



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

Case No.: 2011.0583E
 Project Title: 850-870 Brannan Street (aka 888 Brannan Giftcenter & Jewelrymart)
 Zoning/Plan Area: UMU (Urban Mixed Use); 68-X Height and Bulk District
 Showplace Square/Potrero Hill Subarea of the Eastern Neighborhoods
 Rezoning and Area Plan
 Block/Lot: 3780/006, 007, 007A, and 072
 Lot Size: 115,973 square feet
 Project Sponsor: Steven Vettel, Farella Braun + Martel, LLP
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PROJECT DESCRIPTION:

The project site is located on the northeast corner of Brannan and 8th Streets on the block surrounded by Brannan, 7th, Bryant, and 8th Streets in the Showplace Square/Potrero Hill neighborhood. The project site contains 9,079 square feet (sf) of retail, 4,910 sf of office, and 409,144 sf of showroom/accessory office, which is categorized by the Planning Department as production, distribution, and repair (PDR) uses. The project site is currently occupied by two buildings and contains no parking. The project sponsor proposes to merge the four parcels into one parcel; include exterior and interior alterations; replace existing on-site PDR uses with office and integrated PDR uses; reduce on-site retail use (except for a project variant, which would slightly increase on-site retail use); and add 31 new parking spaces to be accessed via a new entrance on Decatur Street. With project development, no new space (gross sf) would be added to the project site, but existing on-site space would be reconfigured. [Continued on the following page.]

EXEMPT STATUS:

Exempt per Section 15183 of the California Environmental Quality Act (CEQA) Guidelines and California Public Resources Code Section 21083.3.

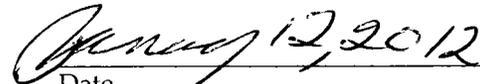
REMARKS:

See next page.

DETERMINATION:

I do hereby certify that the above determination has been made pursuant to State and Local requirements.


 Bill Wycko
 Environmental Review Officer


 Date

cc: Steve Vettel, Project Sponsor
 Supervisor Jane Kim, District 6
 Historic Preservation Distribution List
 Corey Teague, Current Planning
 Pilar LaValley, Preservation Planning
 Virna Byrd, M.D.F., Exclusion/Exemption Dist. List

PROJECT DESCRIPTION (continued):

The two existing buildings on site completely cover all four parcels and are connected internally. The 850 Brannan Street building is a three-story approximately 40-foot-tall concrete building that was constructed in 1920 and substantially altered in 1944 and 1984-85.¹ It occupies one of the four parcels. It is not listed in the National or California Registers and is not considered a historical resource for purposes of CEQA.

The 870 Brannan Street building is a five-story, 65-foot-tall reinforced concrete building occupying the remaining three parcels.² Constructed in 1917 with additions in 1920, the building and additions at 870 Brannan Street are known as the National Carbon Co. Building. This building is on the National Register of Historic Places and the California Register of Historical Resources. The property is also included in the Planning Department's 1976 Architectural Survey and the San Francisco Architectural Heritage Survey. It is considered a Category A historical resource for the purposes of the Planning Department's CEQA review procedures.

Both the 850 and 870 Brannan Street buildings include a basement level that extends approximately 11 feet below ground level. The basement levels of the on-site buildings are connected.

The proposed project would include interior demolition and new partitions, ceilings, and flooring; new electrical, HVAC, and plumbing systems; and a new stand-by diesel generator. The proposed project would include removal of interior access currently between the basement levels and the atrium of the 870 Brannan Street building; the atrium would be used exclusively by the office uses.

As part of the proposed project, the exterior of 870 Brannan Street would be rehabilitated as follows:

- Preservation and rehabilitation of the historic steel-sash windows on the ground floor of the 8th Street façade;
- Rehabilitation of the historic steel-sash window frame and replacement of the existing glazing for a micro-rub corrugated glass in northernmost tower (second, third and fourth floors) of the 8th Street façade;
- Preservation and rehabilitation of the historic steel-sash windows in the fifth and thirteenth bays (from the left) of the ground floor of the Brannan Street façade;
- Rehabilitation of the historic steel-sash window frame and replacement of the existing glazing for a micro-rub corrugated glass in the easternmost tower (second, third and fourth floors) of the Brannan Street façade;
- Replacement of the existing historic window system on the ground floor level of the westernmost tower for a new fully-glazed storefront on the Brannan Street façade. This historic window would be reinstalled within the southernmost tower of the 8th Street façade;
- Replacement of the existing non-historic door on the ground floor level of the easternmost tower for a new fully-glazed storefront on the Brannan Street façade;

¹ 850 Brannan Street is also known as 850-860 Brannan Street (Lot 72).

² 870 Brannan Street is also known as 866-870 Brannan Street (Lot 6), 870 Brannan Street (Lot 7), and 545-599 8th Street (Lot 7A).

- Removal of the existing canopy and renovation of the existing storefront within the six, seven, and eighth bays of the ground floor of the Brannan Street façade;
- Addition of new glazed storefront entry in the tenth bay of the Brannan Street facade;
- Replacement of the steel-sash windows with a new compatible, substitute aluminum system (Custom Windows Series 8300) on the second, third and fourth floors of the 8th and Brannan Street facades;
- Replacement of the steel-sash windows with a new compatible, substitute aluminum system (Custom Windows Series 8300) on the second, third, fourth, and fifth floors of Decatur Street facade;
- Addition of new mechanical screens on the fifth floor; and
- Replacement of the existing windows on the north façade (facing Bryant Street) with new steel-frame windows with insulated glazing.

No exterior work is planned for 850 Brannan Street, other than replacing the existing open rail gate with a solid gate at the loading dock.

The project site currently contains an exterior loading dock with two loading spaces, accessed via a curb cut along Brannan Street. Based on existing uses, nine loading spaces are required, and the project site currently has a legal deficiency of seven loading spaces. As part of the proposed project, the existing loading dock would be redesigned to create an open-air courtyard for the basement-level and ground-level jewelry businesses, while keeping the two existing loading spaces. With the proposed project's change of use (replacement of PDR with office and IPDR), the project site would require six loading spaces. Thus, the loading space deficit at the project site would be reduced from seven to four loading spaces. Per Planning Code Section 150(c)(1), the deficiency in off-street loading spaces may be carried forward for the proposed change of use.

The 31 parking spaces proposed to be located on the ground floor of the 870 Brannan Street building would be accessed by a new vehicle entrance and exit at the end of Decatur Street. The operation would be valet parking from 7:00 AM to 7:00 PM weekdays, with cardkey access after hours. Table 1a provides a summary of existing uses at the project site, uses approved for the project site in 2010 but never undertaken,³ the currently proposed project uses, and the proposed changes compared to existing conditions. Table 1b presents the project variant, which would include a 4,873 sf ground-floor restaurant instead of the same amount (sf) of office use at the corner of 8th and Brannan Streets.

The connected basement levels of the two on-site buildings are currently occupied by Jewelrymart businesses, and the above-ground levels of both on-site buildings are occupied by Giftcenter and Jewelrymart spaces. Many of the existing Giftcenter spaces on the various levels of both buildings are currently vacant. The proposed project would consolidate existing Giftcenter and Jewelrymart (PDR) uses on the basement levels of the 850 and 870 Brannan Street buildings and on the first floor of the 850 Brannan Street building. Office use would be located on the third floor of the 850 Brannan Street building

³ Office Allocation Authorization approved by the San Francisco Planning Commission on May 27, 2010, Motion No. 18095. These files are available for review as part of Planning Department Case No. 2009.1026EB.

and on floors 1 through 5 of the 870 Brannan Street building. The new integrated PDR use⁴ would occupy the second floor of the 850 Brannan Street building. Compared to existing conditions, the project would result in less PDR and retail use, more office use and new integrated PDR use, as well as 31 new parking spaces. As noted in Tables 1a and 1b, compared to the project that was approved in 2010 but never carried out, the project would result in less retail and integrated PDR use, more office use, and 31 parking spaces.

Table 1a: Summary of Uses for the Proposed Project at 850–870 Brannan Street

Use	Existing Conditions	Project Approved on 5/27/10	Currently Proposed Project	Change from Existing Conditions to Currently Proposed Project
Retail	9,079	9,079	4,397	-4,682
Office	4,910	143,490	257,243	+252,333
I-PDR	0	174,183	34,493	+34,493
PDR	409,144	96,381	115,572	-293,572
Parking	-	-	11,428	+11,428
Total	423,133	423,133	423,133	

Table 1b: Summary of Uses for the Proposed Project Variant at 850–870 Brannan Street with 4,873 sf Ground-Floor Restaurant instead of Office Use at 8th/Brannan*

Use	Existing Conditions	Project Approved on 5/27/10	Currently Proposed Project	Change from Existing Conditions to Currently Proposed Project
Retail	9,079	9,079	<i>9,270</i>	<i>+191</i>
Office	4,910	143,490	<i>252,370</i>	<i>+247,460</i>
I-PDR	0	174,183	34,493	+34,493
PDR	409,144	96,381	115,572	-293,572
Parking	-	-	11,428	+11,428
Total	423,133	423,133	423,133	

*Change from the proposed project is in italics.

A project variant would create a 4,873 sf restaurant instead of the same amount (sf) of office use on the ground floor at the corner of 8th and Brannan Streets, which would result in 191 sf more retail use and 247,460 sf more office use than existing conditions.

Construction is anticipated to occur over a 12-month period, starting in February 2012.

4. Per Planning Code Section 890.49, generally, integrated PDR use must be at least one-third PDR. The rest of the space may be office or most any other non-residential use; however, retail space is limited to one-third, and all uses must be integral and related parts of a single business.

The project would require office development authorization by the Planning Commission under Planning Code Section 321 and a Zoning Administrator determination that allowing the proposed use would enhance the feasibility of preserving the 870 Brannan Street building, per Planning Code Section 803.9(c). The proposed project has received a determination by the Historic Preservation Commission that it would comply with the *Secretary of the Interior's Standards for the Treatment of Historical Properties*, per Planning Code Section 803.9(c).⁵

REMARKS:

California Environmental Quality Act (CEQA) State Guidelines Section 15183 provides an exemption from environmental review for projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which an environmental impact report (EIR) was certified, except as might be necessary to examine whether there are project-specific effects which are peculiar to the project or its site. Section 15183 specifies that examination of environmental effects shall be limited to those effects that (a) are peculiar to the project or parcel on which the project would be located, (b) were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent, (c) are potentially significant off-site and cumulative impacts which were not discussed in the underlying EIR, and (d) are previously identified in the EIR, but which are determined to have a more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for that project solely on the basis of that impact.

This determination evaluates the potential project-specific environmental effects peculiar to the project at 850–870 Brannan Street described above, and incorporates by reference information contained within the programmatic EIR, *Eastern Neighborhoods Rezoning and Area Plans Final EIR* (Eastern Neighborhoods FEIR – Case No. 2004.0160E; State Clearinghouse No. 2005032048). The Community Plan Exemption Checklist (Attachment A) identifies the potential environmental impacts of the proposed project and indicates whether any such impacts are addressed in the Eastern Neighborhoods FEIR.

This determination assesses the proposed project's potential to cause environmental impacts and concludes that the proposed project would not result in new, peculiar environmental effects, or effects of greater severity than were already analyzed and disclosed in the Eastern Neighborhoods FEIR. This determination does not identify new or additional information that would alter the conclusions of the Eastern Neighborhoods FEIR. This determination also identifies mitigation measures contained in the Eastern Neighborhoods FEIR that would be applicable to the proposed project at 850–870 Brannan Street. Relevant information pertaining to prior environmental review conducted for the Eastern Neighborhoods is included below, as well as an evaluation of potential environmental effects.

Background

The Eastern Neighborhoods FEIR included analyses of the following environmental issues: land use; plans and policies; visual quality and urban design; population, housing, business activity, and employment (growth inducement); transportation; noise; air quality; parks, recreation and open space;

⁵ Historic Planning Commission Resolution No. R668, November 16, 2011.

shadow; archeological resources; historic architectural resources; hazards; and other issues not addressed in the previously issued initial study for the Eastern Neighborhoods project. The proposed project at 850–870 Brannan Street is in conformance with the height, use and density for the site described in the Eastern Neighborhoods FEIR and would represent a small part of the growth that was forecast for the Eastern Neighborhoods. Thus, the Eastern Neighborhoods FEIR considered the incremental impacts of the proposed 850–870 Brannan Street project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Eastern Neighborhoods FEIR.

Potential Environmental Effects

The following discussion demonstrates that the 850–870 Brannan Street project would not result in significant impacts beyond those analyzed in the Eastern Neighborhoods FEIR, including project-specific impacts related to land use, historic architectural resources, archeological resources, transportation, noise, air quality, greenhouse gas emissions, and hazardous materials.

Environmental effects related to the project variant, which would include a 4,873 sf ground-floor restaurant instead of the same amount (sf) of office use at the corner of 8th and Brannan Street, are only discussed in relevant environmental topic sections (transportation, discussed below, and population and housing, discussed in the attached checklist. For all other environmental topics, effects related to the project variant would be substantially the same as those of the proposed project.

Land Use and Planning

The Eastern Neighborhoods project rezoned much of the city’s industrially zoned land. Its goals were to reflect local values, increase housing, maintain some industrial land supply, and improve the quality of all existing areas with future development. A major issue discussed in the Eastern Neighborhoods rezoning process was the degree to which existing industrially zoned land would be rezoned to primarily residential and mixed-use districts, thus reducing the availability of land traditionally used for PDR employment and businesses.

The Eastern Neighborhoods FEIR evaluated three land use alternatives. Option A retained the largest amount of existing land that accommodated PDR uses and converted the least amount of industrially zoned land to residential use. Option C converted the most existing land accommodating PDR uses to residential and mixed uses. Option B fell between Options A and C.

While all three options were determined to result in a decline in PDR employment, the loss of PDR jobs was determined to be greatest under Option C. The alternative ultimately selected – the ‘Preferred Project’ – represented a combination of Options B and C. Because the amount of PDR space to be lost with future development under all three options could not be precisely gauged, the FEIR determined that the Preferred Project would result in an unavoidable significant impact on land use due to the cumulative loss of PDR use in the Plan Area. This impact was addressed in a Statement of Overriding Considerations with CEQA Findings and adopted as part of the Eastern Neighborhoods Rezoning and Area Plans approval on January 19, 2009.

The Eastern Neighborhoods FEIR included one mitigation measure for land use controls in Western SoMa that could incorporate, at a minimum, no net loss of land currently designated for PDR uses, restrict non-PDR uses on industrial (or other PDR-designated) land, and incorporate restrictions on potentially incompatible land uses proximate to PDR zones. The measure was judged to be infeasible, because the outcome of the community-based Western SoMa planning process could not be known at the time, and the measure was seen to conflict with other City policy goals, including the provision of affordable housing. This measure is not applicable to the proposed project, which is not in Western SoMa.

The proposed project at 850–870 Brannan Street falls within the Showplace Square – Potrero Hill Area Plan of the San Francisco General Plan. It is in the Urban Mixed Use (UMU) District, which is intended to promote a vibrant mix of uses while maintaining the characteristics of this formerly industrially zoned area. The UMU District is also intended to serve as a buffer between residential districts and PDR Districts in the Eastern Neighborhoods. Allowed uses within the UMU District include PDR uses such as light manufacturing, home and business services, arts activities, warehouses, and wholesaling. Additional permitted uses include retail, educational facilities, and nighttime entertainment. The proposed project is consistent with uses permitted within the UMU District.

The Eastern Neighborhoods rezoning project created integrated PDR (IPDR) zoning to accommodate innovative new companies that contain on the same site both their core PDR function and other business functions such as logistics and marketing. Generally, an IPDR use must be at least one-third PDR (for smaller IPDR uses of under 2,000 sf, the PDR requirement is 20 percent). The rest of the space may be office or most any other non-residential use; however, retail space is limited to one-third (to avoid permitting big boxes with some kind of internet distribution center), and all uses must be integral and related parts of a single business.

Per Planning Code Section 803.9, in designated historic buildings in the UMU District, all uses are permitted as of right, provided that the project does not contain nighttime entertainment, and that the Zoning Administrator determines that allowing the proposed use would enhance the feasibility of preserving the building, and that the proposed project complies with the *Secretary of the Interior's Standards*. On November 16, 2011, the proposed project was presented to the Historic Preservation Commission, which determined that the project would comply with the *Secretary of the Interior's Standards for Rehabilitation*. The project would be forwarded to the Zoning Administrator for consideration under Planning Code Section 803.9(c).

The 870 Brannan Street building is on three parcels (Lots 6, 7, and 7A), and all segments of the building are on the California Register of Historic Places; thus all floors qualify for conversion to office use under Planning Code Section 803.9(c). Only one floor of the three-story non-historic 850 Brannan Street building (on Lot 72) is being converted to office use, as permitted by Section 809.3(h). The lot merger would therefore not result in more office space than contemplated by the Eastern Neighborhoods FEIR.

The proposed conversion of PDR to office and integrated PDR use at the project site is consistent with the land use policies of the Eastern Neighborhoods Area Plan in that it would allow for uses that enhance the feasibility of preserving a historic building, per Planning Code Section 803.9. The proposed lot merger of the four contiguous parcels that comprise the project site, which are under one ownership and function

as one property, would not allow for the intensification of development at the project site or change the permissible number of parking spaces on site, and thus would not cause environmental effects not otherwise analyzed in the Eastern Neighborhoods FEIR. Thus, the proposed project would not result in peculiar impacts related to land use and planning that were not identified in the Eastern Neighborhoods FEIR. The Citywide Planning and Neighborhood Planning Divisions of the Planning Department have additionally determined that the proposed project is consistent with the UMU Zoning and satisfies the requirements of the General Plan and the Planning Code.⁶⁷

Historic Architectural Resources

The Eastern Neighborhoods FEIR anticipated that program implementation may result in demolition of buildings identified as historical resources, and found this impact to be significant and unavoidable. This impact was addressed in a Statement of Overriding Considerations with findings and adopted as part of the Eastern Neighborhoods Rezoning and Area Plans approval on January 19, 2009.

Eastern Neighborhoods FEIR Mitigation Measure K-1, Interim Procedures for Permit Review in the Eastern Neighborhoods Plan Area, required certain projects to be presented to the Landmarks Preservation Advisory Board (now the Historic Preservation Commission (HPC)). This mitigation measure is no longer relevant, because the Showplace Square/Northeast Mission historic resource survey was completed and adopted by the Historic Preservation Commission on June 15, 2011. Mitigation Measures K-2 and K-3, which amended Article 10 of the Planning Code to reduce potential adverse effects to contributory structures within the South End Historic District (East SoMa) and the Dogpatch Historic District (Central Waterfront), do not apply the proposed project because it is not located within the South End or Dogpatch Historic Districts.

In a memorandum dated October 24, 2011, Planning Department preservation staff noted that the 870 Brannan Street building on Lots 6, 7, and 7A, including the original 1917 construction and 1920 additions, is considered a Category A historical resource for the purposes of CEQA review procedures. The 850 Brannan Street building, constructed circa 1920 and substantially altered in 1944 and 1984-85, was determined not to be a historic resource for purposes of CEQA review.

The proposed changes to the exterior of the historic 870 Brannan Street building include the rehabilitation or replacement of historic steel-sash windows and frames, the removal of incompatible and non-historic alterations, and the replacement of existing ground-floor windows with a new fully glazed storefront along the ground level of the Brannan Street façade of the building. The new entryway on the Brannan Street façade would be located within a bay that currently possesses a non-historic entryway. This new entryway would be demarcated by a thin glass canopy and would be similar in design to the new glazed storefronts proposed along the Brannan Street façade of the 870 Brannan Street building.

⁶ Jose Campos, San Francisco Planning Department, *Community Plan Exemption Eligibility Determination, Citywide Planning Section*, 850–870 Brannan Street, October 27, 2011. This document is on file and available for review as part of Case File No. 2011.0583E.

⁷ Kelley Amdur, San Francisco Planning Department, *Community Plan Exemption Eligibility Determination, Neighborhood Analysis*, 850–870 Brannan Street, January 11, 2011. This document is on file and available for review as part of Case File No. 2011.0583E.

All of the new storefronts along the 870 Brannan Street building would be simple in character and would feature a butt-glazed window system that strongly relates to this building's existing glazed character. Furthermore, the new glazed storefronts would be recessed from the plane of the front façade, thus differentiating them from the historic ground-floor features. The new main entryway along the Brannan Street façade would be demarcated by a new metal canopy that would relate to the industrial aesthetic of the overall building in design, material, and form, and would allow for a better expression of the building's historic rail spur opening (which ran from the center entry and atrium of the building to Decatur Street). The new glazed doorways planned for the ground floor entries in the corner towers of the 870 Brannan Street building façade would be similar to the new glazed storefronts occurring at the ground floor level, and would relate to the overall character of the building in material and design. The new glazed doorways and other proposed façade features would not cause a substantial adverse change in the significance of a historical resource (the 870 Brannan Street Building) or its features: the surrounding classical revival ornamentation on the 870 Brannan Street building. The proposed façade features would relate to the overall glazed appearance of this historic building. Overall, according to the Planning Department preservation planner, these exterior alterations would be considered compatible, since they would assist in maintaining the integrity of the historic 870 Brannan Street building.

The north side of the historic 870 Brannan Street building that fronts Decatur Street is a secondary façade and is not fully visible behind adjacent buildings. The proposed changes to this façade include replacement of existing windows and the insertion of a small garage entrance. The Planning Department's preservation staff, with input from the Historic Preservation Commission,⁸ determined that the proposed project, including the new parking garage entry, would not cause a substantial adverse change in the significance of the historic resource (the 870 Brannan Street building) such that the significance of the building would be materially impaired. Furthermore, the proposed exterior changes to this building would not be undertaken in a way that creates a false sense of historical development. The proposed project would preserve distinctive historical features of the building, and repair of the building would be undertaken with sensitivity toward existing building features such as historic concrete. In conclusion, the proposed project would not have a significant adverse impact on a historic resource on site.⁹

No exterior work is planned for 850 Brannan Street, and thus its renovation would not result in historical resource impacts.

Archeological Resources

The Eastern Neighborhoods FEIR identified potential archeological impacts related to the Eastern Neighborhoods program and identified three archeological mitigation measures that would reduce impacts on archeological resources to less than significant. Eastern Neighborhoods FEIR Mitigation Measure J-1 applies to properties for which a final archeological research design and treatment plan is on file at the Northwest Information Center and the Planning Department. Mitigation Measure J-2 applies to properties for which no archeological assessment report has been prepared or for which the archeological

⁸ Historic Preservation Commission, Resolution No. 668, November 16, 2011.

⁹ San Francisco Planning Department, *Historic Resource Evaluation Response, 850–870 Brannan Street [Part 2]*, October 24, 2011. This document is available for review as part of Case File No. 2011.0583E.

documentation is incomplete or inadequate to serve as an evaluation of potential effects on archeological resources under CEQA. Mitigation Measure J-3, which applies to properties in the Mission Dolores Archeological District, requires that a specific archeological testing program be conducted by a qualified archeological consultant with expertise in California prehistoric and urban historical archeology.

The Planning Department's archeological technical specialist conducted an archeological assessment review of the project site and the proposed project.¹⁰ The project site is in Eastern Neighborhoods Archeological Mitigation Zone A, and thus is subject to the requirements of Eastern Neighborhood FEIR Archeological Mitigation Measure J-1, Properties with Previous Studies. The project site is within an area for which a final Archaeological Research Design and Treatment Plan (ARDTP) is on file at the Northwest Information Center.¹¹ The Planning Department requires that for any project resulting in soils-disturbance of 2.5 feet or greater below existing grade, the project sponsor be required to submit to the Environmental Review Officer (ERO) for review and approval an addendum to the respective ARDTP prepared by a qualified archeological consultant. The mitigation measure further requires that the archeological consultant be from the pool of qualified archaeological consultants maintained by the Planning Department archaeologist.

No geotechnical report for the proposed project was made available; however, an earlier liquefaction study describes subsurface geologic stratigraphy for at least approximately the northeastern one third of the project site.¹² This report notes that this portion of the site is underlain by approximately 8 to 9 feet of artificial fill. Below the fill are native sand dune deposits that extend to a depth of 31 to 33 feet below ground surface (bgs). The native sand dune deposits become dense to very dense at 9 to 14 ft. bgs.

The project would have a low potential to adversely affect CEQA-significant archeological resources, and implementation of the San Francisco Planning Department Environmental Planning Division's 1st Standard Archeological Mitigation Measure ("Accidental Discovery") would reduce impacts to less-than-significant levels. However, should the project require soils disturbance/modification below the level of the lesser depth of either 7 feet bgs or the depth of the proposed tunnel on site, the project would be subject to Preliminary Archeology Reassessment by the Planning Department archeologist to determine if implementation of different or stronger archeological mitigation procedures is warranted. Implementation of Project Mitigation Measure 1 – Archeological Resources, page 20, would reduce potential significant impacts of the proposed project related to archeological resources to a less-than-significant level.

Transportation

The Eastern Neighborhoods FEIR anticipated that growth resulting from the Plan-related zoning changes could result in significant impacts on traffic and transit ridership. Thus, the FEIR identified 11 transportation mitigation measures, including implementation of traffic management strategies, transit

¹⁰ San Francisco Planning Department, MEA Preliminary Archeological Review: Checklist, 888 Brannan Street, January 9, 2012. All archeological reports are available for review as part of Case No. 2011.0583E.

¹¹ Mc Ilroy, Jack and Mary Praetzellis, *Vanished Community 19th Century San Francisco Neighborhoods: From Fourth Street to Mission Creek, and Beyond*, Archaeological Research Design and Treatment Plan for the SF-80 Bayshore Viaduct Seismic Retrofit Projects, September 1997.

¹² Treadwell & Rollo, *Liquefaction Study Giftcenter Addition 850 Brannan Street*, February 21, 2007.

corridor improvements, enhancement of transit funding, promotion of alternative means of travel, and parking management to discourage driving – all measures to be implemented by the San Francisco Municipal Transportation Agency (SFMTA), the San Francisco County Transportation Authority, and/or the San Francisco Planning Department. Even with mitigation, however, it was anticipated that the significant adverse impacts at certain local intersections and the cumulatively considerable impacts on certain transit lines intersections could not be fully mitigated. Thus these impacts were found to be significant and unavoidable, and a Statement of Overriding Considerations with CEQA Findings was adopted as part of the Eastern Neighborhoods approval on January 19, 2009. The traffic and transit mitigation measures identified in the FEIR are not applicable to the proposed project because City agencies and not the sponsors of individual private development projects are responsible for the implementation of these measures.

Traffic and Transit. As summarized in Table 1a, page 4, the proposed project would replace existing on-site PDR uses with office and integrated PDR uses, reduce on-site retail use (except for a project variant, which would slightly increase on-site retail use), and add 31 new parking spaces. Trip generation rates for office, PDR, and integrated PDR are the same; thus, the change in use from PDR to office and integrated PDR would not trigger any change in trip generation. The replacement of some PDR use to parking use would result in fewer trips. Using the San Francisco Planning Department's *Transportation Impact Analysis Guidelines* (October 2002), the proposed project would reduce trip generation compared to existing conditions by 74 PM peak-hour person-trips. The project variant, as summarized in Table 1b, page 4, would increase on-site retail use from existing conditions by 191 sf and would reduce trip generation compared to existing conditions by 16 trips.¹³

The project sponsor proposes 31 new ground-floor parking spaces to be accessed via a new vehicle entrance at the end of Decatur Street, which is a two-way street approximately 275 feet long and 18 feet wide that runs south from Bryant Street and dead ends at the north side of the 870 Brannan Street building. Along the west side of Decatur Street are three parcels: a 20,000 sf paved Caltrans parking lot that is accessed from Decatur Street at Bryant Street, is partly under the freeway, and currently used as an automobile showroom storage lot; and two private commercial properties that have pedestrian entrances and no vehicle entries fronting Decatur Street. On the east side of Decatur Street are six parcels: a garage that fronts Bryant Street; an eight-unit residential building with no on-site parking; a two-unit residential building with no on-site parking; an industrial building with a vehicle entrance and loading zone on Decatur Street; a three-unit residential building that fronts Kate Street (the street to the east) with on-site parking accessed via Kate Street; and an industrial property with no on-site parking. Parking is prohibited at all times seven days a week on the west side of Decatur Street, and is prohibited from 7AM to 6PM on the east side of Decatur Street every day except Sunday.

The proposed project would result in an increase in vehicle use along Decatur Street as vehicles enter and exit the new on-site parking. A maximum of 31 cars could exit or enter the project site via Decatur Street during peak periods. While this increase would be noticeable to nearby residents and occupants, it would not result in a substantial traffic increase relative to the existing capacity of Decatur Street and the surrounding street system. The street is wide enough for a typical automobile to conduct a three-point turnaround, and vehicles could still pass if a truck is at the loading dock. It is anticipated that the

¹³ Transportation calculations available for review as part of Case No. 2011.0583E!

increase in traffic along Decatur Street would necessitate that existing parking regulations be better enforced.

Directly north of Decatur Street across the four lanes of eastbound Bryant Street is an on-ramp onto I-80. Eastbound traffic along Bryant Street and southbound-to-eastbound traffic from 8th Street is often backed up at the Decatur/8th/Bryant/I-80 onramp intersection, particularly during the evening rush hour. It is possible that the vehicle drivers leaving the project site via Decatur Street would try to cross Bryant Street and enter the I-80 on-ramp, which could back up and block eastbound Bryant Street traffic. As part of the proposed project, the project sponsor would work with SFMTA to install a 'Right Turn Only' sign for vehicles exiting Decatur Street, so that traffic leaving the project site does not exacerbate congestion at the Decatur/8th/Bryant/I-80 onramp intersection.

Bicycle and Pedestrian Access. The project would include between 36 and 88 Class 1 bicycle parking spaces that would be located near the atrium on the ground floor of the 870 Brannan Street building and accessed from the main Brannan Street entrance. Bicyclists and pedestrians would access the project site via Brannan Street. Decatur Street has 4- to 6-foot-wide sidewalks on both sides, which are adequate to serve existing and any increased project-related pedestrian use. While the project-related increase in vehicle access on the dead-end Decatur Street could noticeably impede some pedestrian uses on the roadway that currently occur (e.g., children at play), this would not be a substantial adverse effect. San Francisco's densely built urban environment sometimes constrains the ability to provide exclusive right-of-way to many competing transportation modes and uses.

Loading. The project site currently contains an exterior loading dock with two loading spaces, accessed via a curb cut along Brannan Street. Based on existing uses, the project site has a legal deficiency of seven loading spaces. As part of the proposed project, the existing loading dock would be redesigned to create an open-air courtyard for the basement-level and ground-floor jewelry businesses, while keeping the two existing loading spaces. With the proposed project's change of use (replacement of PDR with office and IPDR), the project site would require six spaces. Thus, the loading space deficit at the project site would be reduced from seven to four. Per Planning Code Section 150(c)(1), the deficiency in off-street loading spaces may be carried forward for the proposed change of use.

Parking. The project site currently contains no parking. A total of 31 new parking spaces are proposed; parking would occupy 11,428 sf on the ground floor of the 870 Brannan Street building. The project site's current zoning – UMU – does not require parking. San Francisco does not consider parking supply as part of the permanent physical environment and therefore, does not consider the need for parking or changes in parking conditions to be environmental impacts as defined by CEQA. The parking information is provided to inform the public and the decision makers as to the parking conditions that could occur as a result of implementing the proposed project.

In conclusion, no peculiar transportation impacts are anticipated to occur as a result of the proposed project, and the transportation mitigation measures identified in the FEIR are not applicable to the proposed project.

Noise

The Eastern Neighborhoods FEIR identified potential conflicts related to residences and other noise-sensitive uses in proximity to noisy uses such as PDR, retail, entertainment, cultural, institutional, educational, and office uses. In addition, the Eastern Neighborhoods FEIR noted that the project would incrementally increase traffic-generated noise on some streets in the project area, and result in construction noise impacts from pile driving and other construction activities. With implementation of six noise mitigation measures cited in the FEIR, Plan-related noise impacts were found to be less than significant.

The proposed project at 850–870 Brannan Street involves exterior and interior alterations, and conversion of uses. Eastern Neighborhoods FEIR Mitigation Measures F-1 and F-2, which involve noise controls on the use of pile driving equipment and other construction equipment, are not applicable to the proposed project because project construction would not involve pile driving and would primarily occur within the existing building, which would not create noise levels that could affect any nearby sensitive receptors.¹⁴

Eastern Neighborhoods Mitigation Measure F-3 involves noise-reduction requirements for new development projects that include noise-sensitive uses along streets with elevated noise levels. Mitigation Measures F-4 and F-5 require noise-generation analyses to reduce potential conflicts between noise-generating uses and new sensitive receptors. The project site does not currently contain any sensitive receptors, and the proposed project would not add any new sensitive receptors to the project site; thus, these three mitigation measures are not applicable to the proposed project. While the above-noted mitigation measures are not applicable, the proposed new windows on site would contain sound-deadening qualities to lessen noise effect to occupants of the site.

Mitigation Measure F-6 requires that open space be protected, to the maximum feasible extent, from existing ambient noise levels. The immediate project vicinity contains no open space or parks; thus, Mitigation Measure F-6 is not applicable to the proposed project.

The proposed project would convert 11,428 sf on the ground floor to 31 parking spaces. In compliance with Building Code standards, exhaust fans would operate for a short while in the morning and evening. In response to concerns expressed by employees of the basement-level jewelry businesses, an analysis of noise and vibration expected from the proposed new parking use was conducted by an acoustical consultant.¹⁵ The 870 Brannan Street building has a flat cast-in-place concrete slab that is 10 inches thick. A Styrofoam layer would be applied over the slab with an additional concrete topping slab that would add additional sound and vibration attenuation. Based on previous experience with automobile traffic in garages, it is anticipated that the vehicles entering and exiting the new on-site parking garage would not produce significant noise intrusions to the tenants below (on the basement level). A new standby diesel generator would be added to the ground floor of the 870 Brannan Street building near the Decatur Street garage entrance. It would be enclosed, would operate only approximately 50 hours a year, and would be

¹⁴ Sensitive receptors include residences, hospitals, nursing homes, senior citizen centers, schools, churches, and libraries.

¹⁵ Charles M. Salter Associates, Inc., *888 Brannan Street Building, Analysis of Noise and Vibration from Parking*, October 7, 2011.

required to meet the standards of the San Francisco Noise Ordinance (Police Code Article 29). Therefore, no significant noise impacts would occur related to on-site diesel generator operations.

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code). The Noise Ordinance requires that construction work be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the Director of the Department of Public Works (DPW) to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 p.m. and 7:00 a.m., unless the Director of DPW authorizes a special permit for conducting the work during that period.

DBI is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 a.m. to 5:00 p.m.). The Police Department is responsible for enforcing the Noise Ordinance during all other hours. Nonetheless, during the construction period for the proposed project of approximately 12 months, occupants of the nearby properties could be disturbed by construction noise and possibly vibration. There may be times when noise could interfere with indoor activities in nearby residences and other businesses near the project site and may be considered an annoyance by occupants of nearby properties. The increase in noise in the project area during project construction would not be considered a significant impact of the proposed project, because the construction noise would be temporary (12 months), intermittent, and restricted in occurrence and level, as the contractor would be obliged to comply with the City's Noise Ordinance.

In conclusion, there are no noise impacts that would be peculiar to the proposed project, and noise impacts therefore would be less than significant.

Air Quality

The Eastern Neighborhoods FEIR identified potentially significant air quality impacts related to construction activities that may cause wind-blown dust; roadway-related air quality impacts on sensitive land uses; and the siting of uses that emit diesel particulate matter (DPM) and toxic air contaminants (TACs) as part of everyday operations. Four mitigation measures were identified that would reduce air quality impacts to less-than-significant levels.

Mitigation Measure G-1 imposes construction dust control measures. The San Francisco Board of Supervisors subsequently approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The intent of the Ordinance is to reduce the quantity of dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI). These regulations and procedures ensure that potential dust-related air quality impacts would be reduced to less-than-significant levels. Since the project at 850–870 Brannan Street would be required to comply with the Construction Dust Control Ordinance, the project

would not result in a significant impact related to construction air quality, and Mitigation Measure G-1 is not applicable to the proposed project.

Mitigation Measure G-2 requires new residential development near high-volume roadways to include an analysis of particulate matter, and, if warranted, incorporate upgraded ventilation systems to minimize exposure of future residents to particulate matter. In response to this concern, Article 38 of the San Francisco Health Code was amended to require that all newly constructed buildings containing ten or more residential units near high-volume roadways (within the 'Potential Roadway Exposure Zone') perform an air quality assessment. While the project site is located within the Potential Roadway Exposure Zone, the proposed project does not involve the addition of residential units; thus Mitigation Measure G-2 is not applicable to the proposed project.

Mitigation Measure G-3 minimizes potential exposure of sensitive receptors to DPM by requiring that uses generating substantial DPM emissions, including warehousing and distribution centers, commercial, industrial, or other uses that would be expected to be served by at least 100 trucks per day or 40 refrigerated trucks per day, be located no less than 1,000 feet from residential units and other sensitive receptors. The proposed project would convert PDR space to IPDR and office space, and it is not expected to generate substantial DPM emissions or be served by 100 trucks per day or 40 refrigerator trucks per day. Thus, Mitigation Measure G-3 is not applicable to the proposed project.

Measure G-4 involves the siting of commercial, industrial, or other uses that emit TACs. The proposed project would convert PDR space to IPDR and office space and would not be expected to generate substantial levels of TACs. Thus, Mitigation Measure G-4 is not applicable to the proposed project.

Air Quality During Project Operations. Air quality impacts from the proposed project were analyzed based on the Bay Area Air Quality Management District's (BAAQMD's) *2010 CEQA Air Quality Guidelines* and thresholds of significance.¹⁶ The BAAQMD's thresholds of significance for health risk impacts are an increase in lifetime cancer risk of 10 chances in one million, an increase in the non-cancer, chronic or acute, hazard index greater than 1.0, and an increase in the annual average concentration of PM_{2.5} in excess of 0.3 micrograms per cubic meter.

The proposed project would convert PDR use to IPDR and office uses. This change of use would allow for the development of uses that may result in fewer operational air quality impacts compared to existing conditions on site: IPDR (which allows a mix of PDR, office and retail) and office uses would be less likely to use heavy equipment or manufacturing processes that emit air pollutants than PDR uses currently on site. The proposed project would not introduce new sensitive receptors (e.g., residents) to the project site but would introduce a new standby diesel generator to the site, which would potentially be a new source of pollutants.¹⁷ Emissions from the proposed project's diesel back-up generator were calculated according to the emissions standards for an engine of its size and United States Environmental Protection Agency Tier level. The criteria pollutant emissions associated with the project operation were

¹⁶ BAAQMD, *California Environmental Quality Act Air Quality Guidelines*, updated May 2011. Available at <http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES.aspx>.

¹⁷ Environ, *Air Quality Screening Analysis, 888 Brannan Street Project, San Francisco, CA*, January 10, 2011.

determined to be below the BAAQMD CEQA thresholds.¹⁸ In addition, the health risk assessment determined that for the long term operational sources on site such as the project generator, the estimated cancer risk and chronic non-cancer hazard quotient would be below the BAAQMD CEQA thresholds of 10 in one million and 1.0, respectively.

The proposed project would remove the existing interior access between the basement levels and the atrium of the 870 Brannan Street building. The proposed renovations to the 870 Brannan Street building's ventilation systems include new outside air handlers that would improve air quality that meet current ventilation requirements per Title 24 for retail spaces. The proposed modifications to the 850 Brannan Street building include supply and exhaust fans at the roof with new ducts to deliver outside air to the basement level. In addition, the project would fully comply with building codes that address indoor ventilation requirements.

Air Quality During Project Construction. The risks and hazards from construction equipment exhaust were estimated in an air quality technical report.¹⁹ The proposed project construction would generate criteria pollutant emissions, but the amount would not exceed BAAQMD CEQA thresholds for an individual source. Though emissions from the proposed project could combine with concurrent construction emissions associated with other projects in the San Francisco Bay Area Air Basin, the proposed project would not exceed the project-level criteria air pollutant thresholds and would therefore not result in a considerable contribution to cumulative criteria air pollutant.

Primarily due to the project site's proximity to the I-80 freeway, the proposed project and nearby sources together would exceed BAAQMD CEQA cumulative health risk thresholds of significance. While the project itself would contribute less than 1 percent of the cumulative risks and hazards, and is well below the project-level thresholds, the project sponsor has incorporated the following feasible construction design features into the project to reduce emissions: (1) the 130 horsepower (hp) forklifts and 49 hp boom lifts would run on propane, (2) the 50 hp compressor would be electrified, and (3) diesel particulate filters would be installed on the 85 hp bobcat loader and on the 200 hp backhoe/loader. Incorporation of these design features would result in an approximately 78 percent reduction in project construction-related diesel exhaust emissions, and associated health impacts, as compared with a similar project without these construction emissions reduction measures.

Because the proposed project would not result in a substantial increase in TACs and because the project would include design features that would further reduce TAC emissions during project construction, the proposed project would not contribute considerably to a cumulative health risk impact on nearby sensitive receptors.

In conclusion, there are no air quality impacts that would be peculiar to the proposed project, and air quality impacts would be less than significant.

¹⁸ Environ, *Project and Cumulative Health Risk Assessment, 888 Brannan Street Project, San Francisco, CA*, January 10, 2011.

¹⁹ Environ, *Project and Cumulative Health Risk Assessment, 888 Brannan Street Project, San Francisco, CA*, January 10, 2011.

Greenhouse Gas Emissions

Environmental and Regulatory Setting. Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHGs has been implicated as the driving force for global climate change. The primary GHGs are carbon dioxide, methane, nitrous oxide, ozone, and water vapor.

The Bay Area Air Quality Management District (BAAQMD) is the primary agency responsible for air quality regulation in the nine county San Francisco Bay Area Air Basin (SFBAAB). As part of their role in air quality regulation, BAAQMD has prepared the CEQA air quality guidelines to assist lead agencies in evaluating air quality impacts of projects and plans proposed in the SFBAAB. The guidelines provide procedures for evaluating potential air quality impacts during the environmental review process consistent with CEQA requirements. On June 2, 2010, the BAAQMD adopted new and revised CEQA air quality thresholds of significance and issued revised guidelines that supersede the 1999 air quality guidelines. The *2010 CEQA Air Quality Guidelines* provide for the first time CEQA thresholds of significance for greenhouse gas emissions. OPR's amendments to the CEQA Guidelines as well as BAAQMD's *2010 CEQA Air Quality Guidelines* and thresholds of significance have been incorporated into this analysis accordingly.

Project Greenhouse Gas Emissions. The most common GHGs resulting from human activity are CO₂, CH₄, and N₂O.²⁰ State law defines GHGs to also include hydrofluorocarbons, Perfluorocarbons, and sulfur hexafluoride. These latter GHG compounds are usually emitted in industrial processes, and therefore not applicable to the proposed project. Individual projects contribute to the cumulative effects of climate change by directly or indirectly emitting GHGs during construction and operational phases. Direct operational emissions include GHG emissions from new vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers, energy required to pump, treat, and convey water, and emissions associated with landfill operations.

The proposed project would not increase on-site activity. The proposed project would not result in long-term increases in GHGs as a result of increased vehicle trips (mobile sources) or associated with energy use, water use and wastewater treatment, and solid waste disposal; however, project construction activities would result in a small increase in GHG emissions.

As discussed above, the BAAQMD has adopted CEQA thresholds of significance for projects that emit GHGs, one of which is a determination of whether the proposed project is consistent with a Qualified Greenhouse Gas Reduction Strategy, as defined in the *2010 CEQA Air Quality Guidelines*. On August 12, 2010, the San Francisco Planning Department submitted a draft of the City and County of San Francisco's *Strategies to Address Greenhouse Gas Emissions* to the BAAQMD.²¹ This document presents a

²⁰ Governor's Office of Planning and Research. *Technical Advisory- CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review*. June 19, 2008. Available at: <http://opr.ca.gov/docs/june08-ceqa.pdf> Accessed December 16, 2011.

²¹ San Francisco Planning Department. *Strategies to Address Greenhouse Gas Emissions in San Francisco*. 2010. Available at: <http://www.sfplanning.org/index.aspx?page=2627>.

comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's Qualified Greenhouse Gas Reduction Strategy in compliance with the BAAQMD's 2010 CEQA Air Quality Guidelines and thresholds of significance.

Based on the BAAQMD's 2010 CEQA Air Quality Guidelines, projects that are consistent with San Francisco's Strategies to Address Greenhouse Gas Emissions would result in a less than significant impact with respect to GHG emissions. Furthermore, because San Francisco's strategy is consistent with AB 32 goals, projects that are consistent with San Francisco's strategy would also not conflict with the State's plan for reducing GHG emissions. As discussed in San Francisco's Strategies to Address Greenhouse Gas Emissions, new development and renovations/alterations for private projects and municipal projects are required to comply with San Francisco's ordinances that reduce greenhouse gas emissions. Applicable requirements are shown in Table 3.²²

Table 3 – Greenhouse Gas-related Regulations Applicable to the Proposed Project

Regulation	Requirements
Commuter Benefits Ordinance (Environment Code, Section 427)	All employers of 20 or more employees must provide at least one of the following benefit programs: 1. A Pre-Tax Election consistent with 26 U.S.C. § 132(f), allowing employees to elect to exclude from taxable wages and compensation, employee commuting costs incurred for transit passes or vanpool charges, or (2) Employer Paid Benefit whereby the employer supplies a transit pass for the public transit system requested by each Covered Employee or reimbursement for equivalent vanpool charges at least equal in value to the purchase price of the appropriate benefit, or (3) Employer Provided Transit furnished by the employer at no cost to the employee in a vanpool or bus, or similar multi-passenger vehicle operated by or for the employer.
Emergency Ride Home Program	All persons employed in San Francisco are eligible for the emergency ride home program.
Transit Impact Development Fee (Administrative Code, Chapter 38)	Establishes the following fees for all commercial developments. Fees are paid to the SFMTA to improve local transit services.
Parking requirements for San Francisco's Mixed-Use zoning districts (Planning Code Section 151.1)	The Planning Code has established parking maximums for many of San Francisco's Mixed-Use districts.
Commercial Water Conservation Ordinance (SF Building Code, Chapter 13A)	Requires all existing commercial properties undergoing tenant improvements to achieve the following minimum standards: 1. All showerheads have a maximum flow of 2.5 gallons per minute (gpm) 2. All showers have no more than one showerhead per valve 3. All faucets and faucet aerators have a maximum flow rate of 2.2 gpm 4. All Water Closets (toilets) have a maximum rated water consumption of 1.6 gallons per flush (gpf) 5. All urinals have a maximum flow rate of 1.0 gpf 6. All water leaks have been repaired.

²² San Francisco Planning Department, *Greenhouse Gas Compliance Checklist, 850–870 Brannan Street*, December 29, 2011. This document is available for review as part of Case No. 2010.0583E.

San Francisco Green Building Requirements for solid waste (SF Building Code, Chapter 13C)	Pursuant to Section 1304C.0.4 of the Green Building Ordinance, all new construction, renovation, and alterations subject to the ordinance are required to provide recycling, composting and trash storage, collection, and loading that is convenient for all users of the building.
Mandatory Recycling and Composting Ordinance (Environment Code, Chapter 19)	The mandatory recycling and composting ordinance requires all persons in San Francisco to separate their refuse into recyclables, compostables and trash, and place each type of refuse in a separate container designated for disposal of that type of refuse.
San Francisco Green Building Requirements for construction and demolition debris recycling (SF Building Code, Chapter 13C)	These projects proposing demolition are required to divert at least 75% of the project's construction and demolition debris to recycling.
Street Tree Planting Requirements for New Construction (Planning Code Section 138.1)	Planning Code Section 428 requires new construction, significant alterations or relocation of buildings within many of San Francisco's zoning districts to plant on 24-inch box tree for every 20 feet along the property street frontage.
Regulation of Diesel Backup Generators (San Francisco Health Code, Article 30)	Requires all diesel generators to be registered with the Department of Public Health and to be equipped with the best available air emissions control technology.

The proposed project would be comply with the regulations cited in Table 3, and was determined to be consistent with San Francisco's *Strategies to Address Greenhouse Gas Emissions*.²³ Therefore, the proposed project would result in a less-than-significant impact with respect to GHG emissions.

The proposed project would replace existing on-site PDR uses with office and integrated PDR uses, reduce on-site retail use (except for a project variant, which would slightly increase on-site retail use), and add 31 new parking spaces. PDR, IPDR, and office uses are assumed to generate the same transportation rates. Therefore, during project operation, the change of use would not generate additional vehicle trips, and the project would not contribute to the cumulative effects of climate change by emitting GHG emissions during its operational phase. In addition, indirect emissions, such as from electricity providers, energy required to pump, treat, and convey water, and emissions associated with landfill operations, would not increase because the proposed change in use would not be likely to add new workers to the project site. The proposed project would contribute to the cumulative effects of climate change by emitting GHGs during construction, which is estimated to last 12 months. The proposed project would not result in any significant impacts related to GHG emissions. In addition, the proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing emissions of GHGs.

Hazards and Hazardous Materials

The Eastern Neighborhoods rezoning resulted in a reduction in the amount of previously zoned industrial (PDR) land. Some land previously zoned for industrial purposes no longer allows any PDR

²³ San Francisco Planning Department, *Greenhouse Gas Compliance Checklist, 850–870 Brannan Street*, December 16, 2011. This document is available for review as part of Case No. 2010.0583E.

uses, and the number of nonconforming businesses would be expected to gradually decline, potentially replaced by residential, commercial, or open space uses. Development under the Eastern Neighborhoods rezoning may involve demolition or renovation of existing structures that may contain hazardous building materials that were commonly used in older buildings, and which could present a public health risk if disturbed during an accident or during demolition or renovation. The Eastern Neighborhoods FEIR identified a mitigation measure to reduce this impact to less than significant.

The interior renovations that are proposed at 850–870 Brannan Street may involve the removal and/or disturbance of hazardous building materials such as asbestos-containing materials and lead-based paint. Mitigation Measure L-1, Hazardous Building Materials, would apply to the proposed project. With implementation of this mitigation measure, project-related impacts related to hazardous building materials would be less than significant. In accordance with Eastern Neighborhoods FEIR requirements, the project sponsor has agreed to implement Project Mitigation Measure 2, page 21.

A Phase I Environmental Site Assessment conducted at the project site notes that historic land use activities on the project site include residential, industrial, and commercial tenancies, and states, “[c]onsidering the site is entirely built out to lot lines and that both buildings contain basements (excavation of sub-grade soils would likely have removed the majority of potentially contaminated soils) AllWest assesses the potential for historic land use activities to impact human health and the environment as low.”²⁴ The report identified no off-site sources that could have impacted the project site based on hydraulic gradient, site distance, regulatory status, or contamination magnitude considerations. No evidence of any recognized adverse environmental conditions were found at the project site, and no further action or investigation was recommended in the Phase I report. Furthermore, the proposed project would disturb less than 50 cubic yards of soil, and is not required to contact the Department of Public Health prior to issuance of a building permit from the Department of Building Inspection.

With compliance with hazardous materials regulations and Project Mitigation Measure 2, Hazardous Building Materials, potential impacts of the proposed project related to exposure to hazardous materials would be less than significant.

Project Mitigation Measures

In accordance with Eastern Neighborhoods Final EIR requirements, the project sponsor has agreed to implement the following mitigation measures.

Project Mitigation Measure 1 – Archeological Resources (Mitigation Measure J-2 of the Eastern Neighborhoods FEIR). The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource “ALERT” sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the “ALERT” sheet is

²⁴ Allwest Environmental, Inc., *Phase I Environmental Site Assessment Update, 850 and 888 Brannan Street, San Francisco, California*, March 7, 2011. This report is available for review as part of Case No. 2011.0583E.

circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Environmental Planning division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological 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.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

Project Mitigation Measure 2 – Hazardous Building Materials ((Mitigation Measure L-1 of the Eastern Neighborhoods FEIR). The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing PCBs or DEPH, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal,

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

Public Notice and Comment

A “Notification of Project Receiving Environmental Review” was mailed on September 20, 2011, to owners of properties within 300 feet of the project site and adjacent occupants. Four Decatur Street property owners expressed concerns about the following topics: (1) land use issues – the lot merger resulting in a greater intensity of use at the site, and the change of use resulting in the loss of PDR jobs, (2) historical resource impact due to modification of the building’s exterior and the visibility of the parking spaces from the street, (3) transportation issues – traffic and transit congestion along Decatur Street and at the Bryant/Decatur/ I-80 on-ramp intersection; conflicts with loading on Decatur Street; the need for parking on the project site; and pedestrian safety, (4) noise impacts resulting from the increase in vehicles using Decatur Street for project site access and during project construction, and (5) air quality impacts during project operation and project construction. In addition, a tenant and a tenant’s representative expressed concerns about the proposed project’s effects on the basement tenants’ source of light and air, noise effects from the ground-floor parking, and their physical safety. These potential concerns have been addressed in the land use, transportation, noise, and air quality sections of this document.

Conclusion

The Eastern Neighborhoods FEIR incorporated and adequately addressed all potential impacts of the proposed project at 850–870 Brannan Street. As described above, the 850–870 Brannan Street project would not have any additional or peculiar significant adverse effects not examined in the Eastern Neighborhoods FEIR, nor has any new or additional information come to light that would alter the conclusions of the Eastern Neighborhoods FEIR. Thus, the proposed project at 850–870 Brannan Street would not result in any environmental impacts substantially greater than described in the FEIR. No mitigation measures previously found infeasible have been determined to be feasible, nor have any new mitigation measures or alternatives been identified but rejected by the project sponsor. Therefore, in addition to being exempt from environmental review under Section 15183 of the CEQA Guidelines, the proposed project is also exempt under Section 21083.3 of the California Public Resources Code.

Attachment A Community Plan Exemption Checklist

Case No.: 2011.0583E
Project Title: 850–870 Brannan Street (a.k.a. 888 Brannan)
Zoning: UMU (Urban Mixed Use) Use District
68-X Height and Bulk District
Block/Lot: 3780/006, 007, 007A, and 072
Lot Size: 115,973 square feet
Plan Area: Showplace Square – Potrero Hill Subarea of the Eastern
Neighborhoods
Staff Contact: Jeanie Poling – (415) 575-9072
jeanie.poling@sfgov.org

A. PROJECT DESCRIPTION

The project site is located on the northeast corner of Brannan and 8th Streets on the block surrounded by Brannan, 7th, Bryant, and 8th Streets in the Showplace Square/Potrero Hill neighborhood. The project site contains 9,079 square feet (sf) of retail, 4,910 sf of office, and 409,144 sf of showroom/accessory office, which is categorized by the Planning Department as production, distribution, and repair (PDR) uses. The project site is currently occupied by two buildings and contains no parking. The project sponsor proposes to merge the four parcels into one parcel; include exterior and interior alterations; replace existing on-site PDR uses with office and integrated PDR uses; reduce on-site retail use (except for a project alternative, which would slightly increase on-site retail use); and add 31 new parking spaces to be accessed via a new entrance on Decatur Street. With project development, no additional space (gross sf) would be added to the project site, but existing on-site space would be reconfigured. The project would also rehabilitate and replace windows, entries, and storefronts and add mechanical screens to the historic 870 Brannan Street building in accordance with the *Secretary of the Interiors Standards*. No exterior work is planned for the non-historic 850 Brannan Street building.

The project would require office development authorization by the Planning Commission under Planning Code Section 321 and a Zoning Administrator determination that allowing the proposed use would enhance the feasibility of preserving the 870 Brannan Street building, per Planning Code Section 803.9(c).

B. EVALUATION OF ENVIRONMENTAL EFFECTS

The following checklist identifies the potential environmental impacts of the proposed project and indicates whether any such impacts are addressed in the applicable programmatic EIR (PEIR) for the plan area (i.e., the *Eastern Neighborhoods Rezoning and Area Plans Final EIR*).¹ Items

¹ San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report*, certified January 19, 2009. File No. 2004.0160E.

checked "Sig. Impact Identified in PEIR" identify topics for which a significant impact is identified in the PEIR. In such cases, the analysis considers whether the proposed project would result in impacts that would contribute to the impact identified in the PEIR. If the analysis concludes that the proposed project would contribute to a significant impact identified in the PEIR, the item is checked "Proj. Contributes to Sig. Impact Identified in PEIR." Mitigation measures identified in the PEIR applicable to the proposed project are identified in the text for each topic area.

Items checked "Project Has Sig. Peculiar Impact" identify topics for which the proposed project would result in a significant impact that is peculiar to the project, i.e., the impact is not identified as significant in the PEIR. Any impacts not identified in the PEIR will be addressed in a separate Focused Initial Study or EIR.

All items for which the PEIR identified a significant impact or the project would have a significant peculiar impact are also checked "Addressed Below," and are discussed.

Environmental effects related to the project variant, which would include a 4,873 sf ground-floor restaurant instead of the same amount (sf) of office use at the corner of 8th and Brannan Street, are only discussed in relevant environmental topic sections (transportation, and population and housing). For all other environmental topics, effects related to the project variant would be substantially the same as those of the proposed project.

Topics:	Sig. Impact Identified in PEIR	Project Contributes to Sig. Impact Identified in PEIR	Project Has Sig. Peculiar Impact	Addressed Below
1. LAND USE AND LAND USE PLANNING— Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial impact upon the existing character of the vicinity?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Please see the Certificate of Determination for a discussion of this topic

<u>Topics:</u>	<u>Sig. Impact Identified in PEIR</u>	<u>Project Contributes to Sig. Impact Identified in PEIR</u>	<u>Project Has Sig. Peculiar Impact</u>	<u>Addressed Below</u>
2. AESTHETICS—Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and other features of the built or natural environment which contribute to a scenic public setting?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

No Significant Impacts Identified in PEIR

The Eastern Neighborhoods PEIR determined that implementation of the design policies of the area plans would not substantially degrade the visual character or quality of the area, have a substantial adverse effect on a scenic vista, substantially damage scenic resources that contribute to a scenic public setting, or create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties. No mitigation measures were identified in the PEIR.

No Peculiar Impacts

The proposed project would change the uses within the existing on-site buildings and include the rehabilitation or replacement of historic windows and entries and the removal of incompatible and non-historic alterations on the historic 870 Brannan Street building in compliance with the *Secretary of the Interior’s Standards*. The proposed project would not have any impacts on scenic vistas or scenic resources, would not degrade the visual character of the neighborhood, and would not create a new source of light or glare. Thus, the project would have no peculiar impacts related to aesthetics.

<u>Topics:</u>	<u>Sig. Impact Identified in PEIR</u>	<u>Project Contributes to Sig. Impact Identified in PEIR</u>	<u>Project Has Sig. Peculiar Impact</u>	<u>Addressed Below</u>
3. POPULATION AND HOUSING— Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Topics:</u>	<u>Sig. Impact Identified in PEIR</u>	<u>Project Contributes to Sig. Impact Identified in PEIR</u>	<u>Project Has Sig. Peculiar Impact</u>	<u>Addressed Below</u>
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

No Significant Impacts Identified in PEIR

The Eastern Neighborhoods PEIR determined that the anticipated increase in population and density would not result in significant adverse physical effects on the environment. No mitigation measures were identified in the PEIR.

No Peculiar Impacts

The project site does not contain residential use, and no residential use is proposed. In addition, the project does not propose any new infrastructure or businesses that would indirectly induce population growth. Thus, the proposed project is not anticipated to create a demand for increased housing.

The proposed change from PDR to office and IPDR uses would change the type of businesses permitted on the project site but would not be likely to increase the number of workers such businesses would employ, because PDR, office, and IPDR uses are assumed by the Planning Department to generate the same number of employees per square foot. Additionally, the proposed project would not displace businesses, because existing Giftcenter and Jewelmart (PDR) businesses would remain on site, either in their existing spaces (basement of the 850 and 870 Brannan Street buildings or the first floor of the 850 Brannan Street building) or move to those PDR spaces. Under the proposed project, the number of employees on site would slightly decrease from existing conditions due to the 11,428 sf change of use from PDR to parking. The project variant, which would slightly increase on-site retail use from existing conditions, would result in slightly fewer employees than the proposed project but slightly more employees than existing conditions.² Thus, the proposed project would not create a demand for additional housing, and the construction of replacement housing would not be necessary.

² Number of employees calculated using San Francisco Planning Department’s *Transportation Impact Analysis Guidelines* trip generation methodology as follows: Existing conditions = 1,500 office/PDR/IPDR + 26 retail = 1,526 employees. Proposed project = 1,476 office/PDR/IPDR + 13 retail = 1,489 employees. Project variant = 1,458 office/PDR/IPDR + 26 retail = 1,484 employees.

<i>Topics:</i>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</i>
4. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please see the Certificate of Determination for a discussion of this topic.

<i>Topics:</i>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</i>
5. TRANSPORTATION AND CIRCULATION—Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Please see the Certificate of Determination for a discussion of this topic.

<u>Topics:</u>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</i>
6. NOISE—Would the project:				
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Please see the Certificate of Determination for a discussion of this topic.

<u>Topics:</u>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</i>
7. AIR QUALITY				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics:</i>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</i>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please see the Certificate of Determination for a discussion of this topic.

<i>Topics:</i>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</i>
8. GREENHOUSE GAS EMISSIONS—Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Initial Study checklist, published in 2005 when the Eastern Neighborhoods project was initially analyzed, did not contain a category concerning greenhouse gas emissions. Please see the Certificate of Determination for a discussion of this topic.

<i>Topics:</i>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</i>
9. WIND AND SHADOW—Would the project:				
a) Alter wind in a manner that substantially affects public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significant Impacts Identified in PEIR

Wind impacts are judged to be less-than-significant at a plan level of analysis and for cumulative development. Specific projects within Eastern Neighborhoods will require analysis of wind

impacts where deemed necessary. Thus, wind impacts were determined not to be significant in the Eastern Neighborhoods Initial Study and were not analyzed in the PEIR. No mitigation measures were identified in the PEIR.

Under the Eastern Neighborhoods Area Plan, sites surrounding parks could be redeveloped with taller buildings without triggering with Section 295 of the Planning Code.³ The potential for new shadow impacts and the feasibility of mitigation for potential new shadow impacts of unknown development proposals could not be determined in the PEIR; thus, the PEIR determined shadow impacts to be significant and unavoidable, and no mitigation measures were identified.

No Peculiar Impacts

The proposed project would not alter the height of the existing building; thus, wind and shadow impacts are not applicable to the proposed project.

Topics:	Sig. Impact Identified in PEIR	Project Contributes to Sig. Impact Identified in PEIR	Project Has Sig. Peculiar Impact	Addressed Below
10. RECREATION—Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

No Significant Impacts Identified in PEIR

The PEIR concluded that the Eastern Neighborhoods Rezoning and Area Plan would not result in substantial or accelerated deterioration of existing recreational resources or require the construction or expansion of recreational facilities that may have an adverse effect on the environment. No mitigation measures were identified in the PEIR.

No Peculiar Impacts

The proposed project would convert PDR uses to IPDR and office uses. The proposed project would not introduce new residents or be likely to increase the number of employees to the project site. Thus, the project would not affect existing recreational facilities in the project vicinity.

³ Section 295 of the Planning Code provides that new structures above 40 feet in height that would cast additional shadows on properties under the jurisdiction of or designated to be acquired by the Recreation and Parks Department can only be approved by the Planning Commission.

<u>Topics:</u>	<u>Sig. Impact Identified in PEIR</u>	<u>Project Contributes to Sig. Impact Identified in PEIR</u>	<u>Project Has Sig. Peculiar Impact</u>	<u>Addressed Below</u>
11. UTILITIES AND SERVICE SYSTEMS—Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

No Significant Impacts Identified in PEIR

The Eastern Neighborhoods Initial Study analyzed growth projections and determined that the program's impacts on the provision of water, wastewater collection and treatment, and solid waste collection and disposal would not be significant. No mitigation measures were identified in the PEIR.

No Peculiar Impacts

The project would convert PDR uses within an existing building to IPDR and office uses. The proposed project would not result in new, peculiar environmental effects, or effects of greater severity than were already disclosed in the Eastern Neighborhoods PEIR.

<u>Topics:</u>	<u>Sig. Impact Identified in PEIR</u>	<u>Project Contributes to Sig. Impact Identified in PEIR</u>	<u>Project Has Sig. Peculiar Impact</u>	<u>Addressed Below</u>
12. PUBLIC SERVICES— Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

No Significant Impacts Identified in PEIR

The Eastern Neighborhoods Initial Study analyzed growth projections and determined that the program’s impacts on public services such as fire protection, police protection, and public schools would not be significant. No mitigation measures were identified in the PEIR. Impacts on parks are discussed under Questions 9 and 10.

No Peculiar Impacts

The project would convert the uses within an existing building from PDR to IPDR and office uses. The proposed project would not result in new, peculiar environmental effects, or effects of greater severity than were already disclosed in the Eastern Neighborhoods PEIR, associated with public services.

<u>Topics:</u>	<u>Sig. Impact Identified in PEIR</u>	<u>Project Contributes to Sig. Impact Identified in PEIR</u>	<u>Project Has Sig. Peculiar Impact</u>	<u>Addressed Below</u>
13. BIOLOGICAL RESOURCES— Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<i>Topics:</i>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</i>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

No Significant Impacts Identified in PEIR

The Eastern Neighborhoods project area is virtually fully developed with buildings and other improvements such as streets and parking lots. Most of the project area consists of structures that have been in industrial use for many years. As a result, there is little in the way of landscaping or other vegetation, with the exception of the relatively few parks that exist. Because future development projects in the Eastern Neighborhoods would largely consist of new construction of housing in these heavily built-out former industrial neighborhoods, there would be little in the way of loss of vegetation or disturbance of wildlife other than common urban species. Therefore, the Eastern Neighborhoods Initial Study concluded that the project would not result in any significant effects related to biological resources. No mitigation measures were identified in the PEIR.

No Peculiar Impacts

The project site is completely developed with existing buildings; there is no landscaping or vegetation on the project site. The proposed project includes the development of an interior loading dock into a courtyard for employees of the basement-level jewelry businesses; this may introduce foliage to the project site. In addition, the project sponsor would be required to plant street trees in compliance with Section 143 of the Planning Code. Given the conditions present on the project site and in the area, biological resource impacts are not applicable to the proposed project.

<i>Topics:</i>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</i>
14. GEOLOGY AND SOILS— Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				

<u>Topics:</u>	<u>Sig. Impact Identified in PEIR</u>	<u>Project Contributes to Sig. Impact Identified in PEIR</u>	<u>Project Has Sig. Peculiar Impact</u>	<u>Addressed Below</u>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

No Significant Impacts Identified in PEIR

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

No Peculiar Impacts

The project would involve interior modifications and minimal soil-disturbing activities that would be conducted in compliance with State and local building codes and regulations; thus this topic is not applicable to the proposed project.

<u>Topics:</u>	<u>Sig. Impact Identified in PEIR</u>	<u>Project Contributes to Sig. Impact Identified in PEIR</u>	<u>Project Has Sig. Peculiar Impact</u>	<u>Addressed Below</u>
15. HYDROLOGY AND WATER QUALITY— Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

No Significant Impacts Identified in PEIR

The Eastern Neighborhoods Initial Study evaluated population increases on the combined sewer system and the potential for combined sewer outflows, and concluded that programmatic effects related to hydrology and water quality would not be significant. No mitigation measures were identified in the PEIR.

No Peculiar Impacts

The project site is completely covered by buildings, and the proposed project would not change the amount of impervious surface area on the site, or affect runoff and drainage. The proposed interior courtyard may allow for greater groundwater infiltration on the project site. Thus, the proposed project would not result in significant effects related to water resources.

Topics:	Sig. Impact Identified in PEIR	Project Contributes to Sig. Impact Identified in PEIR	Project Has Sig. Peculiar Impact	Addressed Below
16. HAZARDS AND HAZARDOUS MATERIALS				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please see the Certificate of Determination for a discussion of this topic.

<i>Topics:</i>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</i>
17. MINERAL AND ENERGY RESOURCES— Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

No Significant Impacts Identified in PEIR

The Eastern Neighborhoods PEIR determined that the program would facilitate the construction of both new residential units and commercial buildings. Development of these uses would not result in use of large amounts of fuel, water, or energy in the context of energy use throughout the City and region. The energy demand for individual buildings would be typical for such projects and would meet, or exceed, current state and local codes and standards concerning energy consumption, including Title 24 of the California Code of Regulations enforced by DBI. The project area does not include any natural resources routinely extracted, and the proposed rezoning does not result in any natural resource extraction program. For these reasons, the Eastern Neighborhoods PEIR concluded that the program would not cause a wasteful use of energy, and would have a less-than-significant impact on energy. No mitigation measures were identified in the PEIR.

No Peculiar Impacts

The energy demand for the proposed project would be typical for such projects and would meet, or exceed, current state or local codes and standards concerning energy consumption, including Title 24 of the California Code of Regulations enforced by DBI. Therefore, the proposed project would not result in any impacts to energy resources.

<i>Topics:</i>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</i>
18. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. – Would the project:				

<u>Topics:</u>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</i>
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

No Significant Impacts Identified in PEIR

The Initial Study checklist, in 2005 when the Eastern Neighborhoods project was initially analyzed, did not contain a category concerning agricultural and forest resources. Nonetheless, all of San Francisco is identified by the California Department of Conservation’s Farmland Mapping and Monitoring Program as “Urban and Built-up Land” (Department of Conservation, 2002). In addition, no part of San Francisco falls under the State Public Resource Code definitions of forest land or timberland; therefore, these topics are not applicable to any project in San Francisco.

No Peculiar Impacts

These topics are not applicable to the proposed project.

<u>Topics:</u>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</i>
19. MANDATORY FINDINGS OF SIGNIFICANCE— Would the project:				
a) 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 prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<u>Topics:</u>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</i>
b) Have impacts that would be individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Significant Impacts Identified in PEIR

The Eastern Neighborhoods PEIR identified significant impacts related to land use, transportation, cultural resources, shadow, noise, air quality, and hazardous materials. Mitigation measures reduced all impacts to less than significant, with the exception of those related to land use (cumulative impacts on PDR use), transportation (traffic impacts at nine intersections, and transit impacts), cultural (demolition of historical resources), and shadow (impacts on parks).

No Peculiar Impacts

The proposed project would include a lot merger, exterior and interior building alterations, and conversion of uses. As discussed in this document, the proposed project would not result in new, peculiar environmental effects, or effects of greater severity than were already and disclosed in the Eastern Neighborhoods PEIR.