The project sponsor would develop an evacuation and emergency response plan in consultation with the

Mayor's Office of Emergency Services to ensure coordination between San Francisco's emergency planning activities and the project sponsor's plan to provide for building occupants in the event of an emergency. The project's sponsor's plan would be reviewed by the Office of Emergency Services and implemented before the Department of Public Works issued final building permits. Occupants of the proposed Showplace Square project buildings would contribute to congestion if an emergency evacuation of the South of Market area were required. Section 12.202(e)(1) of the *San Francisco Fire Code* requires that all owners of high-rise buildings (over 75 feet) "shall establish or cause to be established procedures to be followed in case of fire or other emergencies. All such procedures shall be reviewed and approved by the chief of division." Additionally, project construction would have to

conform to the provisions of the Building and Fire Codes which require additional life-safety protections for high-rise buildings.

Fire Hazards

San Francisco ensures fire safety primarily through provisions of the *Building Code* and the *Fire Code*. Existing buildings are required to meet standards contained in these codes. In addition, the final building plans for any new residential project greater than two units are reviewed by the San Francisco Fire Department (as well as the Department of Building Inspection), in order to ensure conformance with these provisions. The proposed project would conform to these standards, including development of an emergency procedure manual and an exit drill plan. In this way, potential fire hazards (including those associated with hillside development, hydrant water pressure, and emergency access) would be mitigated during the permit review process.

In conclusion, potential public health and safety hazards related to the possible presence of heavy metals on the project site, and potential fire hazards in the new building would be reduced to a less-than-significant level as a result of regulations and procedures already established as part of the review process for building permits and mitigation proposed as part of the project. Therefore, the EIR will not discuss hazards.

13.	**Cultural** - Could the project:	Yes	No	Discussed
	a. Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community, ethnic or social group; or a paleontological site except as a part of a scientific study?	☐	■	■
	b. Conflict with established recreational, educational, religious or scientific uses of the area?	☐	■	■
	c. Conflict with the preservation of buildings subject to the provisions of Article 10 or (proposed) Article 11 of the City Planning Code?	☐	■	■

Archaeological Resources

The potential presence of archeological resources within the proposed project sites is evaluated in two reports prepared by an archeological consultant: *Archival Cultural Resources Evaluation of Site B, 3 Henry Adams Street and Site C, 102 Henry Adams Street of the Proposed Showplace Square Neighborhood Development Project* (Archeo-Tec Inc., February, 2001) and *Archival Cultural Resources Evaluation of the Proposed Eight and Brannan Development Project* (Archeo-Tec Inc., September 2000). The archeological reports describe the prehistoric, historical, and site formation contexts and

assess the likelihood of the presence of archeological resources within the two project sites. An archeological research design/treatment plan (*Vanished Community 19th-Century Archaeological Research Design and Treatment Plan for the SF-80 Bayshore Viaduct Seismic Retrofit Projects*. McIlroy, J. and M. Praetzellis [ed.] 1997) was prepared for the Central Freeway retrofit project that addressed potential effects to archeological resources within a ten-block area, including the three blocks to the northwest, west, and southwest of the 801 Brannan Street project site and the two blocks to the northwest and one-block-over-to-the-west of the One Henry Adams Street project site. The archeological research design/treatment plan (ARD/TP) contains an historical overview of the general area and formulates a research context for evaluating the significance of expected historical archeological resources. The research design evaluates the potential eligibility of the expected historical archeological property types in the study area for listing in the California Register of Historic Resources (CRHR) on the basis of their potential to address research questions.

Historically, the proposed project sites were located within the tidal estuary of Mission Creek. Mission Creek flowed through the southwestern quadrant of the 801 Brannan Street project site. The rest of the Brannan Street site was tidal wetlands except for a narrow strand of dry, sandy land that ran along the south side of Brannan Street widening as it approached Seventh Street. The One Henry Adams project site was located on a tidal island in the center of the estuary of Mission Creek between two sloughs flowing south of the main watercourse. These are the physiographic features, based on mid-1850s' topographic maps, that characterized the project sites prior to any intensive human modification. The landscape of the San Francisco Bay Area has undergone a series of large-scale changes since the time that prehistoric people first inhabited the area. Prior to the formation of San Francisco Bay due to the rise in sea level during the late Pleistocene period more than 10,000 years ago, the proposed project sites would have been significantly different than in the mid-19th century: the project sites would have been interior, upland sites with silty soils.

More than half-dozen prehistoric sites have been recorded in the area between Mission Bay and Market Street. These prehistoric sites have a considerable range in age from approximately 5,000 years B.P. (before the present) to a Native American site with a possible historic component that might make it contemporaneous with the Mission Period recently discovered west of the project sites. These prehistoric sites have also varied greatly in depth from 1.8 meters (6 ft.) to 22.9 meters (75 ft.) below existing grade. The majority of known prehistoric midden sites in the San Francisco Bay Area have been discovered near the Bay and occasionally within tidal marshes and/or at depths below current sea level. Because of the locational and current/historical physiographic features of the project sites and the archeological record of known prehistoric sites in the project vicinity, there is a reasonable probability that prehistoric resources may be present within the project sites.

The archeological resource studies (Archeo-Tec 2000, 2001) note a 35 to 40 year differential in the historical development of the two project sites. The upper portion of the Brannan Street project site was occupied by nine structures by 1857; the majority or all of which would probably have been residences. By 1887 the Brannan Street site contained industrial uses (*Golden City Chemical Works, Pacific Woodenware & Cooperage Co.*). The wetlands and sloughs within the Brannan Street site were filled in the 1890's with 6 to 9 ft. of fill. By the end of the 19th century, the Brannan Street site had a number of dwellings and small commercial uses (stores, saloons) in the eastern portion of the site. The remainder of the site contained warehouses and industrial uses (*Pacific Sheet Metal Works, American Box Factory, Pacific Bottle Yard, Anspacher Bros. Hay Warehouse, McNab & Smith, Draymen*). The entire Brannan Street project site burned in the Great Fire of 1906. The One Henry Adams Street project site was not developed until possibly the 1890s and was probably only filled in the previous decade. In 1899 the site contained two industrial uses (*National Ice Co., Pioneer Soap Co. Works*). The One Henry Adams Street site did not burn in 1906 and by 1913 the National Ice Co. covered the entire project site.

The types of archeological resources that may remain from the historical archeological property types (domestic, commercial, and industrial) identified in the archeological documentation for the project sites include: filled hollows/receptacles (wells, privies, cisterns, trash pits) and sheet refuse (deposited over a period of time or episodic as in the case of a fire). It is reasonable to assume that archeological remains of these property types may be present within the proposed project sites. Based on the project site archeological assessment reports and the Central Freeway retrofit project ARD/TP it is reasonable to assume that at least some of the archeological resources that may be present within the project sites may have sufficient integrity and historical associations to qualify as historical resources under CEQA (*CEQA Guidelines* § 15064.5 (c) (1)).

The proposed project would require demolition and excavation to at least 6 ft. in depth below grade (One Henry Adams Street project site) and foundation support on pilings. Therefore, there is a potential for the proposed project to adversely affect significant archeological resources. Implementation of Mitigation Measure 4 will require appropriate evaluation, recovery and preservation of any scientifically/historically significant archeological resource that could be adversely affected by the project and, thus, reduce potential effects of the project to archeological resources to a less-than-significant-level.

Historic Architectural Resources

Both existing buildings on the Brannan or Henry Adams Sites are over fifty years old, however, none of the existing structures are designated as a City Landmark, listed on the National Register of Historic Places, or subject to the provisions of Article 10 (Preservation of Historical, Architectural and Aesthetic Landmarks), or Article 11 (Preservation of Buildings and Districts of Architectural, Historical, and Aesthetic Importance in the C-3 Districts) of the *Planning Code*. The Foundation for San Francisco's

Architectural Heritage has no rating for the existing buildings, and the buildings are not listed in the California Historical Resources Information System.[26] The San Francisco Designated Landmark nearest the two sites is the Baker and Hamilton Building (Landmark No. 193) at 700-768 Seventh Street, approximately one-half block from the Brannan Site. The proposed project would not affect this building. Thus, the proposed project would not affect known historic and architectural resources of significance.

C. OTHER

1. **Approvals** - Would the project:	Yes	No	Discussed
Require approval and/or permits from City Departments other than the Planning Department or Department of Building Inspection or from Regional, State or Federal Agencies?	☐	■	■

There would be no approvals or permits necessary from other City departments. A list of the approvals required for this proposed project can be found in Section I, Project Description and Setting, beginning on page 1.

2. Neighborhood Concerns/Scoping

A public scoping meeting was held on June 3, 2003, to allow the public to identify those physical environmental factors that should be addressed in the Initial Study and the EIR. Environmental areas of concern at the scoping meeting included zoning, land uses, open space, urban design, housing, daylight, traffic, circulation, transit, parking demand, public services and utilities (draining, sewer, water and schools). Issues related to zoning have been discussed in Section II.A., Compatibility with Zoning, Plans and Policies, pages 14 through 17. Land uses have been addressed in Section 1., Land Uses, pages 18 and 19, and will be addressed in the EIR. Urban Design and daylight issues have been addressed in Section 2., Visual Quality, page 19, and will be addressed in the EIR. Issues related to housing have been addressed in Section 3., Population, pages 20 and 21. Issues related to traffic, circulation, transit and parking will be addressed in the EIR. Issues related to utilities and public services have been addressed in Section 7. Utilities/Public Services, pages 27 through 30.

[26] Elizabeth Black, Northwest Information Center, Telephone Conversation, November 7, 2003.

D. MITIGATION MEASURES PROPOSED AS PART OF THE PROJECT

	Yes	No	N/A	Discussed
1. Could the project have significant effect if mitigation measures are not included in the project?	■	□	□	■
2. Are all mitigation measures necessary to eliminate significant effects included in the project?	■	□	□	■

The following mitigation measures are related to topics determined to require no analysis in the EIR. The EIR will contain a Mitigation Measures chapter which describes these measures, and will include other measures which would or could be adopted to reduce potential adverse effects of the project.

The project sponsor has agreed to implement the following mitigation measures which are necessary to avoid significant effects:

Mitigation Measure 1: Noise (Pile Driving)

(a) The project sponsor shall require the construction contractor(s) for the proposed project to limit pile driving activity such that it results in the least disturbance to occupants and users of adjacent and nearby properties. Implementation of this measure may require the construction contractor(s) to obtain a permit for nighttime work from the Director of the Department of Public Works if pile driving during nighttime hours would be the least disruptive to these occupants and users.

(b) The project sponsor shall require the construction contractor(s) for the proposed project to predrill holes for the piles (if feasible based on the soil type on the project sites) to the maximum feasible depth to minimize noise and vibration from pile driving.

(c) The project sponsor shall require the construction contractor(s) for the proposed project to use state-of-the-art muffled and shielded pile drivers.

Mitigation Measure 2: Construction Air Quality

The project sponsor shall require the construction contractor(s) to spray the project sites with water during excavation, grading, and site preparation activities; spray unpaved construction areas with water at least once per day; cover stockpiles of soil, sand, and other such material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during these periods at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require the construction contractor(s) to obtain reclaimed water from the Clean Water Program for

this purpose. The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as prohibiting idling motors when equipment is not in use or when trucks are waiting in queues, and implementing specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Mitigation Measure 3(a): Hazards (Contaminated Soil)

Step 1: Preparation of Site Mitigation Plan:

The project sponsor shall prepare a Site Mitigation Plan (SMP) for both project sites. The SMP for both sites shall include a discussion of the level of contamination of soils on the project site and mitigation measures for managing contaminated soils on the sites, including, but not limited to: 1) the alternatives for managing contaminated soils on the sites (e.g., encapsulation, partial or complete removal, treatment, recycling for reuse, or a combination); 2) the preferred alternative for managing contaminated soils on the sites and a brief justification; 3) the specific practices to be used to separate, handle, haul, and dispose of contaminated soils on the sites; 4) health and safety procedures to minimize worker and public exposure to hazardous materials during construction; and 5) measures to mitigate the long-term environmental and health and safety risks caused by the presence of contaminants in the soil. The SMP shall be submitted to the DPH for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file.

Step 2: Handling, Hauling, and Disposal of Contaminated Soils:

(a) *Specific Work Practices.* The construction contractor shall be alert for the presence of such soils during excavation and other construction activities on the sites (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to separate, handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by local, state, and federal regulations, including OSHA lead-safe work practices) when such soils are encountered on the sites.

(b) *Dust Suppression.* Soils exposed during excavation for site preparation and project construction activities shall be kept moist throughout the time they are exposed, both during and after work hours.

(c) *Surface Water Runoff Control.* Where soils are stockpiled, visqueen shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather.

(d) *Soils Replacement.* If necessary, clean fill or other suitable material(s) shall be used to bring portions of the project sites, where contaminated soils have been excavated and removed, up to construction grade.

(e) *Hauling and Disposal.* Contaminated soils shall be hauled off the project sites by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion

of the soils during transit, and shall be disposed of at a permitted hazardous waste disposal facility registered with the State of California.

Step 3: Preparation of Closure/Certification Report

After excavation and foundation construction activities are completed, the project sponsor shall prepare and submit a closure/certification report to DPH for review and approval. The closure/certification report shall include the mitigation measures in the SMP for handling and removing contaminated soils from the project sites, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.

Mitigation Measure 3(b): Hazards (Underground Storage Tanks):

The project sponsor shall investigate whether an UST (underground storage tank) is associated with the uncovered pipe that enters the subsurface vertically in the paving along Brannan Street at the Brannan Site, in parking space 13 near the electrical transformer. The project sponsor shall also assess the possible presence of USTs at the Henry Adams Site, including the approximately four USTs at the Henry Adams Site along Rhode Island Street that are identified in existing environmental documents. The investigations at both sites shall use backhoe test pits if necessary to assess whether any USTs remain at the sites. Any USTs so discovered shall be abated, and any contaminated soils so discovered shall be remediated, according to federal, state, and local laws and regulations, and in conformity with Mitigation
Measure 2a above.

Mitigation Measure 4: Cultural Resources

Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. 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 Environmental Review Officer (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 Sect. 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 resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

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

Archeological Monitoring Program

If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. 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/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving 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. Sec. 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.

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 Major Environmental Analysis 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.

E. ALTERNATIVES

Alternatives to the proposed project will be defined further and described in the EIR. At a minimum, the alternatives analyzed in the EIR will include the following:

1. A No Project Alternative, in which the project sites would remain in their existing conditions;
2. A Code Conforming/No Exceptions Alternative; and
3. A Conditional Use/Planned Unit Development (CU/PUD) authorization for additional housing.

F. MANDATORY FINDINGS OF SIGNIFICANCE

		Yes	No	Discussed
1.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	■	□	■
2.	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	□	■	□
3.	Does the project have possible environmental effects which Are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	■	□	■
4.	Would the project cause substantial adverse effects on human beings, either directly or indirectly?	□	■	□

The proposed project could adversely impact visual quality, transportation and air quality.

G. ON THE BASIS OF THIS INITIAL STUDY

□ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

□ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be

prepared.

■ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Date: November 12, 2003

Paul E. Maltzer
Environmental Review Officer
for
Gerald G. Green
Director of Planning

PLACE
POSTAGE
HERE

Debra Dwyer
San Francisco Planning Department
Environmental Planning
1650 Mission Street, Ste. 400
San Francisco, CA 94103

PLEASE CUT ALONG THE DOTTED LINE

PLEASE RETURN THIS POSTCARD TO REQUEST A COPY OF THE FINAL ENVIRONMENTAL IMPACT REPORT

(Note that the Draft EIR plus the Comments and Responses Document constitute the Final EIR.)

REQUEST FOR FINAL ENVIRONMENTAL IMPACT REPORT

TO: Debra Dwyer, Environmental Planner
San Francisco Planning Department, EP

RE: Planning Department Case No. 2000.618E

Check one box: ☐ Please send me a copy of the Final EIR on a CD.
☐ Please send me a paper copy of the Final EIR.

Please send me a copy of the Final EIR.

Signed: _____

Please Print:

Name:_____

Street:_____

City:_____State:_____Zip:_____