To Responsible Agencies, Trustee Agencies, and Interested Parties:

October 10, 2012

RE: CASE NO 2009.0159E: 1510-1540 MARKET STREET
NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

A Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the above-referenced project, described below, has been issued by the Planning Department. The NOP is either attached or is available upon request from Michael Jacinto, whom you may reach at 415-575-9033 or at the above address. It is also available online at http://tinyurl.com/sfseqadocs. This notice is being sent to you because you have been identified as potentially having an interest in the project or the project area.

Project Description: The proposed project entails demolition of an existing four-story building and parking lot located at 1510-1540 Market Street and construction of a residential tower with 258 dwelling units over ground-floor retail use. The height of the proposed tower would be 435 feet above street grade to its roof; mechanical equipment and a parapet would extend an additional 20 feet above the roof line. The project would comprise a total of 330,986 gross square feet (gsf) in 37 above-ground levels and two below-ground levels. The project would accommodate 69 off-street parking spaces and 82 bicycle storage units in its basement levels. The proposed project also includes pedestrian improvements on Oak Street to the north of the project site that could include the installation of decorative paving/bricks, benches and landscaping. Additionally, the project entails construction of a wind screen structural feature that would extend across the width of Oak Street. Preliminary conceptual descriptions indicate that it would consist of a free standing, horizontal canopy that would allow wind to pass through. The proposed wind screen would extend from the third floor roof (top of the base) across Oak Street at a height of 42 feet over the length of the project site. The wind screen would be anchored to the ground near the existing buildings at 11-35 Van Ness Avenue and 70 Oak Street. The canopy would consist of a porous material to diffuse the effects of ground-level winds.

The Planning Department has determined that an EIR must be prepared for the proposed project prior to any final decision regarding whether to approve the project. The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the proposed project. Preparation of an NOP or EIR does not indicate a decision by the City to approve or to disapprove the project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

Written comments will also be accepted until 5:00 p.m. on November 9, 2012. Written comments should be sent to Bill Wycko, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103. Referenced materials are available for review by appointment at the Planning Department's office on the fourth floor of 1650 Mission Street. (Call 415-575-9033). If you work for an agency that is a Responsible or a Trustee Agency, we need to know the views of your agency as to the scope and content of the environmental information that is relevant 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. We will also need the name of the contact person for your agency. If you have questions concerning environmental review of the proposed project, please contact Michael Jacinto at 415-575-9033.

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Notice of Preparation of an Environmental Impact Report

Date: October 10, 2012
Case No.: 2009.0159E
Project Title: 1510-1540 Market Street
BPA Nos.: N/A
Zoning: C-3-G (Downtown General Commercial), Van Ness and Market Downtown Residential Special Use District
120/400-R-2 Height and Bulk District
Block/Lot: 836; Lots 2, 3, 4, 5
Lot Size: Lot 2 – 1,398 square feet
Lot 3 – 1,746 square feet
Lot 4 – 5,073 square feet
Lot 5 – 9,426 square feet
Total – 17,643 square feet
Project Sponsor 1540 Market Street NV, LLC c/o Reuben & Junius, LLP;
Andrew Junius, LEED AP – (415) 567-9000
Lead Agency: San Francisco Planning Department
Staff Contact: Michael Jacinto – (415) 575-9033
michael.jacinto@sfgov.org

PROJECT DESCRIPTION

The proposed project entails demolition an existing four-story building and parking lot located at 1510-1540 Market Street and construction of a residential tower with 258 dwelling units over ground-floor retail use. The height of the proposed tower would be 435 feet above street grade to its roof; mechanical equipment and a parapet would extend an additional 20 feet above the roof line. The project would comprise a total of 330,986 gross square feet (gsf), in a tower-over-podium building type that would consist of 37 above-ground levels and two below-ground levels. Proposed building program characteristics and unit mix are presented in the following table:

<table>
<thead>
<tr>
<th>Floor</th>
<th>Area</th>
<th>Use</th>
<th>Unit Type and Size</th>
<th>Unit Count</th>
<th>Unit Ratios</th>
</tr>
</thead>
<tbody>
<tr>
<td>1:</td>
<td>9,660 gsf</td>
<td>Retail (5,377 gsf) Residential lobby (4,283 gsf)</td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>2-3:</td>
<td>15,878 gsf</td>
<td>Residential amenities (approx. 7,900 gsf each level)</td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>4-37:</td>
<td>235,255 gsf</td>
<td>Residential units</td>
<td>(500 – 825 sq. ft.) 142 55%</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>(950 – 1,400 sq. ft.) 104 40%</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>(2,000 – 2,500 sq. ft.) 12 5%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B1-B2:</td>
<td>34,246 gsf</td>
<td>Building services, parking area, car and bicycle storage</td>
<td>Residential Total 258 100%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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On the ground-floor, the proposed building would include 5,377-square-feet of retail space accessible from both Market and Oak Streets and a 4,283-square-foot residential lobby. Two loading zones, each approximately 35 feet in length would be located along the north side of Oak Street across from the residential lobby entrance. The ground-level floor plan is presented in Figure 1, Ground Floor Plan. Building levels 2 and 3 would include space for residential amenities, which could include one or more resident community rooms, homeowners’ association office, a full service fitness center, and entertainment and screening rooms for residents to reserve for private events, as well as potentially space for concierge services. Residential units would be located on levels 4 through 37. The building would contain a mix of one-, two- and three-bedroom units ranging in size from 500 to 2,500-square feet. Representative examples of the floor plan for the proposed residential uses are presented in Figure 2, Fourth Floor Plan, Figure 3, Tenth Floor Plan, and Figure 4, 27th Floor Plan.

The project would provide 13,451 square feet of common residential open space on the ground floor (Figure 1), the Fourth Floor (Figure 2) and on the roof. The proposed roof-level open space plan is presented in Figure 5, Roof-Level Open Space. The project is required to provide 108 square feet of public open space based on the retail use proposed by the project. This would be provided as part of the ground floor open space component of the project.

The project would accommodate off-street parking in two basement levels. A car elevator would be provided at the northwest corner of the building, which would transport the automobiles to level B2, where 69 car parking spaces would be accessible via a robotic parking system within the building’s garage. In addition, 82 bicycle storage units would also be provided within this level. Figure 6, Basement Levels, illustrates the basement floor level configurations.

**Oak Street Plaza Variant**

The project proposes streetscape improvements within the Oak Street public right-of-way. The proposed Oak Street Plaza Variant would involve a reconfiguration and public improvements to Oak Street, adjacent to and north of the project site to accommodate the proposed driveway, vehicle queuing, on-street parking, traffic and pedestrian circulation, emergency vehicle access, and loading zones. Pedestrian improvements include the installation of decorative paving/bricks, benches, and landscaping. From the easternmost section of Oak Street, from Van Ness Avenue to approximately 165 feet westward, motor vehicle traffic could be restricted. Existing curbside parking along the south side of Oak Street could be removed to accommodate a fire/emergency access and the proposed improvements. A minimum of 14 head-in public parking spaces on the north side of Oak Street and 12 parallel curbside spaces along the south side of the street would be eliminated to accommodate streetscape and plaza components. The proposed plaza would be improved with pedestrian amenities such as public seating, landscaping, bulb outs, etc., consistent with the City’s Better Streets Plan.

Emergency vehicles and bicycles would have through access from Franklin to Market Street. Access to all existing driveways (Figure 1) along Oak Street would be maintained, including the driveway for the proposed project. On-street parking along the north side of Oak Street along the western section of the affected block, from Franklin Street to approximately 235 feet eastward, would be maintained.

In order to address and reduce ground-level wind speeds, the design of the proposed building includes articulated facades on levels four through six that would allow wind to pass through these open sections.
of the building, above the third floor and below the seventh floor. The proposed design reduces the amount of enclosed space on these floors and utilizes a “cut-away” architectural element on the proposed building that allows wind to travel through the structural elements of these floors on the east and west side of the building. Vertical support pillars would follow the exterior building lines where the building shell would otherwise be, in order to provide structural support for the upper floors. Figure 7, Conceptual Elevations – North and South, and Figure 8, Conceptual Elevations – East and West, illustrates the building façades and support pillars.

The proposed project also includes a wind screen structural feature that would extend across the width of Oak Street. Preliminary conceptual descriptions indicate that it would consist of a free standing, horizontal canopy that would allow wind to pass through. The proposed wind screen would extend from the third floor roof (top of the base) across Oak Street at a height of 42 feet over the length of the project site. The wind screen would be anchored to the ground near the existing buildings at 11-35 Van Ness Avenue and 70 Oak Street. The canopy would consist of a porous material to diffuse the effects of ground-level winds.

Each of these architectural features is intended to reduce hazardous ground level wind speeds by rendering wind through the building, but may also limit the amount of useable common open space on the fourth floor. An exception to the Market and Octavia Area Plan requirements for common open space may be required.

An existing 56,000 square foot commercial building and 8,217 square foot surface parking lot would be demolished as part of the proposed project. Excavation of the entire site would occur to a depth of at least 30 feet to accommodate two below-grade garage levels. Some over-excavation may need to occur in order to reach below a marsh deposit layer. Approximately 16,000 cubic yards of soil would be excavated and exported from the site. Pile driving could be required in order to install the pillar supports on the east and west sides of the building. Demolition of the existing improvements is expected to take roughly 3 months, and construction of the proposed project is expected to take roughly 21 months.
Figure 2

Fourth Floor Plan

Source: Richard Meier & Partners Architects 2012

1510-1540 Market Street EIR NOP
Figure 3

Tenth Floor Plan

1510-1540 Market Street EIR NOP

Source: Richard Meier & Partners Architects 2012
Figure 4
Twenty-Seventh Floor Plan
1510-1540 Market Street EIR NOP

Source: Richard Meier & Partners Architects 2012
Figure 6
Basement Levels
1510-1540 Market Street EIR NOP

Source: Richard Meier & Partners Architects 2012
Source: Richard Meier & Partners Architects 2012

Conceptual Elevations - North and South

1510-1540 Market Street EIR NOP
Figure 8

Conceptual Elevations - East and West

1510-1540 Market Street EIR NOP

Source: Richard Meier & Partners Architects 2012
ENVIRONMENTAL SETTING

The project site is located at 1510-1540 Market Street, near the northeast corner of the intersection of Market Street and Van Ness Avenue in the City and County of San Francisco.

The 17,643-square foot project site is irregularly shaped and consists of four adjoining lots. The site is bounded by Oak Street to the north, a three-story commercial office building to the east at 1500 Market Street, (aka “All Star Donuts”), Market Street to the south, and two buildings to the west: one occupied by an automotive repair shop and retail uses fronting on Oak Street at 1554 Market Street, and the second occupied by a small market at 1546 Market Street. An entrance to the Van Ness Avenue Municipal Railway underground metro station is located along the site’s Market Street frontage and an F-line Market Street railway transit platform is located in the median of Market Street about 80-feet south of the site’s southern boundary.

The project site is relatively flat and is developed with a 30-vehicle surface parking lot on three of the four lots (1510-1530 Market Street), and a four-story, 48,225-square-foot office building constructed in 1920, with ground floor retail space on the fourth lot, 1540 Market Street.

Land uses in the vicinity of the project site include the San Francisco New Conservatory Theater and Conservatory of Music to the north across Oak Street at 25 Van Ness Avenue and 50 Oak Street, respectively, and further north: ground floor retail and residential uses at 77 Van Ness Avenue, and the San Francisco Unified School District offices located at 135 Van Ness Avenue. Several low-rise office buildings with street-level retail, including the auto repair shop, retail uses and market noted previously, are located to the west of the project site. Uses along Market Street to the south and west of the site include an auto dealership to the south at 10 South Van Ness Avenue, between Van Ness and 12th Street, residential uses in the five-story building located at 20 12th Street, and an adjacent parking lot. Land uses along the north side of Market Street include a three-story warehouse located at 1576 Market Street and a seven-story mixed use building with ground floor retail uses and residential/office uses above located at 1596 Market Street.

Existing uses in the vicinity east of the project site along Market Street include the following: an eight-story building occupied by Bank of America and other offices located at 1 South Van Ness Avenue, south east of the site; ground floor retail with office space above in the five-story building located at 1496 Market Street (aka 30 Van Ness Avenue), office and residential uses located on the north side of Market at 1446 Market Street; office and ground floor retail uses located in the five-story building at 1455 Market Street. Uses to the east of the site along Van Ness Avenue north of Market include the 40-story California State Automobile Association building (currently vacant) located at 100 Van Ness Avenue; and City parking garage and office uses in the eight-story building at 150 Van Ness Avenue.

Residential uses are located throughout the area and in the immediate vicinity include a 71-unit, six-story building at 1580-1598 Market Street; a 64-unit, eight-story building at 41 Van Ness Avenue; a 33-unit, four-story building at 150 Franklin Street; a 34-unit, two-story building at 171 Fell Street; and a 41 unit, five-story building at 145 Fell Street.

There are no parks in the immediate vicinity of the project site. Within about 0.25-miles of the site, open spaces include Civic Center Plaza, Patricia’s Green, Jefferson Square, Hayward Playground and Hayes...
Valley Playground. The Market and Octavia Area Plan identifies the location of a future park, Brady Park, on a Bay Area Rapid Transit District (BART) parcel located approximately 700 feet to the southwest of the project site on the south side of Market Street east of Brady Street.

As stated above, the project site is located within the Market and Octavia Plan area, west of the city’s Downtown district and southwest of the Civic Center. The pertinent Market and Octavia Area Plan objectives are, among others, to encourage high density housing and supporting uses close to the transit services on Van Ness Avenue and Market Street and to create a network of civic streets and open spaces, through parks, street improvements and extensive tree planting. The project site is also located within the Van Ness and Market Downtown Residential Special Use District, which seeks to create a mix of residential uses on the boulevard; preserve and enhance the pedestrian environment; encourage the retention and appropriate alteration of architecturally significant and contributory buildings; conserve the existing housing stock; and enhance the visual and urban design quality of the street. Figure 9, Project Location, presents the project site location and Figure 10, Project Aerial, presents the existing aerial view of the site and its surroundings.

COMPATIBILITY WITH EXISTING ZONING AND PLANS

The Environmental Impact Report (EIR) will discuss the proposed project’s inconsistencies relating to physical environmental effects, if any, with the San Francisco General Plan and its relevant elements, particularly the Market and Octavia Area Plan, as well as the Housing Element, among others. Other applicable planning documents will be discussed for context, including, the Bicycle Plan, Sustainability Plan, Climate Action Plan, and Better Streets Plan, as well as the City’s Transit First policy.

The EIR will also discuss the conformance of the proposed project with the San Francisco Planning Code, including the specific sections relevant to the area, including but not limited to, Sections 148 (Ground Level Wind Currents), 249.33 (Van Ness and Market Downtown Residential Special Use District), 270 (Bulk Limits), 295 (Shadows on Properties within the Jurisdiction of the Recreation and Park Commission), and 309 (Permit Review in the C-3 Districts). Inconsistencies with relevant plans or zoning that could result in physical effects on the environment will be analyzed in the applicable environmental topic sections, such as noise and air quality.
Figure 9

Project Location

1510-1540 Market Street EIR NOP
POTENTIAL ENVIRONMENTAL ISSUES

The proposed project could result in potentially significant environmental effects. The Planning Department will prepare an EIR to evaluate the physical environmental effects of the proposed project. As required by the California Environmental Quality Act (CEQA), the EIR will examine those effects, identify mitigation measures, and analyze whether the proposed mitigation measures would reduce the environmental effects to a less-than-significant level. The EIR also will evaluate a No Project Alternative, which will assume no change to the existing conditions on the project site, as well as a range of project alternatives that could potentially reduce or avoid any significant environmental impacts associated with the proposed project.

The following topics will be addressed in the EIR:

Land Use
This section of the EIR will evaluate whether the proposed project would disrupt or divide the surrounding neighborhood or adversely affect the character of the vicinity. The EIR will assess land use changes in conjunction with Planning Code requirements and the goals, objectives and requirements of the Market and Octavia Area Plan.

Aesthetics
The proposed project would alter views of the project site and surrounding areas by removing the existing four-story building and parking lot on the site and replacing them with a residential tower of up to 455 feet in height (435 feet in height per the San Francisco Planning Code). The EIR will describe the existing visual setting of the project site and vicinity and describe potential project impacts in terms of whether the project would substantially affect scenic views, degrade scenic resources, or generate obtrusive light or glare. In addition, visual simulations (photomontages) will be presented of the site from publicly accessible locations under existing conditions and with the project that illustrate short-range, mid-range and long-range views. The viewpoints will be identified based on sensitive areas identified in the Market and Octavia Area Plan. The analysis of potential effects will focus on visual contrast and compatibility, including consistency with the urban design objectives of the Market and Octavia Area Plan and General Plan. The EIR will illustrate impacts in terms of the type and magnitude of change in the visual components identified in the setting. The EIR will also evaluate potential view obstruction on the portion of Oak Street affected by the proposed wind canopy.

Population, Housing, and Employment
The EIR analysis will use standard factors provided in Planning Department guidelines for transportation analysis to estimate the project-related employment and population change. The EIR will estimate the resulting changes in on-site population and employment associated with the project’s commercial space, also based on standard factors. The impact analysis will identify any inconsistencies with the objectives and policies of the General Plan’s Housing Element.

Cultural Resources
According to Planning Department records, the existing 1540 Market Street building was constructed in 1920. CEQA requires that a property be evaluated for its potential to be an historic resource as part of the environmental review process. The Market and Octavia Area Plan included a historic architectural
survey of properties within the plan area boundaries. This property was assigned a status code of 6Z, meaning it was found ineligible for listing on the California Register of Historical Resources through survey evaluation. Moreover, the Planning Department reviewed a property-specific historic resource evaluation for the site and concluded that the extant building on the subject property is not eligible for listing as an historic resource (Kelly and VerPlanck 2010). This information will be summarized in the EIR, and the EIR will also evaluate potential project effects to nearby historic resources, as applicable.

Excavation and other earth movement could disturb prehistoric cultural resources that may be buried at the project site. The project site has been evaluated for the likely presence of such artifacts, and the potential to disturb them, as part the June 2010 Preliminary Archeological Sensitivity Study. As part of that initial review, an Archeological Research Design and Treatment Plan will be undertaken to identify the potential for the site to contain subsurface archaeological resources from the prehistoric and historic periods. The EIR will summarize the findings of the archeological report with respect to the project site. The impact analysis will identify mitigation, as required, that could include further archeological investigation beneath the project site once the existing building is removed, to ensure that potential significant impacts are mitigated.

**Transportation and Circulation**

The proposed project would generate new vehicle trips to and from the project site, as well as increases in transit ridership, pedestrian and bicycle activity, and parking and loading demand. A Transportation Impact Study will be prepared for the proposed project in accordance with the Planning Department’s *Transportation Guidelines for Environmental Review* (October 2002) and will include an analysis of direct and cumulative transportation impacts and mitigation measures associated with the project as applicable, including potential public improvements on Oak Street. The EIR transportation impact analysis will summarize the findings of the transportation study. The EIR impact analysis will also analyze transit conditions, pedestrian and bicycle conditions, freight loading, emergency access and parking conditions. The EIR will also evaluate cumulative effects associated with anticipated area-wide growth and potential changes to the transportation system such as the planned bus rapid transit on Van Ness Avenue.

**Noise**

The EIR will evaluate the proposed project for noise compatibility with adjacent land uses (including traffic levels, bus operations, and building mechanical equipment). The noise analysis will use available published information, such as the Department of Public Health’s recent updated map of roadway noise levels, to evaluate compatibility of the proposed uses with traffic noise levels. The EIR also will identify sensitive receptors (residences) nearest to the project site and describe construction-period noise and vibration levels, compliance with the Noise Ordinance, and identify measures for noise producing practices, as applicable.

**Air Quality**

The air quality effects of the proposed project will be analyzed in accordance with the Bay Area Air Quality Management District’s (BAAQMD) *2010 CEQA Guidelines*. The EIR will identify and evaluate health risks to sensitive receptors and to project residents from emissions of nearby mobile and stationary source air pollutants. Mitigation measures will be identified, as applicable, for both construction and operational impacts.
Greenhouse Gas Emissions
The EIR will include an analysis of greenhouse gas (GHG) emissions, which includes a general discussion of effects of GHGs, including a discussion of current regulations related to GHG emissions, such as discussion of California’s Assembly Bill 32 (AB 32) and the California Air Resources Board’s Scoping Plan to implement AB 32, the City’s actions taken in connection with GHGs and climate change, as well as mitigation measures, if applicable. A significance determination will be made based on the BAAQMD 2010 CEQA Guidelines and project consistency with the City’s qualified Climate Action Plan.

Wind
Tall structures (those over about 100 feet in height) tend to redirect winds downward along building facades and have the potential to result in adverse impacts on the pedestrian wind environment. With a building proposed at 455 feet in height, the project could result in changes to ground-level winds near the base of the proposed tower and, potentially, up to several hundred feet away. San Francisco Planning Code regulations concerning pedestrian-level wind speeds apply in the greater downtown (including the project site), and the Planning Code’s evaluation criteria are typically employed for CEQA analysis of tall buildings. The approach to wind analysis will involve testing a scaled model of the proposed project (at a massing level of detail) in a wind tunnel and to obtain and interpret test results in accordance with the criteria of Planning Code Section 148. The results of that testing, as well as an evaluation of potential wind effects of reasonably foreseeable cumulative development, will be reported in the EIR. The EIR also describe any mitigation measures necessary to alleviate potentially hazardous wind conditions in areas where wind speeds might exceed the established wind criteria.

Shadow
Tall buildings cast shadow for long distances—to a distance up to about six times the height of the building during early morning and late afternoon around the winter solstice, when shadows are longest. San Francisco Planning Code Section 295 generally prohibits the addition of new shadow to parks under the jurisdiction of the Recreation and Park Commission. The EIR will include the results of a detailed analysis of potential shadow effects of the proposed building on properties subject to Section 295, and also to illustrate potential shading on surrounding streets, sidewalks, and publicly accessible but privately owned open spaces in the vicinity.

The EIR will present graphical depictions of net new shadow from the proposed project in the morning, at midday, and in the afternoon, on four days of the year—the summer and winter solstices and spring and fall equinoxes. The EIR will also quantify project shadow impacts in terms of the durations and amounts of park area that may be shaded by the proposed project. Mitigation measures for shadow impacts will be identified as appropriate.

Recreation and Public Space
Given that the proposed project would be developed within the adopted Market and Octavia Plan area, the analyses for recreation and public space resources will be derived from the area-wide evaluation of service and capacity prepared for that plan. The EIR will summarize the Market and Octavia Area Plan Final EIR analyses of parks and open space facilities and programs, and determine whether project-related population and proposed building heights would raise specific issues regarding effects to
park and recreation facility use to a level that would result in significant environmental impacts or that may result in the need for construction of additional park facilities.

**Utilities and Service Systems; Public Services**
The EIR analyses for utility, recreation, and public service resources will be derived from the area-wide evaluation of service and utility capacity prepared for the Market and Octavia Plan. The EIR will summarize the Market and Octavia Area Plan Final EIR analyses for utilities including those for water and sewer infrastructure, water supply, sewer treatment capacity, schools, and the Fire and Police Departments. The EIR will determine whether the project would raise specific issues regarding current equipment, preparedness, or practices regarding public safety or fire protection, or would result in increased school enrollment to a degree that would result in significant environmental impacts.

**Biological Resources**
A review of the California Natural Diversity Database indicates that the project site and vicinity do not generally provide habitat for special-status plant or animal species, and no substantial, adverse effects are anticipated due to loss or disruption of habitat. However, the development of a tall building on the project site may increase the potential for bird strikes. The EIR analysis will describe materials and design features in the proposed project to assess how and whether the project might affect special status avian species consistent with the Planning Department’s recently-adopted *Standards for Bird-safe Buildings*.

**Geology, Soils, and Seismicity**
The EIR will summarize the findings of a site-specific preliminary geotechnical investigation and analyze the proposed project related to geology and seismicity. The analysis also will disclose the geotechnical feasibility of the proposed tower, and identify any mitigation measures required to reduce impacts to a less-than-significant level.

**Hydrology and Water Quality**
The EIR will describe the City’s combined sewer-storm drain system and the regulatory framework for control of water quality. To assess potential construction-related impacts to water quality, the analysis will rely on the geotechnical report for a description of depth to groundwater and the potential need for dewatering during construction. The EIR will describe requirements associated with the recently adopted Stormwater Management, Construction and Phasing Ordinance and evaluate the potential changes in municipal sewage and stormwater runoff associated with project, which are expected to be minimal because the proposed project would not increase the amount of impervious surface on the project site.

**Hazards and Hazardous Materials**
The EIR will summarize findings of the Phase I and, if applicable, the Phase II environmental site assessment and environmental database review. This section will describe the types of contaminants that are expected to be encountered on the project site, and discuss the legal requirements, processes for remediation of contaminated sites, and may include any measures that are determined to be warranted.

**Mineral and Energy Resources**
The EIR will briefly discuss potential effects related to mineral and energy resources.

**Agricultural and Forest Resources**
The EIR will briefly discuss potential effects related to agricultural and forest resources.
Cumulative Impacts
All environmental topic analyses will include cumulative impact analyses that will take into account, as applicable to each topic area, growth projections and transportation forecasts for the larger Market and Octavia Plan area, as well as any pertinent reasonably foreseeable nearby projects.

REQUIRED APPROVALS
The proposed project would require the following approvals:

Planning Department
• General plan referral for the proposed Oak Street canopy.

Planning Commission
• Certification of the Final EIR and adoption of CEQA Findings and adoption of a Mitigation Monitoring and Reporting Program.
• Approval of the project under Planning Code Section 309, including possible exceptions with regard to ground-level winds (Section 148) and off-street freight loading spaces (Section 152.1).
• Recommendation of zoning map amendment to change the height/bulk district from 120/400-R-2 to 120/435-R-2.
• Recommendation of general plan amendment to amend map 3 of the Market and Octavia Plan to change the height classification from 120/400-R-2 to 120/435-R-2.
• Determination that project will have no adverse impact on Patricia’s Green or other park subject to Section 295.

Zoning Administrator
• Possible variances for residential open space (Section 135) and dwelling unit exposure (Section 140).

Board of Supervisors
• Approval of zoning map amendment to change the height/bulk district from 120/400-R-2 to 120/435-R-2.
• Approval of general plan amendment to amend map 3 of the Market and Octavia Plan to change the height classification from 120/400-R-2 to 120/435-R-2.

Recreation and Park Commission
• Determination that project will have no adverse impact on Patricia’s Green or other park subject to Section 295.

Department of Building Inspection
• Demolition, site, and building permits.

Department of Public Works
• Approval for changes in or vacations of public rights-of-way and for use of a public street space as a pedestrian plaza.
• Permit for removal and planting of street trees.
• Approval for subdivision map and condominium map applications.
Municipal Transportation Agency

- Approval for public street space to be used as a pedestrian plaza.
- Approval for a yellow commercial loading zone for two freight loading spaces on the north side of Oak Street across from the project site.

FINDING

In accordance with CEQA Guidelines Section 15082, this project may have a significant effect on the environment and an Environmental Impact Report is required. As required by the CEQA, the EIR will focus on those effects, identify mitigation measures, and analyze whether the proposed mitigation measures would reduce the environmental effect to a less than significant level. The EIR will also evaluate a range of project alternatives in addition to a No Project alternative that could reduce, avoid or eliminate significant impacts of the proposed project.

PUBLIC COMMENTS ON THE SCOPE OF THE EIR

Written comments will be accepted until 5:00 p.m. on November 9, 2012. Written comments should be sent to Bill Wycko, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103 and should reference the proposed project, Case Number 2009.0159E.

If you work for a responsible State agency, we need to know the views of your agency regarding 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 in your agency.

October 4, 2012

Date

Bill Wycko

Environmental Review Officer