



SAN FRANCISCO PLANNING DEPARTMENT

Notice of Availability of and Intent to Adopt a Mitigated Negative Declaration

Date: May 1, 2013
Case No.: **2012.0147E**
Project Address: **1785 15th Street**
Zoning: RTO-M (Residential, Transit-Oriented – Mission Neighborhood) District
55-X Height and Bulk District
Block/Lot: 3555/036
Lot Size: 2,883 square feet
Plan Area: Mission Subarea of the Eastern Neighborhoods Area Plan
Project Sponsor: Toby Morris, Kerman/Morris Architects, (415) 749-0302
Staff Contact: Kei Zushi - (415) 575-9036
kei.zushi@sfgov.org

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San Francisco,
CA 94103-2479

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415.558.6409

Planning
Information:
415.558.6377

To Whom It May Concern:

This notice is to inform you of the availability of the environmental review document concerning the proposed project as described below. The document is a Preliminary Mitigated Negative Declaration, containing information about the possible environmental effects of the proposed project. The Preliminary Mitigated Negative Declaration documents the determination of the Planning Department that the proposed project could not have a significant adverse effect on the environment. Preparation of a Mitigated Negative Declaration does not indicate a decision by the City to carry out or not to carry out the proposed project. The project also qualified for an exemption from environmental review under the California Environmental Quality Act (CEQA) Guidelines Section 15183.

Project Description: The 2,883-square-foot (sf) project site is located on the south side of 15th Street between Guerrero Street to the west and Albion Street to the east in San Francisco's Mission District. The proposed project would involve: 1) demolition of an existing 18-foot-tall, single-story, 765-sf vacant, formerly industrial structure; and 2) construction of a 52-foot-tall, 5-story, 7,941-sf residential building consisting of 8 residential units (3 one-bedroom units and 5 two-bedroom units). No parking is proposed as part of this project. The project would include approximately 670 sf of common open space (to be shared by 5 units) at the ground level and three private decks, totaling 745 sf in size. The Planning Department's Environmental Planning Division has determined that the existing structure and a shed that was demolished in December 2012 are not considered historical resources under the California Environmental Quality Act (CEQA). The project site is located in the northwestern portion of the Mission Area Plan, which is one of the area plans adopted through the Eastern Neighborhoods Planning effort.

If you would like a copy of the Preliminary Mitigated Negative Declaration or have questions concerning environmental review of the proposed project, contact the Planning Department staff contact listed above. In addition, copies of the Preliminary Mitigated Negative Declaration are available at 1660 Mission Street, 1st floor at the Public Information Counter (PIC).

Within 20 calendar days following publication of the Preliminary Mitigated Negative Declaration (i.e., by close of business on **May 21, 2013**), any person may:

- 1) Review the Preliminary Mitigated Negative Declaration as an informational item and take no action;
- 2) Make recommendations for amending the text of the document. The text of the Preliminary Mitigated Negative Declaration may be amended to clarify or correct statements and/or expanded to include additional relevant issues or cover issues in greater depth. One may recommend amending the text without the appeal described below; OR
- 3) Appeal the determination of no significant effect on the environment to the Planning Commission in a letter which specifies the grounds for such appeal, accompanied by a check for \$521 payable to the San Francisco Planning Department.¹ An appeal requires the Planning Commission to determine whether or not an Environmental Impact Report must be prepared based upon whether or not the proposed project could cause a substantial adverse change in the environment. Send the appeal letter to the Planning Department, Attention: Sarah B. Jones, 1650 Mission Street, Suite 400, San Francisco, CA 94103. **The letter must be accompanied by a check in the amount of \$521.00 payable to the San Francisco Planning Department, and must be received by 5:00 p.m. on May 21, 2013.** The appeal letter and check may also be presented in person at the Planning Information Counter on the first floor at 1660 Mission Street, San Francisco.

In the absence of an appeal, the Mitigated Negative Declaration shall be made final, subject to necessary modifications, after 20 days from the date of publication of the Preliminary Mitigated Negative Declaration.

¹ Upon review by the Planning Department, the appeal fee may be reimbursed for neighborhood organizations that have been in existence for a minimum of 24 months.



SAN FRANCISCO PLANNING DEPARTMENT

Preliminary Mitigated Negative Declaration

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Case No.: **2012.0147E**
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PROJECT DESCRIPTION:

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FINDING:

This project could not have a significant effect on the environment. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached. Mitigation measures are included in this project to avoid potentially significant effects. See pages 33 through 36.

cc: Toby Morris, Project Contact
Erika Jackson, Current Planning Division
Virna Byrd, M.D.F.

Supervisor Scott Wiener, District 8
Exemption/Exclusion File
Distribution List

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INITIAL STUDY
1785 15TH STREET
PLANNING DEPARTMENT CASE NO. 2012.0147E

A. PROJECT DESCRIPTION

Project Location and Site Characteristics

The rectangular project site (Assessor's Block 3555, Lot 036), 2,883 square feet (sf) in size, is located at 1785 15th Street on the south side of 15th Street between Guerrero Street to the west and Albion Street to the east in San Francisco's Mission District (see Figure 1, Project Location Map). The project site currently contains an existing 18-foot-tall, single-story, 765-sf vacant, formerly industrial structure.

The Environmental Evaluation Application (EEA) for this project states that the existing use of the project site is residential use. Robert Huang at Kerman/Morris Architects indicated on January 3, 2013 that the former use of the existing structure at the project site was an industrial warehouse (saw sharpening) and changes had been made to both the Assessor's Office records and the demolition permit application (2012-1024 2073). Subsequently, the Planning Department Current Planning Division has determined that the existing use of the project site is industrial. According to Edward "Toby" Morris, Project Sponsor, a 6-foot-tall, single-story, 134-sf metal storage shed located in the rear yard was demolished by squatters who were in the main structure on the project site at the end of 2012.

The project site has frontage on 15th Street. The site is within the RTO-M (Residential, Transit-Oriented - Mission Neighborhood) Use District and a 55-X Height and Bulk District. The project site is located in the northwestern portion of the Mission Area Plan, which is one of the area plans adopted through the Eastern Neighborhoods Planning effort.

Proposed Project

The proposed project would involve: 1) demolition of the existing 18-foot-tall, single-story, 765-sf vacant, formerly industrial structure; and 2) construction of a 52-foot-tall, 5-story, 7,941-sf residential building consisting of 8 residential units, including 3 one-bedroom units and 5 two bedroom units (see Figures 3 – 12: Existing and Proposed Site Plans, Floor Plans, Elevations, Building Section). No parking or loading spaces are proposed as part of this project. The project would include approximately 670 sf of common open space (to be shared by 5 units) at the ground level and three private decks, totaling 745 sf in size.¹ The project would not be required to provide any affordable housing units, and no affordable housing units are proposed as part of this project.²

¹ Jennifer Liu, Kerman/Morris Architects. *Email to Kei Zushi, San Francisco Planning Department, 1785 15th Street, February 15, 2013.* This email is available for review as part of Case File No. 2012.0147E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

² Erika Jackson, San Francisco Planning Department. *Email to Kei Zushi, San Francisco Planning Department, February 19, 2013.* This email is available for review as part of Case File No. 2012.0147E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

According to the geotechnical report prepared for this project the foundation work for the project would require soils disturbance a depth of approximately 5.5 to 6.5 feet.^{3,4} The amount of soils to be excavated would be approximately 360 cubic yards in an area of 2,883 sf. A 24-inch-thick mat slab foundation would be utilized for this project.⁵

The primary entrance door would be provided on the west end of the proposed building's 15th Street façade, where the elevator lobby, main stairway, and bicycle storage area would be located. A secondary entrance door would be provided on the east end of the proposed building's 15th Street façade. The proposed building would be Type III Construction.⁶

The proposed building would be contemporary in design. Exterior walls would consist of stucco and horizontal Hardie-plank siding (cementitious board). The bays and all window trims would be rendered in painted wood. All windows would be aluminum and metal railings would be horizontal painted bars. The base (first floor) of the building would be finished in stone tiles, such as limestone or other. The entry would consist of a custom/oversized wood entry door and also be called out by a metal awning overhead.

Edward "Toby" Morris at Kerman/Morris Architects is the project sponsor and architect for this project. Project construction would take approximately 8 months, beginning in January 2014.⁷ The project is estimated to cost \$2.2 million.

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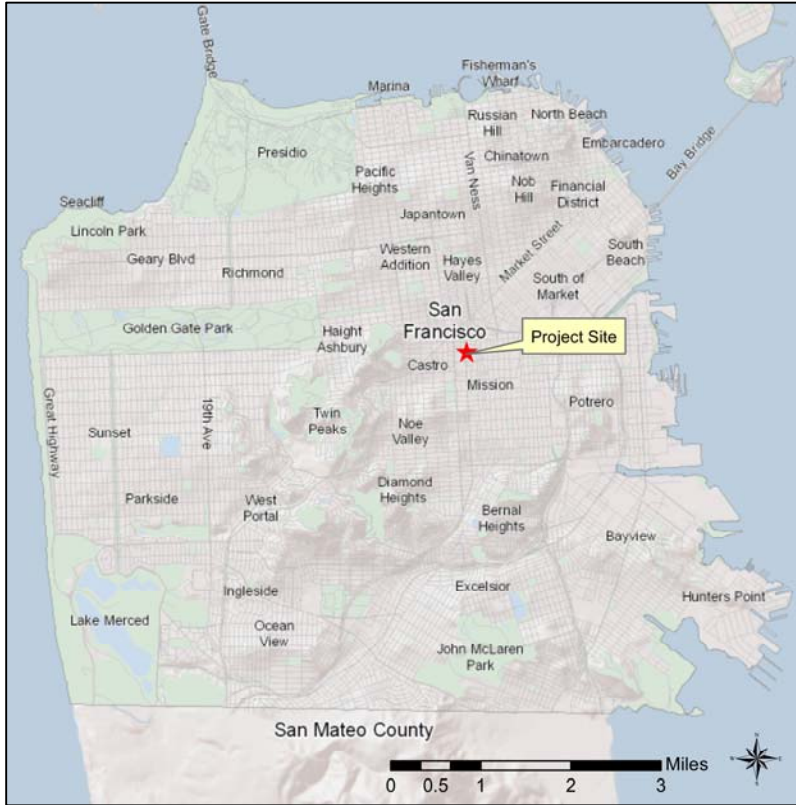
³ P. Whitehead and Associates Consulting Engineers. *Geotechnical Report, 1785 15th Street, Block 3555 Lot 036, San Francisco, California*, December 8, 2011. This report is available for review as part of Case File No. 2012.0147E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

⁴ The project sponsor has indicated that the only excavation exceeding 2.5 feet in depth would be for the proposed elevator pit (approximately 46 sf in size and 4 feet in depth) and that all other excavation work (mat slab) will not exceed 2.5 feet in depth. See an email sent from Toby Morris, Kerman/Morris Architects, Project Sponsor, to Kei Zushi, San Francisco Planning Department, on July 23, 2012. This email is available for review as part of Case File No. 2012.0147E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

⁵ Edward "Toby" Morris, Kerman/Morris Architects, Project Sponsor. *Email to Kei Zushi, San Francisco Planning Department, 1785 15th Street (Case No. 2012.0147E)*, April 18, 2013. This email is available for review as part of Case File No. 2012.0147E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

⁶ Ibid.

⁷ Edward "Toby" Morris, Kerman/Morris Architects, Project Sponsor. *Email to Kei Zushi, San Francisco Planning Department, 1785 15th Street (Case No. 2012.0147E)*, April 20, 2013. This email is available for review as part of Case File No. 2012.0147E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.



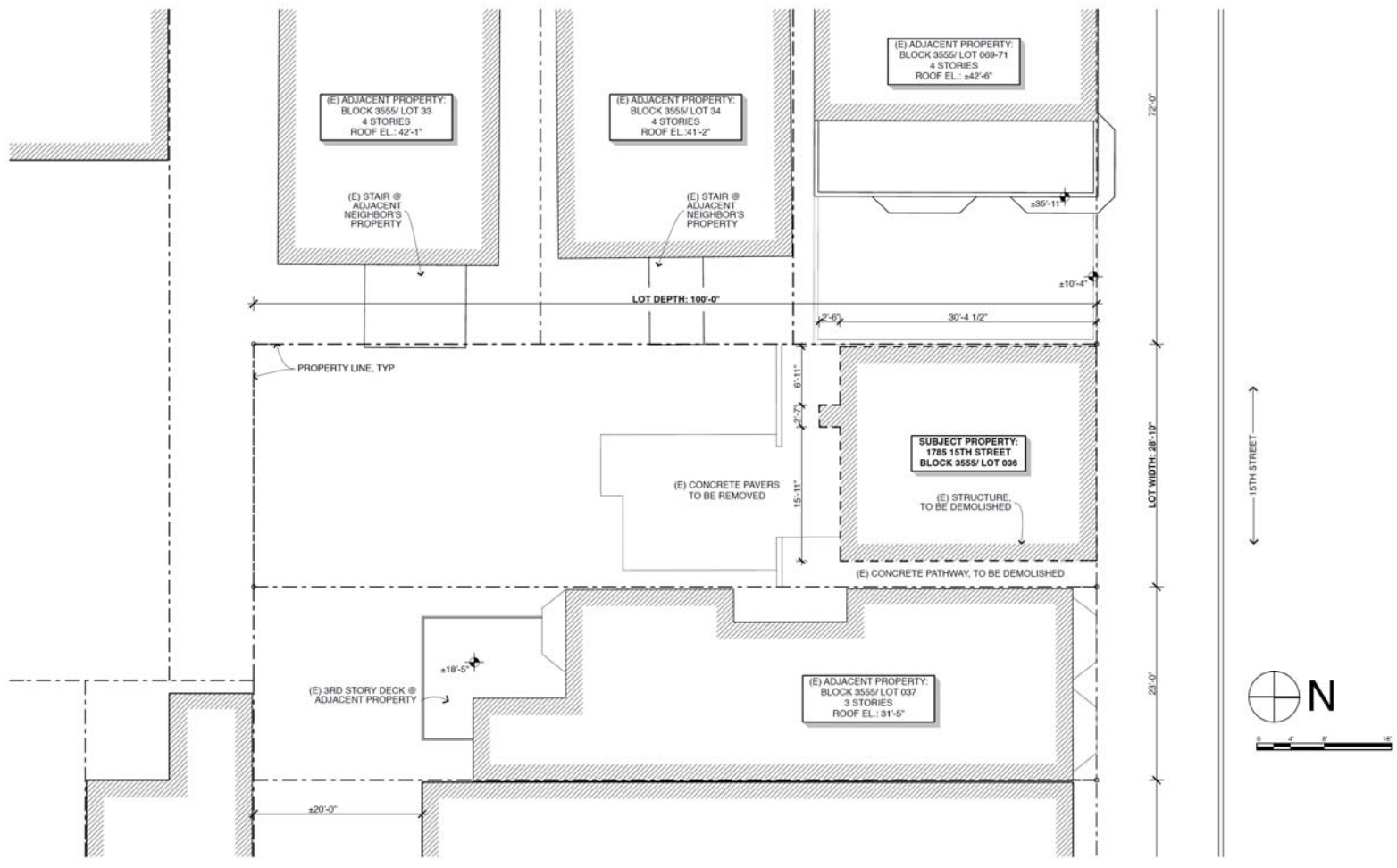
**Figure 1 – Project Location Map
1785 15th Street**

Source: San Francisco Planning Department, April 2013



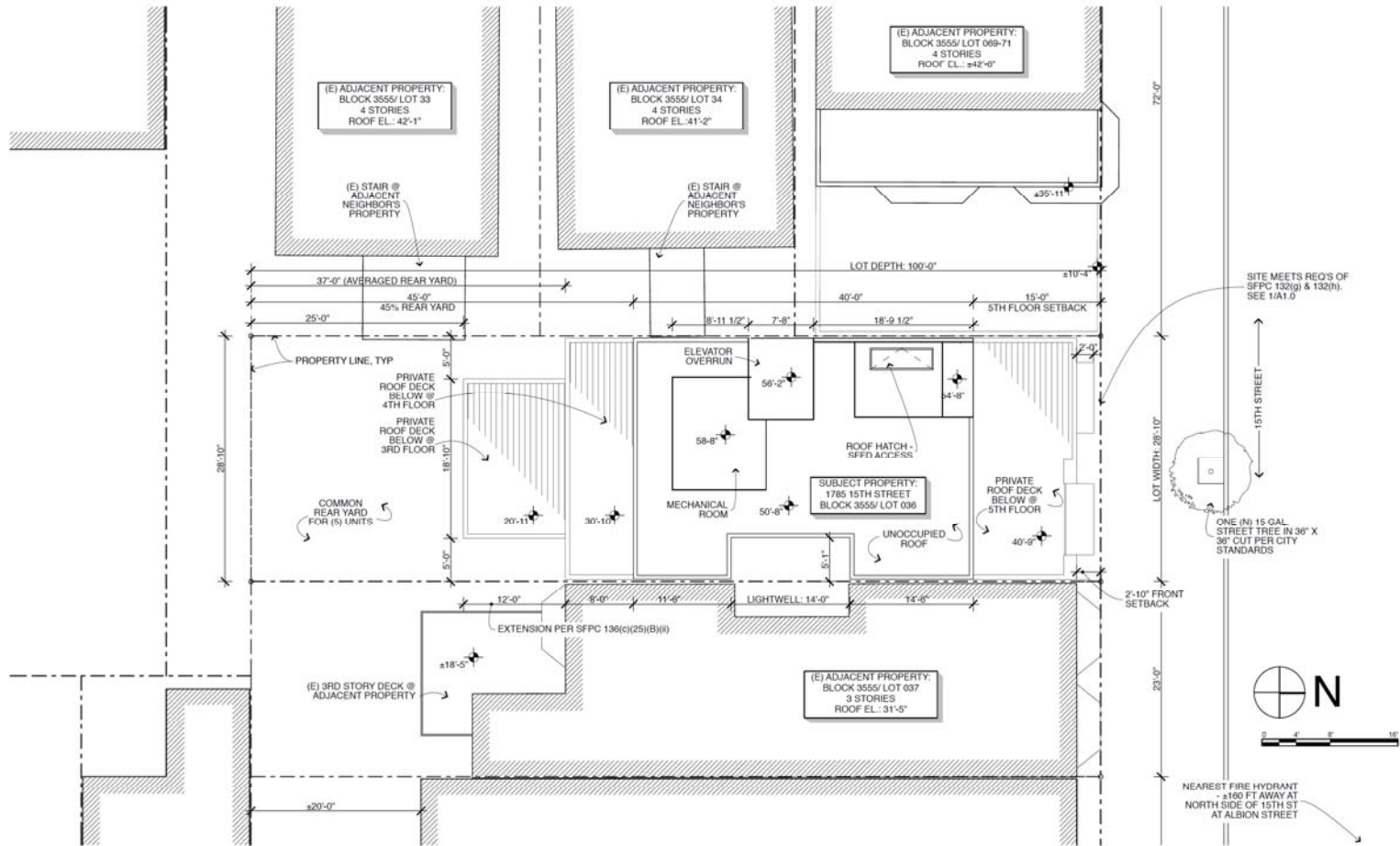
**Figure 2 – Vicinity Map
1785 15th Street**

Source: San Francisco Planning Department, April 2013



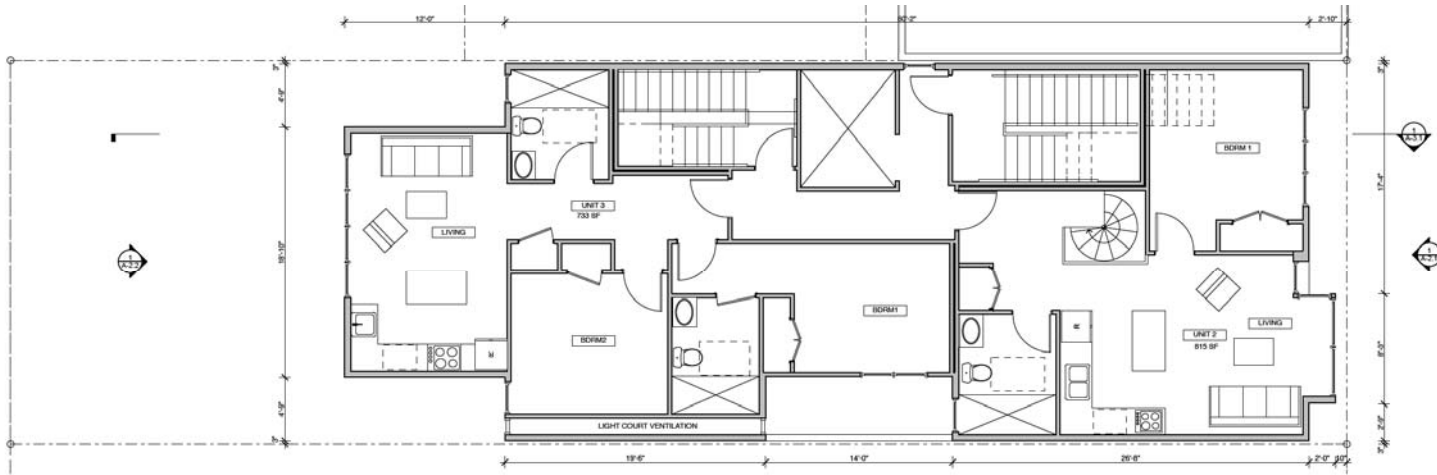
1 (E) SITE PLAN
SCALE: 1/8" = 1'-0"

Figure 3 – Existing Site Plan
1785 15th Street
Source: Kerman/Morris Architects, April 19, 2013

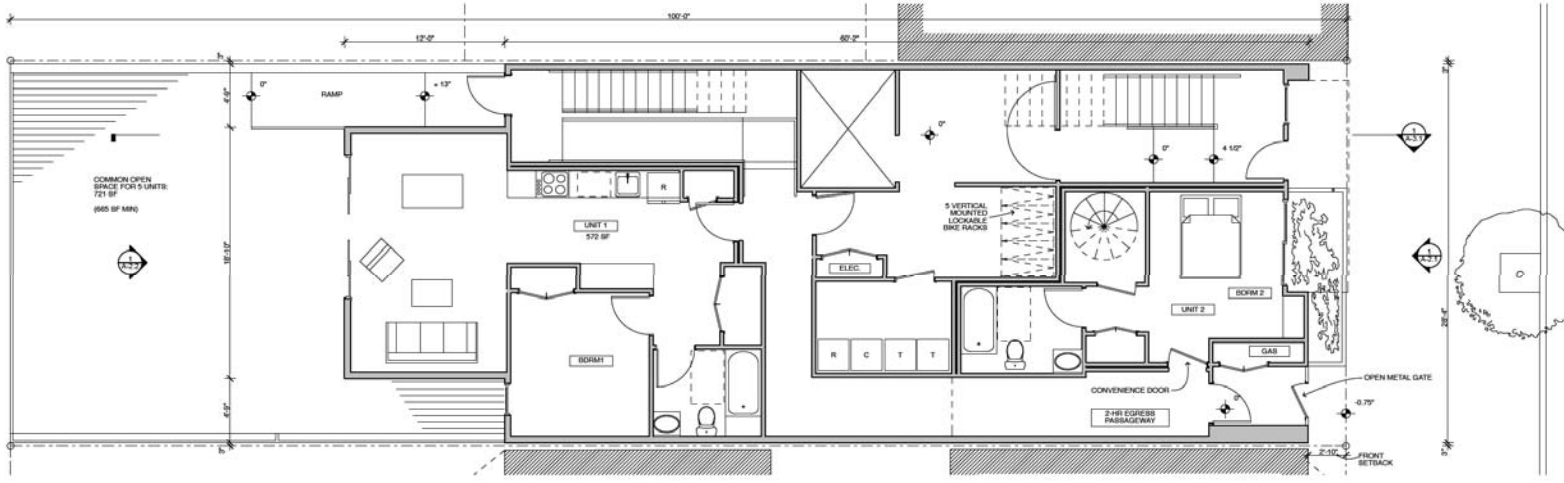


1 SITE PLAN
SCALE: 1/8" = 1'-0"

**Figure 4 – Proposed Site Plan
1785 15th Street**
Source: Kerman/Morris Architects, April 19, 2013

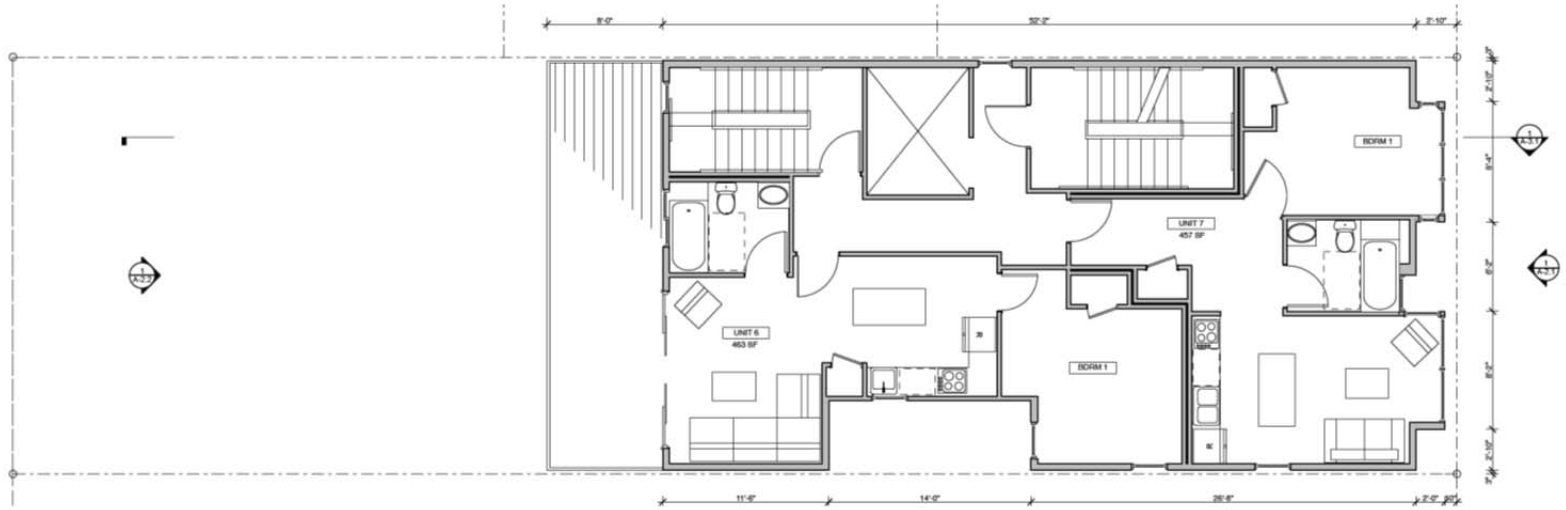


2 SECOND FLOOR
SCALE: 1/4" = 1'-0"



1 FIRST FLOOR
SCALE: 1/4" = 1'-0"

**Figure 5 – Proposed Floor Plans: First and Second Floors
1785 15th Street**
Source: Kerman/Morris Architects, April 19, 2013



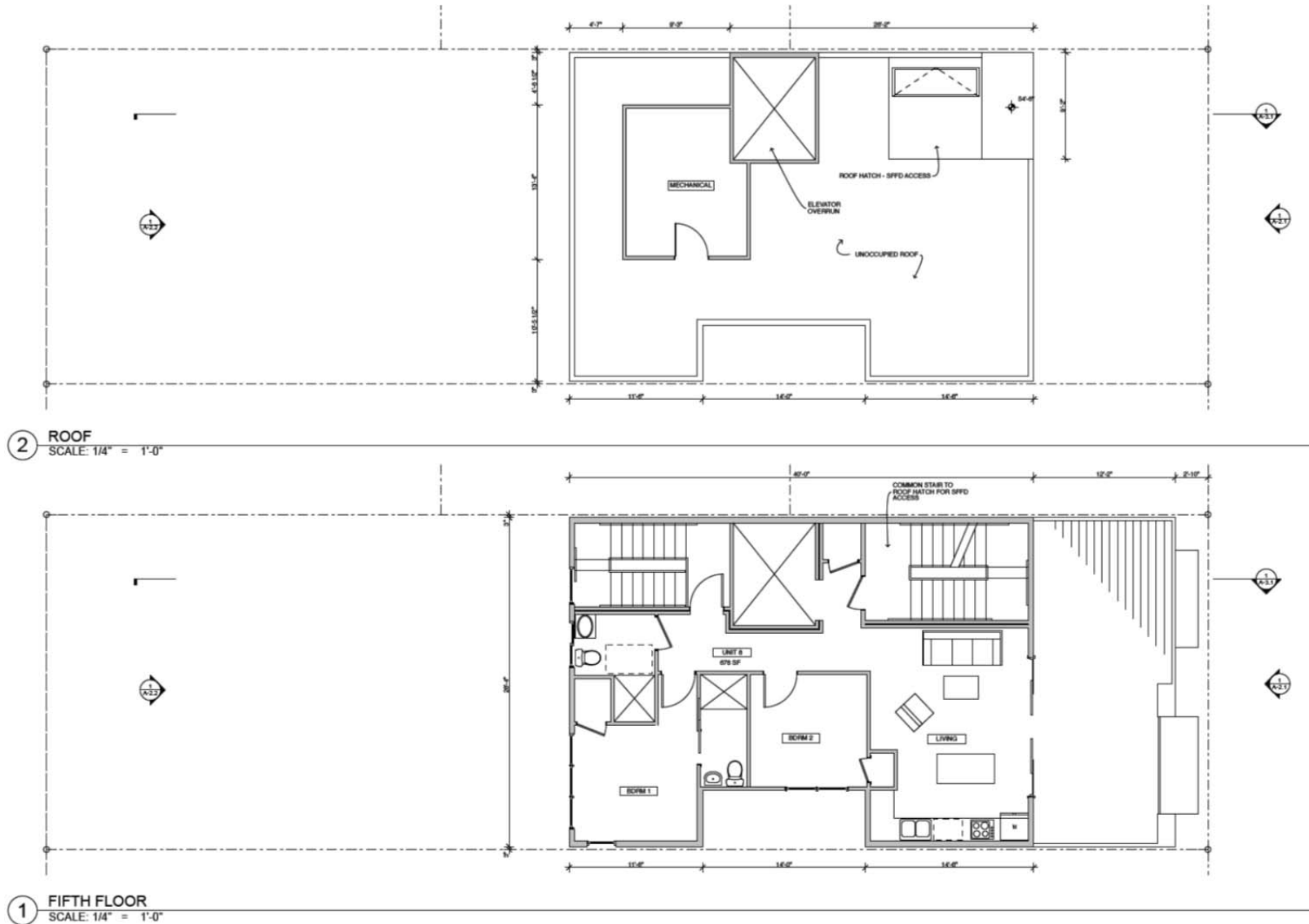
2 FOURTH FLOOR
SCALE: 1/4" = 1'-0"



1 THIRD FLOOR
SCALE: 1/4" = 1'-0"

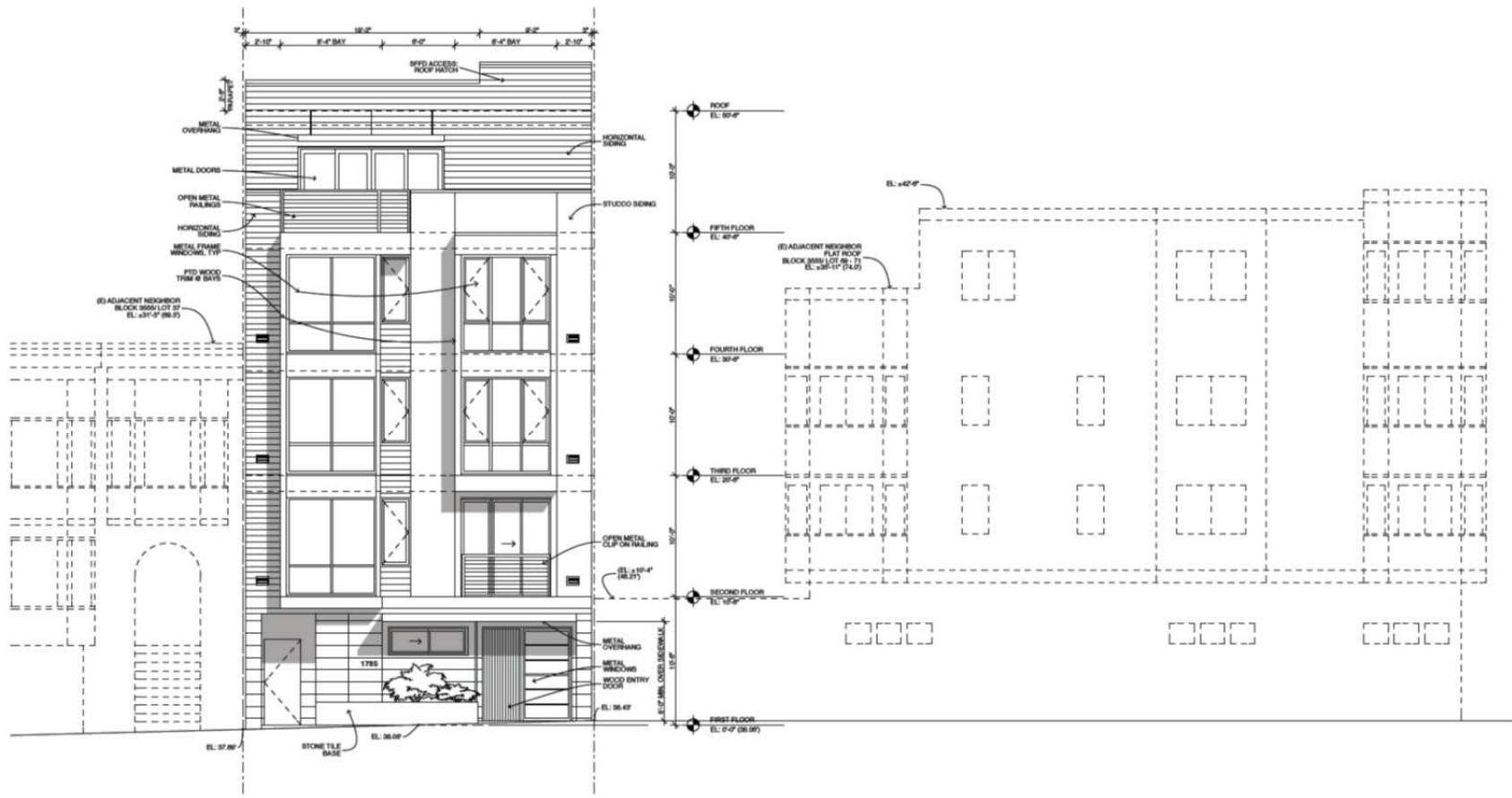
**Figure 6 – Proposed Floor Plans: Third and Fourth Floors
1785 15th Street**

Source: Kerman/Morris Architects, April 19, 2013



**Figure 7 – Proposed Floor Plans: Fifth Floor and Rooftop
1785 15th Street**

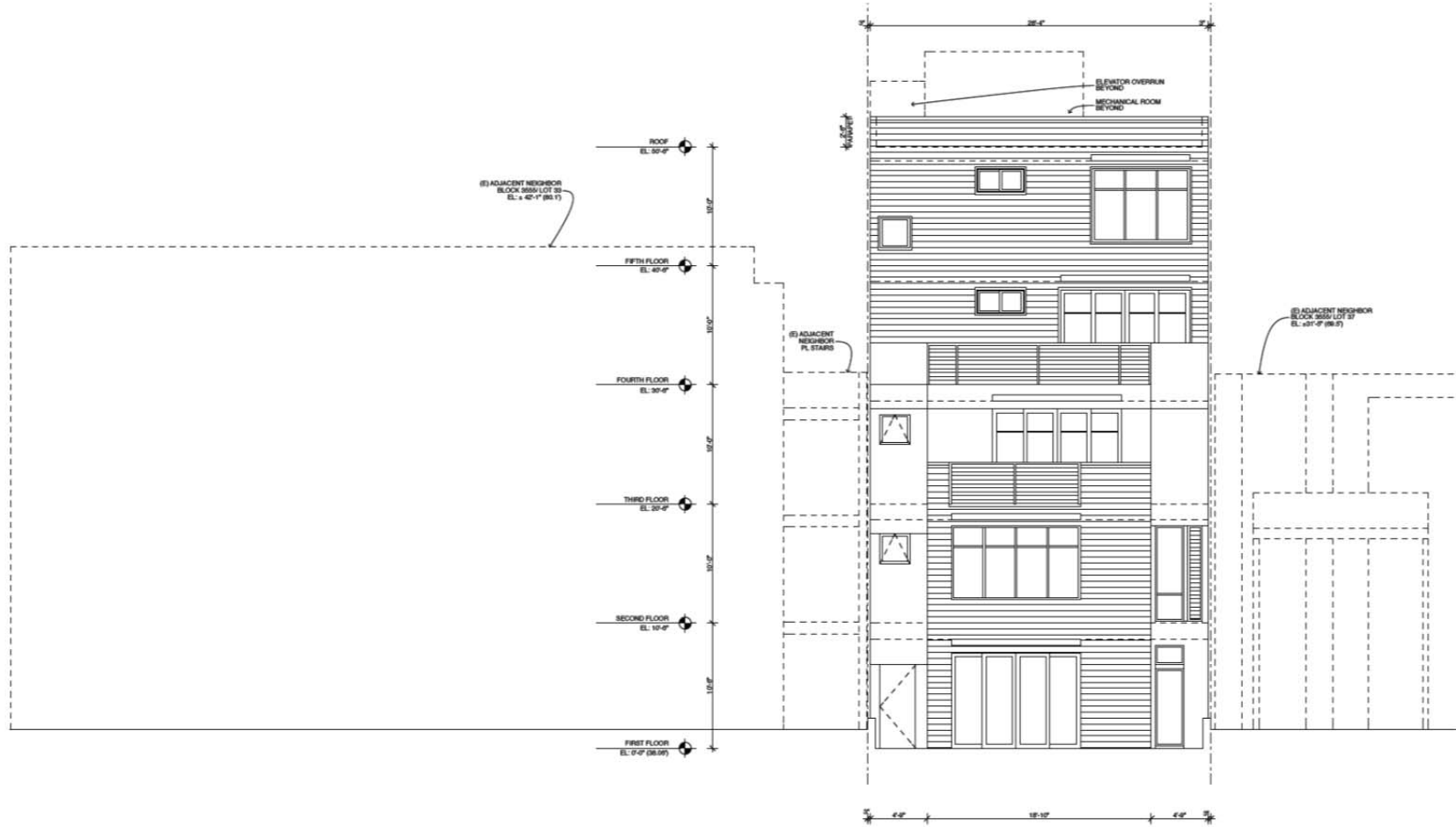
Source: Kerman/Morris Architects, April 19, 2013



1 FRONT (NORTH) ELEVATION
SCALE: 1/4" = 1'-0"

Figure 8 – Proposed North Elevation (Front, 15th Street)
1785 15th Street

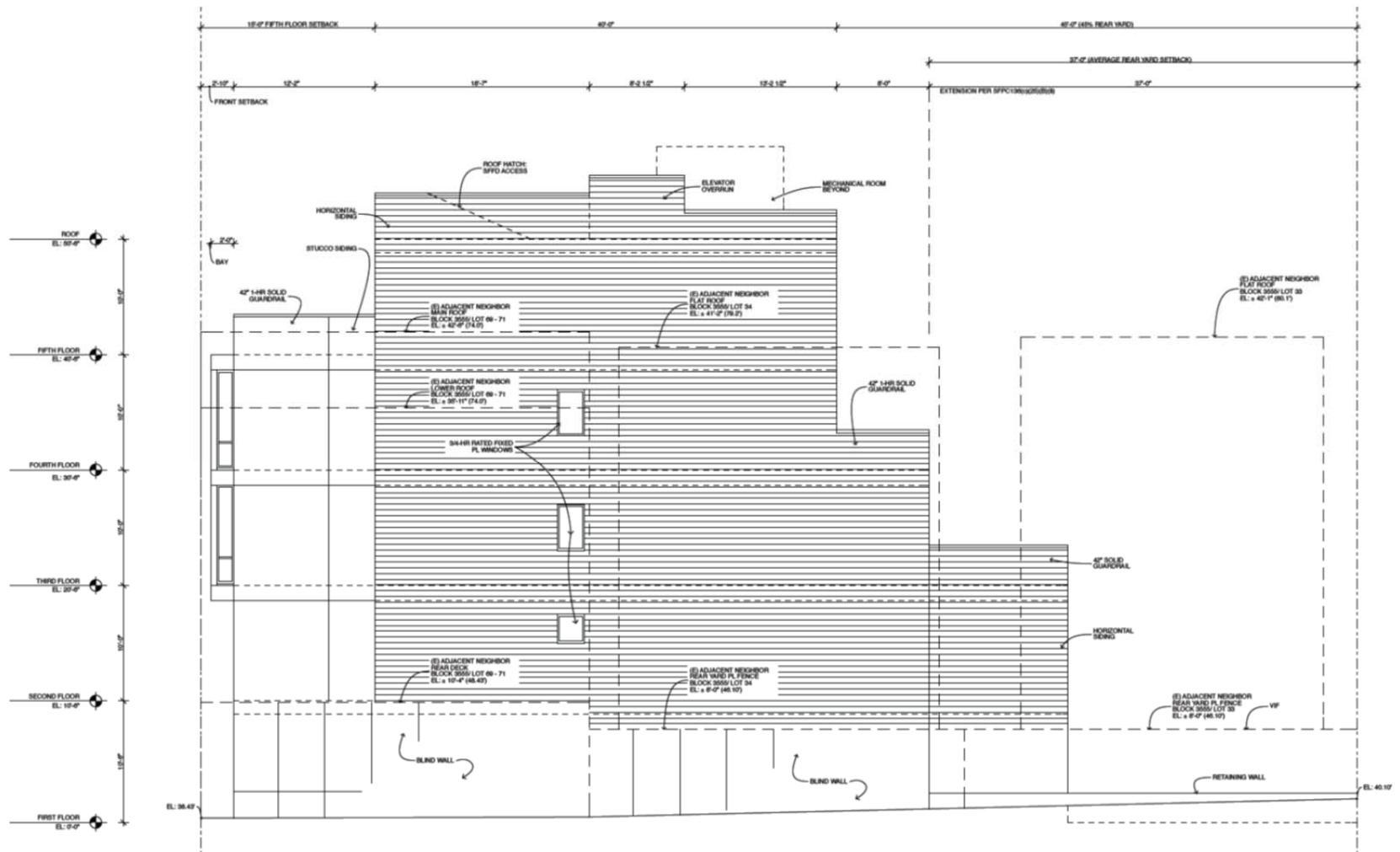
Source: Kerman/Morris Architects, April 19, 2013



1 SOUTH (REAR) ELEVATION
SCALE: 1/4" = 1'-0"

Figure 9 – Proposed South Elevation (Rear)
1785 15th Street

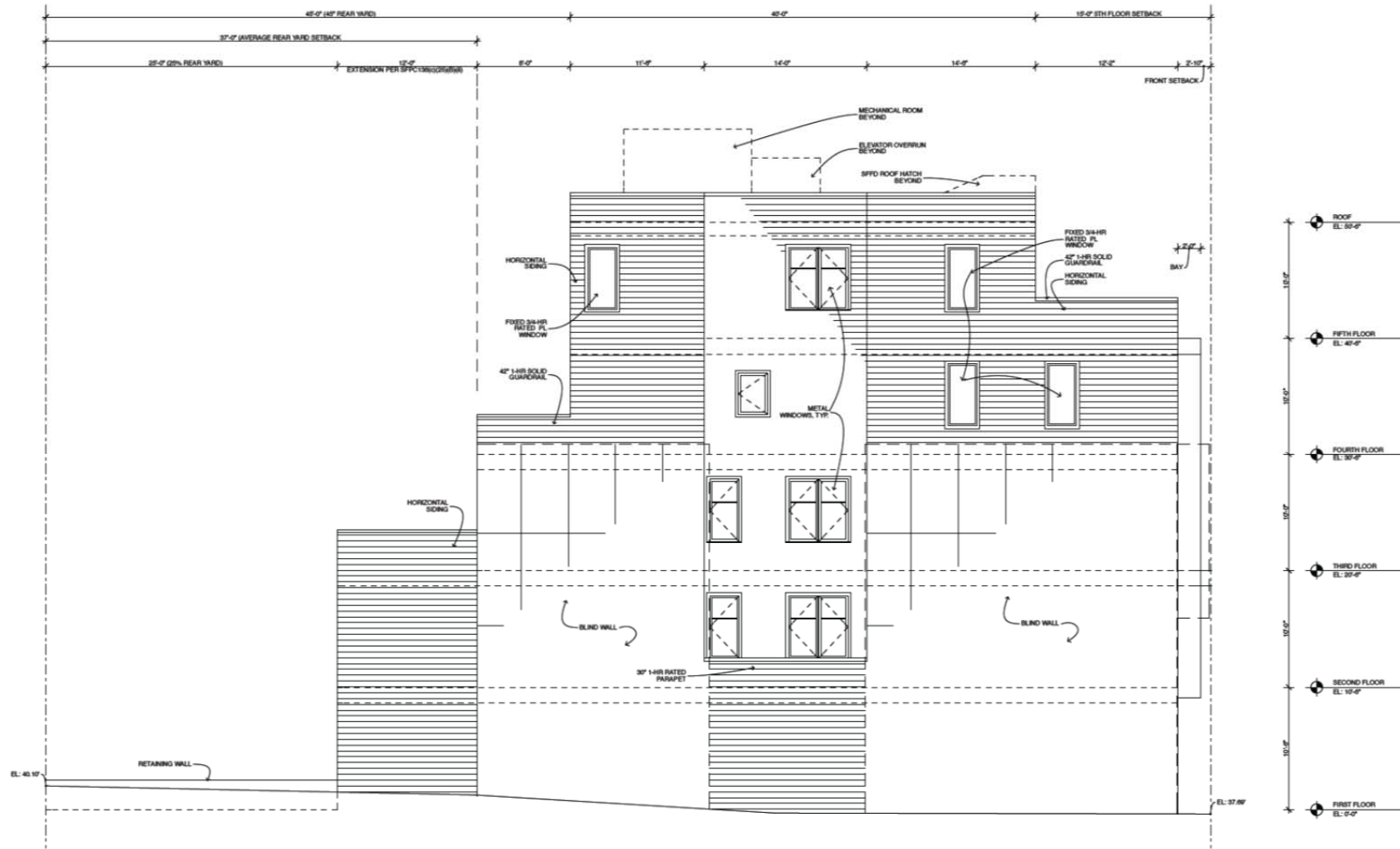
Source: Kerman/Morris Architects, April 19, 2013



1 WEST ELEVATION
SCALE: 1/4" = 1'-0"

Figure 10 – Proposed West Elevation (Side)
1785 15th Street

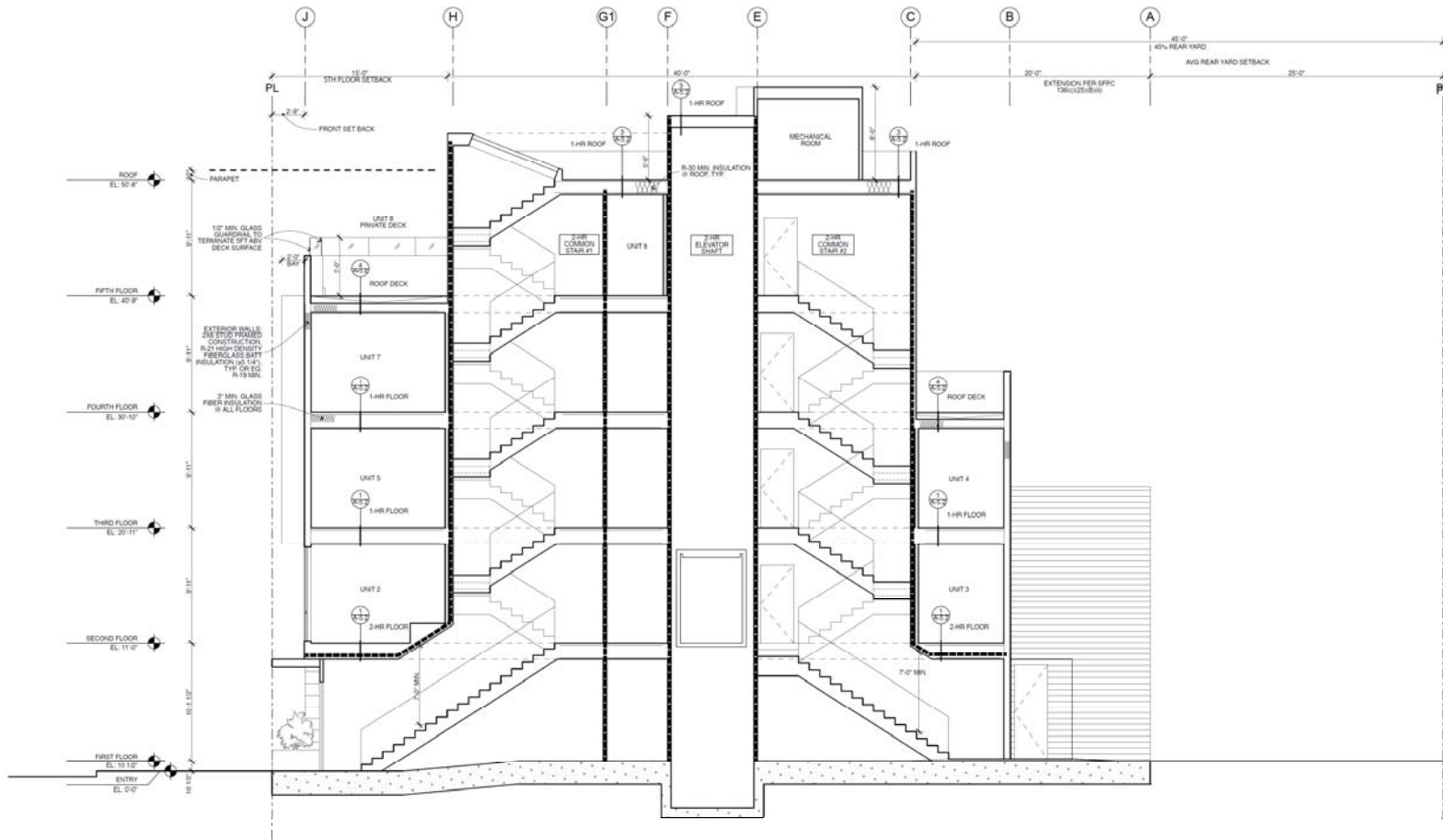
Source: Kerman/Morris Architects, April 19, 2013



1 EAST ELEVATION
SCALE: 1/4" = 1'-0"

**Figure 11 – Proposed East Elevation (Side)
1785 15th Street**

Source: Kerman/Morris Architects, April 19, 2013



1 BUILDING SECTION
SCALE: 1/4" = 1'-0"

Figure 12 – Proposed Building Section
1785 15th Street
Source: Kerman/Morris Architects, April 19, 2013

B. PROJECT SETTING

The 2,883-square-foot (sf) project site is located on the south side of 15th Street between Guerrero Street to the west and Albion Street to the east in San Francisco's Mission District. Existing land uses in the surrounding neighborhood are mixed, and include residential, light industrial, commercial, office, and automotive service facilities.

Development along the south side of 15th Street, from Guerrero Street to Albion Street, comprises a three- to four-story, three-unit residential building (305 Guerrero Street) on the southeast corner of Guerrero Street and 15th Street; a single-story vacant, formerly industrial structure (the project site); a two-story, three-unit residential building (1779 and 1781 15th Street); a three-story, three-unit residential building (1773, 1775, and 1777 15th Street); a two-story, five-unit residential building (1771 15th Street); and an auto repair shop (George & Jim's Garage, 1767 15th Street) on the southwest corner of Albion and 15th Streets.

Along the north side of 15th Street, from Guerrero Street to the 15th Street/Albion Street intersection, are a three-story, eight-unit residential building (295, 297, and 299 Guerrero Street) on the northeast corner of Guerrero and 15th Streets, and a row of three-story residential buildings, which extend all the way to the intersection of Valencia and 15th Streets. At the southeast corner of Albion and 15th Streets is a three-story church/convent/rectory building including 27 guest rooms (1731 15th Street).

At the southwest corner of Guerrero and 15th Streets is a three-story, nine-unit residential building (1801 15th Street), and at the northwest corner of Guerrero and 15th Streets is a three-story, four-unit residential building with a ground-floor retail space (1802, 1804, and 1806 15th Street).

The project site is zoned RTO-M (Residential, Transit-Oriented - Mission Neighborhood). The RTO-M Use District is intended to recognize, protect, conserve and enhance areas characterized by a mixture of houses and apartment buildings, covering a range of densities and building forms, in the Mission District. The RTO-M Use District is composed of multi-family, moderate-density areas, primarily areas formerly designated RM and RH-3, and are well served within short walking distance, generally less than ¼-mile, of transit and neighborhood commercial areas. Limited small-scale neighborhood-oriented retail and services is common and permitted throughout the neighborhood on corner parcels only to provide goods and services to residents within walking distance. Only retail compatible with housing, generally those permitted in NC-1 zoning districts, is permitted and auto-oriented uses are not permitted. Hours of operation are restricted and off-street parking is not permitted for these very locally-oriented uses.

Existing use districts near the project site include: RTO-M Use Districts, which generally encompass the areas to the north, northwest, west, southwest, and south of the project site; NCT (Valencia Street Neighborhood Commercial Transit) Use Districts, which generally encompass the areas to the northeast, east, and southeast of the project site; and NC-1 (Neighborhood Commercial Cluster) Use Districts, which are located one block northwest of the project site, at

the intersection of Guerrero and 14th Streets, and two blocks southwest of the project site, at the intersection of Guerrero and 17th Streets.

As for the height regulations, the project site is within a 55-X Height and Bulk District. The surrounding parcels are within a 40-X, 45-X, or 55-X Height and Bulk District.

C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	<i>Applicable</i>	<i>Not Applicable</i>
Discuss any variances, special authorizations, or changes proposed to the Planning Code or Zoning Map, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discuss any conflicts with any adopted plans and goals of the City or Region, if applicable.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discuss any approvals and/or permits from City departments other than the Planning Department or the Department of Building Inspection, or from Regional, State, or Federal Agencies.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SAN FRANCISCO PLANNING CODE

The *San Francisco Planning Code (Planning Code)*, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless the proposed project conforms to the *Planning Code*, an exception is granted pursuant to provisions of the *Planning Code*, or a reclassification of the site occurs.

The proposed project is a residential development which is a permitted use in the RTO-M (Residential, Transit-Oriented – Mission Neighborhood) Use District. As mentioned above, RTO-M Use District is intended to recognize, protect, conserve and enhance areas characterized by a mixture of houses and apartment buildings, covering a range of densities and building forms, in the Mission District. The RTO-M Use District is composed of multi-family moderate-density areas, primarily areas formerly designated RM and RH-3, and are well served within short walking distance, generally less than ¼-mile, of transit and neighborhood commercial areas. Limited small-scale neighborhood-oriented retail and services is common and permitted throughout the neighborhood on corner parcels only to provide goods and services to residents within walking distance. Only retail compatible with housing, generally those permitted in NC-1 Use Districts, is permitted and auto-oriented uses are not permitted. In the RTO-M Use District, dwelling unit density is not controlled by lot area, but rather by the physical constraints of the Planning Code (such as height, bulk, setbacks, open space, and dwelling unit exposure). Pursuant to Planning Code Section 207.6, no less than 40% of all dwelling units must contain two or more bedrooms, or 30% of all dwelling units must contain three or more bedrooms. The proposed project would provide 5 two-bedroom units, or 62.5% of the 8 total units, and therefore the proposed project would comply with Planning Code Section 207.6.

The project site is located within a 55-X Height and Bulk District, which allows a maximum building height of 55 feet with no bulk restrictions. The proposed building would be 52 feet tall. Therefore, the proposed building would comply with the height and bulk restrictions applicable to the project site.

No off-street parking would be required for the proposed project pursuant to Planning Code Section 151.1, which permits up to three spaces for each four dwelling units (up to 0.75 spaces for each dwelling unit). The proposed project would meet this parking requirement as it would include no parking spaces.

Section 155.5 of the Planning Code requires that a residential project with fewer than 50 dwelling units provide 1 Class 1 bicycle parking space⁸ for every 2 dwellings. The project includes eight dwelling units, and thus would be required to provide a minimum of four bicycle parking spaces. The proposed project would meet this bicycle parking requirement as it would include five Class 1 bicycle parking spaces at the ground-floor level.

Pursuant to Section 135 of the Planning Code, approximately 100 sf of private open space or 133 sf of common open space per dwelling unit, or some equivalent combination of private and common open space, is required. The proposed project would provide approximately 670 sf of common open space (to be shared by Units 1, 2, 3, 5, and 7) at the ground-floor level and three private decks, totaling 745 sf. These private decks would include a 205-sf deck for Unit 4, a 227-sf deck for Unit 6, and a 313-sf deck for Unit 8.⁹ Section 135 of the Planning Code requires that the project provide a minimum of 300 sf of private open space and 665 sf of common open space. Therefore, the project would comply with Section 135 of the Planning Code.

The proposed project would require building permit(s) from the Department of Building Inspection (DBI). Any curb or street modifications would require approval by the Department of Parking and Traffic within the Municipal Transportation Agency (SFMTA) and from the Department of Public Works (DPW). Addition of street trees or any other work within the right-of-way would require approval from DPW. Prior to commencement of any excavation work, the Department of Public Health (DPH) would determine whether a Site Mitigation Plan (SMP) is required for this project based on the results of the soil investigation. If required, the SMP shall be submitted for review and approval by DPH prior to the commencement of any excavation work (see Section E.1, Hazards and Hazardous Materials, for more information).

⁸ Per Section 155.1(a)(6) of the Planning Code, Class 1 Bicycle Parking Spaces are defined as facilities which protect the entire bicycle, its components and accessories against theft and against inclement weather, including wind-driven rain. Examples of this type of facility include (1) lockers, (2) check-in facilities, (3) monitored parking, (4) restricted access parking, and (5) personal storage.

⁹ Jennifer Liu, Kerman/Morris Architects. *Email to Kei Zushi, San Francisco Planning Department, February 15, 2013.* This email is available for review as part of Case File No. 2012.0147E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

Finally, the proposed project would comply with the San Francisco's affordable housing requirements. The project would not be required to provide any affordable housing units, and no affordable housing units are proposed as part of this project.¹⁰

PLANS AND POLICIES

San Francisco General Plan Priority Planning Policies

The *San Francisco General Plan*, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. The compatibility of the project with *General Plan* policies that do not relate to physical environmental issues will be considered by decision-makers as part of their decision whether to approve or disapprove the proposed project and any potential conflicts identified as part of that process would not alter the physical environmental effects of the proposed project.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the *Planning Code* to establish eight Priority Policies. These policies, and the sections of this Environmental Evaluation addressing the environmental issues associated with the policies, are: (1) preservation and enhancement of neighborhood-serving retail uses; (2) protection of neighborhood character (Topic 1, Land Use and Land Use Planning, Question 1c); (3) preservation and enhancement of affordable housing (Topic 3, Population and Housing, Question 3b, with regard to housing supply and displacement issues); (4) discouragement of commuter automobiles (Topic 5, Transportation and Circulation, Questions 5a, 5b, and 5f); (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership (Topic 1, Land Use and Land Use Planning, Question 1c); (6) maximization of earthquake preparedness (Topic 14, Geology and Soils, Question 14a through 14d); (7) landmark and historic building preservation (Topic 4, Cultural Resources, Question 4a); and (8) protection of open space (Topic 9, Wind and Shadow, Questions 9a and 9b; and Topic 10, Recreation, Questions 10a and 10c).

Prior to issuing a permit for any project which requires an Initial Study under the California Environmental Quality Act (CEQA), prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action that requires a finding of consistency with the General Plan, the City is required to find that the proposed project or legislation would be consistent with the Priority Policies. As noted above, the consistency of the proposed project with the environmental topics associated with the Priority Policies is discussed in the Evaluation of Environmental Effects.

Other Plans

Environmental plans and policies are those, like the Bay Area Air Quality Plan, that directly address environmental issues and/or contain targets or standards, which must be met in order to preserve or improve characteristics of the City's physical environment. The proposed project

¹⁰ Erika Jackson, San Francisco Planning Department. *Email to Kei Zushi, San Francisco Planning Department*, February 19, 2013. This email is available for review as part of Case File No. 2012.0147E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

would not obviously or substantially conflict with any such adopted environmental plan or policy.

Eastern Neighborhoods Rezoning and Area Plans

The project site is located within the Mission Area Plan, one of four area plans analyzed in the Eastern Neighborhoods Rezoning and Area Plans Final EIR (“Eastern Neighborhoods FEIR”) that was adopted in December 2008. The Eastern Neighborhoods planning effort was intended to support housing development in some areas previously zoned to allow industrial uses, while preserving an adequate supply of space for existing and future production, distribution, and repair (PDR) employment and businesses. The Eastern Neighborhoods also included changes to existing height and bulk districts in some areas.

During the Eastern Neighborhoods adoption phase, the Planning Commission held public hearings to consider the various aspects of the proposed area plans, and Planning Code and Zoning Map amendments. On August 7, 2008, the Planning Commission certified the Eastern Neighborhoods FEIR by Motion 17659 and adopted the Preferred Project for final recommendation to the Board of Supervisors.¹¹

In December 2008, after further public hearings, the Board of Supervisors approved and the Mayor signed the Eastern Neighborhoods Rezoning and Planning Code amendments. New zoning districts include districts that would permit PDR uses in combination with commercial uses; districts mixing residential and commercial uses and residential and PDR uses; and new residential-only districts. The districts replaced the then-existing industrial, commercial, residential single-use, and mixed-use districts.

The Eastern Neighborhoods FEIR is a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the Eastern Neighborhoods Rezoning and Area Plans, as well as the potential impacts under several proposed alternative scenarios. The Eastern Neighborhoods Draft EIR evaluated three rezoning alternatives, two community-proposed alternatives which focused largely on the Mission District, and a “No Project” alternative. The alternative selected, or the Preferred Project, represents a combination of Options B and C. The Planning Commission adopted the Preferred Project after fully considering the environmental effects of the Preferred Project and the various scenarios discussed in the Eastern Neighborhoods FEIR.

The project site is located in the Mission Area Plan of the Eastern Neighborhoods, and the Planning Department’s Citywide Planning and Current Planning staff have determined that the proposed project is consistent with density established by the Eastern Neighborhoods, would satisfy the requirements of the General Plan, and is eligible for a Community Plan Exemption.^{12,13}

¹¹ San Francisco Planning Department. *Eastern Neighborhoods Rezoning and Area Plans Final EIR*, certified August 7, 2008. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=3991>. Accessed December 11, 2012.

¹² Adam Varat, San Francisco Planning Department. *Community Plan Exemption Eligibility Determination, Citywide Planning, 1785 15th Street*, August 10, 2012. This document is available for review as part of Case File No. 2012.0147E at 1650 Mission Street, Suite 400, San Francisco, CA.

The sufficiency of the Eastern Neighborhoods FEIR for environmental review of the proposed project was considered in the Community Plan Exemption Checklist, as discussed below.

D. SUMMARY OF ENVIRONMENTAL EFFECTS

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor checked below.

- | | | |
|---|--|---|
| <input type="checkbox"/> Land Use | <input type="checkbox"/> Air Quality | <input type="checkbox"/> Biological Resources |
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Geology and Soils |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Wind and Shadow | <input type="checkbox"/> Hydrology and Water Quality |
| <input type="checkbox"/> Cultural and Paleo. Resources | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Hazards/Hazardous Materials |
| <input type="checkbox"/> Transportation and Circulation | <input type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Mineral/Energy Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Public Services | <input type="checkbox"/> Agricultural and Forest Resources |
| | <input checked="" type="checkbox"/> Mandatory Findings of Significance | |

E. EVALUATION OF ENVIRONMENTAL EFFECTS

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 for projects eligible for a Community Plan Exemption 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

¹³ Jeff Joslin, San Francisco Planning Department. *Community Plan Exemption Eligibility Determination, Current Planning, 1785 15th Street*, March 27, 2013. This document is available for review as part of Case File No. 2012.0147E at 1650 Mission Street, Suite 400, San Francisco, CA.

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.

An initial analysis, in the form of a Community Plan Exemption Checklist and Determination, was conducted by the Planning Department to evaluate potential project-specific environmental effects peculiar to the 1785 15th Street project, and it incorporated by reference information contained within the Eastern Neighborhoods FEIR (Case No. 2004.0160E; State Clearinghouse No. 2005032048). This initial analysis assessed the proposed project’s potential to cause environmental impacts and concluded that, with the exception of hazardous materials, the proposed project would not result in new, potentially significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the Eastern Neighborhoods FEIR.¹⁴ Due to the potentially significant impact concerning hazardous materials, this Focused Initial Study was prepared for that topic area only.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
1. 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 checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" 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"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

¹⁴ Community Plan Exemption Checklist, 1785 15th Street, May 1, 2013. This document is available for review as part of Case File No. 2012.0147E at 1650 Mission Street, Suite 400, San Francisco, CA.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
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"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is not included on the Department of Toxic Substances Control (DTSC) list compiled pursuant to Government Code Section 65962.5 of hazardous materials sites in San Francisco, and therefore Question 1d is not applicable to the proposed project.

The project site is not located within an airport land use plan area, nor is it in the vicinity of a private airstrip, and therefore, Questions 1e and 1f are not applicable to the proposed project.

Impact HZ-1: The proposed project would not create a significant hazard through routine transport, use, disposal, handling or emission of hazardous materials. (Less than Significant)

The project would involve the demolition of an existing vacant, formerly industrial structure and construction of a new residential building containing eight dwelling units. As with other residential developments, occupants of the proposed development would likely handle common types of hazardous materials, such as cleaners and disinfectants. These products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. Most of these materials are consumed through use, resulting in relatively little waste. Businesses, including janitorial and maintenance service providers, are required by law to ensure employee safety by identifying hazardous materials in the workplace, providing safety information to workers who handle hazardous materials, and adequately training workers. For these reasons, hazardous materials used during project operation would not pose any substantial public health or safety hazards related to hazardous materials. Thus, there would be less-than-significant impacts related to hazardous materials use, resulting from development of the proposed project.

Impact HZ-2: Demolition and excavation of the project site would result in handling and accidental release of contaminated soils and the exposure of serpentinite bedrock. (Less than Significant with Mitigation)

Potential Soil Contamination

According to the Planning Department’s records, the project site is not located within an area known to contain serpentine rock. Furthermore, the project site is not within the limits of the Maher Zone. The Maher Ordinance (Ordinance 253-86) is a San Francisco ordinance that requires

certain hazardous materials reporting and handling for parcels primarily located “Bayward of the high-tide-line.”

A Phase I Environmental Site Assessment (ESA) was prepared for the project site.¹⁵ The ESA describes current and prior uses of the property, summarizes environmental agency databases and records, reports site reconnaissance observations, and summarizes potential soil and groundwater contamination issues.

According to the ESA, the 1889 Sanborn map, which is the first available Sanborn map, shows that the project site was vacant, and that there was a furniture factory in the south part of the block along Guerrero Street and a Dry Plate factory to the west across Guerrero Street. The 1899 Sanborn map indicates that the site was developed with a three-unit apartment building with a rear yard, and that the only significant change made in the neighborhood was that the two previously noted businesses no longer existed and had been replaced with dwelling units. Some of the area to the north had residential units, but the majority of the area was a “Chinese Vegetable Garden.” The 1914 Sanborn map shows that the project site was occupied with a vacant metal warehouse covering the entire lot. The garden areas to the north had been replaced with more residential buildings and a baseball field. Further to the east beyond residential buildings were two auto repair businesses.

The 1950 Sanborn map shows the existing structure with a rear yard on the project site. The building is labeled as “saw filing” in the Sanborn map. There were several residential buildings to the west, and there was an auto repair facility near the Albion Street intersection. To the south was a vacant undeveloped lot. The whole block to the north across 15th Street was shown as “Valencia Gardens-Federal Housing Project.” Directly adjacent to the west of the site at the corner of Guerrero and 15th Streets was a gas and oil facility. The 1965 Sanborn map indicates that the only significant change made was that the building on the project site was labeled as “CARPR,” whose meaning is not specified in the map. The 1975 Sanborn map indicates that the only significant change made was that the building on the site was labeled as “W,” which normally signifies a warehouse. There were no significant changes made to the adjacent properties or nearby areas. The 1988 Sanborn map shows no apparent changes to the subject property. The only significant change made was that the gas and oil facility to the west had been replaced with a commercial property of non-specific use. The 1990 and 1999 Sanborn maps show no changes to the subject property and no significant changes to the surrounding areas. The ESA also notes that there are database records identifying the property as an auto repair related facility, but there are no indications of any underground storage tanks (USTs), or fuel distribution systems. The ESA concluded that there is no evidence that any additional environmental investigation at this site is warranted.

After reviewing the ESA, the San Francisco Department of Public Health Site Assessment and Mitigation Program (DPH SAM) has required that a work plan for soil investigation at the property be developed and that a subsurface investigation report be submitted to DPH SAM

¹⁵ John Carver Consulting. *Phase I Environmental Site Assessment at 1785 15th Street, San Francisco, California*, April 12, 2012. This document is available for review as part of Case File No. 2012.0147E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

following implementation of the work plan, based on the presumed underlying fill material and the prior uses as a metal grinding shop and auto repair shop.¹⁶ Based on the DPH's determination, a work plan has been submitted to DPH for review and approval.¹⁷ If contamination is detected through the subsurface investigation, a Site Mitigation Plan (SMP) may be required by DPH SAM for the proposed project. The SMP would be required to include procedures to mitigate or remove contaminated soils, construction related documents (dust, stormwater and noise controls), environmental contingency procedures, post excavation confirmation sampling, and a commitment to prepare a final project report.

According to the geotechnical report prepared for this project, the foundation work for the project would require soils disturbance a depth of approximately 5.5 to 6.5 feet.^{18,19} Workers and members of the public in the area during project construction could be exposed to contaminated soils (petroleum hydrocarbons and heavy metals), and this potential exposure to hazardous materials is a significant impact. Based on the above, the project sponsor would be required to implement **Mitigation Measure M-HZ-2a**, which would include requirements for the project sponsor to enter into a Voluntary Remedial Action Program (VRAP), prepare a work plan for soil investigation, implement the work plan, develop a Site Mitigation Plan (SMP) if required by DPH SAM based on the results of soil investigation, and prepare a soil management plan and a health and safety plan.

Implementation of **Mitigation Measures M-HZ-2a**, as outlined below, would reduce the project's impacts related to exposure to contaminated soils during construction to a less-than-significant level. These mitigation measures would also mitigate any long-term environmental or health and safety risks caused by the presence of the low-level petroleum hydrocarbons in the soil and groundwater.

Mitigation Measure M-HZ-2a: Voluntary Remedial Action Program

Step 1: Soil Testing.

Prior to approval of a building permit for the project, the project sponsor shall hire a consultant to collect soil samples (borings) from areas on the site in which soil would be disturbed and test the soil samples for contamination. The project sponsor shall enter the San

¹⁶ Rajiv Bhatia, San Francisco Department of Public Health (DPH). *Review of Environmental Documents and Request for Work Plan 1785 15th Street, San Francisco CA DPH SMED 905*, November 20, 2012. A copy of this document is available for review as part of Case File No. 2012.0147E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

¹⁷ John Carver Consulting. *Work Plan for Subsurface Investigation, 1785 15th Street, San Francisco, California, SMED Case Number 905*, December 6, 2012. This document is available for review as part of Case File No. 2012.0147E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

¹⁸ P. Whitehead and Associates Consulting Engineers. *Geotechnical Report, 1785 15th Street, Block 3555 Lot 036, San Francisco, California*, December 8, 2011. This report is available for review as part of Case File No. 2012.0147E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

¹⁹ The project sponsor has indicated that the only excavation exceeding 2.5 feet in depth would be for the proposed elevator pit (approximately 46 sf in size and 4 feet in depth) and that all other excavation work (mat slab) will not exceed 2.5 feet in depth. See an email sent from Toby Morris, Kerman/Morris Architects, Project Sponsor, to Kei Zushi, San Francisco Planning Department, on July 23, 2012. This email is available for review as part of Case File No. 2012.0147E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

Francisco Voluntary Remedial Action Program (VRAP) under the San Francisco Department of Public Health Site Assessment and Mitigation Program (DPH SAM). The project sponsor shall submit a VRAP application and a fee of \$610 in the form of a check payable to the Site Assessment and Mitigation Program, Department of Public Health, 1390 Market Street, Suite 210, San Francisco, California 94102. The fee of \$610 shall cover three hours of soil testing report review and administrative handling. If additional review is necessary, DPH shall bill the project sponsor for each additional hour of review over the first three hours, at a rate of \$203 per hour. These fees shall be charged pursuant to Section 31.47(c) of the San Francisco Administrative Code.

The consultant shall submit a work plan to DPH for review and concurrence prior to performing the soil sampling. The work plan shall describe standard environmental protocols, list the planned analyses, proposed sample locations, and sample depths. Proposed analyses shall include Total Petroleum Hydrocarbons as motor oil (TPHmo), diesel (TPHd), Total Petroleum Hydrocarbons as gasoline (TPHg), volatile organic compounds and metals. The work plan shall include a site plan figure showing proposed boring locations. A description of the estimated lateral and vertical extent of planned earthwork or excavation shall be submitted to DPH SAM.

The consultant shall analyze the soil borings as discrete, not composite samples. The consultant shall prepare a report on the soil testing that includes the testing methodology, results of the soil testing, a map that shows the locations of stockpiled soils from which the consultant collected the soil samples, and a comparison of the concentrations detected with the state and federal minimum standards, if applicable. The project sponsor shall submit the report on the soil testing to DPH SAM for review and concurrence. DPH SAM shall review the soil testing program to determine whether soils on the project site are contaminated with lead or petroleum hydrocarbons at or above potentially hazardous levels.

Should an underground storage tank (UST) be encountered, work shall be suspended and the owner notified. The site owner or their representative shall notify DPH SAM of the situation and of the proposed response actions. The UST shall be removed under permit with the San Francisco Department of Public Health – Hazardous Materials and Waste Program (HMWP) and the San Francisco Fire Department. DPH SAM shall be sent a copy of permits and tank closure reports prepared for HMWP or the Fire Department.

Step 2: Preparation of Site Mitigation Plan.

If contamination is detected, a Site Mitigation Plan (SMP) may be required by DPH SAM. If required, the project sponsor shall prepare the SMP prior to commencement of demolition or construction work. The SMP shall include a discussion of the level of contamination of soils on the project site and mitigation measures for managing contaminated soils on the site, including, but not limited to: 1) the alternatives for managing contaminated soils on the site (e.g., encapsulation/capping, partial or complete removal, treatment, recycling for reuse, or a combination); 2) the preferred alternative for managing contaminated soils on the site and a brief justification; and 3) the specific practices to be used to handle, haul, and dispose of contaminated soils on the site. The SMP shall be submitted to DPH SAM for review and

approval at least four weeks prior to beginning demolition and construction work. A copy of the SMP shall be submitted to the Planning Department to for its records of this project. Additionally, DPH SAM may require confirmatory samples for the project site.

Step 3: Handling, Hauling, and Disposal of Contaminated Soils.

If, based on the results of the soil tests conducted, DPH SAM determines that the soils on the project site are contaminated at or above potentially hazardous levels, any contaminated soils designated as hazardous waste and required by DPH SAM to be excavated shall be removed by a qualified Removal Contractor and disposed of at a regulated Class I hazardous waste landfill in accordance with California and U.S. Environmental Protection Agency regulations, as stipulated in the SMP. The construction contractor shall be alert for the presence of such soils during excavation and other construction activities on the site (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by local, state, and federal regulations) when such soils are encountered on the site. The Removal Contractor shall obtain, complete, and sign hazardous waste manifests to accompany the soils to the disposal site. Other excavated soils shall be disposed of in an appropriate landfill, as governed by applicable laws and regulations, or other appropriate actions shall be taken in coordination with DPH SAM. A description of SMP implementation and copies of all documents related to soil profiling, transportation and disposal shall be submitted to DPH SAM in a final report.

If excavated materials contain over one percent friable asbestos, they shall be treated as hazardous waste, and shall be transported and disposed of in accordance with applicable state and federal regulations. These procedures are intended to mitigate any potential health risks related to chrysotile asbestos, which may or may not be located on the site.

A Site Health and Safety (H&S) Plan shall be required by the California Division of Occupational Safety and Health (Cal-OSHA) and a description of dust control measures shall be submitted to DPH SAM prior to initiating any earth-moving activities at the site. The H&S Plan, dust control measures and SMP shall identify protocols for managing soils during construction to minimize worker and public exposure to contaminated soils. The protocols shall include at a minimum:

- Sweeping of adjacent public streets daily (with water sweepers) if any visible soil material is carried onto the streets.
- Characterization of excavated native soils proposed for use on site prior to placement to confirm that the soil meets appropriate standards.
- The dust controls specified in the Construction Dust Control Ordinance (176-08). This includes dust control during excavation and truck loading shall include misting of the area prior to excavation, misting soils while loading onto trucks, stopping all excavation work should winds exceed 25 mph, and limiting vehicle speeds onsite to 15mph.

- Protocols for managing stockpiled and excavated soils. Where soils are stockpiled, visqueen shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather. If necessary, clean fill or other suitable material(s) shall be used to bring portions of the project site, where contaminated soils have been excavated and removed, up to construction grade.
- The H&S Plan shall identify site access controls to be implemented from the time of surface disruption through the completion of earthwork construction. The protocols shall include at a minimum.
 - Appropriate site security to prevent unauthorized pedestrian/vehicular entry, such as fencing or other barrier or sufficient height and structural integrity to prevent entry and based upon the degree of control required.
 - Posting of “no trespassing” signs.
 - Providing on-site meetings with construction workers to inform them about the contaminants present, associated potential health risks, health and safety precautions including personal protective equipment use, security measures and reporting/contingency procedures.

Contaminated soils shall be hauled off the project site by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at a permitted hazardous waste disposal facility registered with the State of California. Any contaminated groundwater shall be subject to the requirements of the City's Industrial Waste Ordinance (Ord. No. 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the system.

If groundwater contamination is identified, the H&S Plan and SMP shall identify protocols for managing groundwater during construction to minimize worker and public exposure to contaminated groundwater. The protocols shall include procedures to prevent unacceptable migration of contamination from defined plumes during dewatering.

The H&S Plan shall include a requirement that construction personnel be trained to recognize potential hazards associated with underground features that could contain hazardous substances, previously unidentified contamination, or buried hazardous debris. Excavation personnel shall also be required to wash hands and face before eating, smoking, and drinking.

The H&S Plan shall include procedures for implementing a contingency plan, including appropriate notification and control procedures, in the event unanticipated subsurface hazards are discovered during construction. Control procedures shall include, but would not be limited to, investigation and removal of underground storage tanks or other hazards.

Hazardous Building Materials

Given the age of the existing building (constructed ca 1925) at the project site,²⁰ asbestos-containing building materials (ACBMs) are likely to present in the existing building. In addition, since the building was constructed prior to 1979, both interior and exterior paints could contain lead.

Asbestos

In general, asbestos can be present in building and heating system installation, vinyl sheet flooring and tile, exterior stucco, paint, window putty, roofing material and other building materials. The California Department of Toxic Substances Control (DTSC) considers these materials hazardous and their removal is required. Certain ACBMs can remain in place unless directly affected by the proposed construction project, such as roofing paint and coating material, mirror and ceiling tile coating material, and some vinyl floor tile. However, prior to demolition, building renovation, or construction activity, all potentially friable (subject to crumbling) ACBMs must be removed in accordance with local and state regulations, including requirements from the Bay Area Air Quality Management District (BAAQMD), California Occupational Safety and Health Administration (CAL OSHA), and California Department of Health Services (DHS). Non-friable ACBMs that could be disturbed by the proposed demolition and construction activities may be subject to these regulations.

Section 19827.5 of the *California Health and Safety Code*, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. The California legislature vests the BAAQMD with the authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and the BAAQMD is to be notified ten days in advance of any proposed demolition or abatement work. The notification must include the names and addresses of the operations and the names and addresses of persons responsible; location and description of the structure to be demolished/altered, including size, age, and prior use of the structure, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or asbestos abatement work; nature of the planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The BAAQMD randomly inspects asbestos removal operations. In addition, the BAAQMD will inspect any removal operation for which a complaint has been received. Any ACBM disturbance at the project site would be subject to the requirements of BAAQMD Regulation 11, Rule 2: Hazardous Materials - Asbestos Demolition, Renovation, and Manufacturing.

²⁰ Ver Planck Historic Preservation Consulting. *Historic Resource Evaluation, 1785 15th Street, San Francisco, CA*, January 30, 2012. This document is available for review as part of Case File No. 2012.0147E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

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

These regulations and procedures already established as part of the building permit review process would ensure that any potential impacts due to asbestos would be reduced to a less-than-significant level.

Lead-Based Paint

Work that could result in disturbance of lead paint must comply with Section 3425 of the *Building Code*, Work Practices for Exterior Lead-Based Paint on Pre-1979 Buildings and Steel Structures. Where there is any work that may disturb or remove lead paint on the exterior of any building, or the interior of occupied buildings built prior to or on December 31, 1978, Section 3425 requires specific notification and work standards and identifies prohibited work methods and penalties. Section 3425 applies to buildings or steel structures on which original construction was completed prior to 1979, which are assumed to have lead-based paint on their surfaces unless a certified lead inspector/assessor tests those surfaces for lead and determines it is not present according to the definitions of Section 3425.

The ordinance applies to residential buildings, hotels, and childcare centers. The ordinance contains performance standards at least as effective at protecting human health and the environment as those in the Department of Housing and Urban Development (HUD) Guidelines,²¹ and identifies prohibited practices that may not be used in disturbance or removal of lead paint. Any person performing work subject to the ordinance shall, to the maximum extent possible, protect the ground from contamination during exterior work, protect floors and other horizontal surfaces from work debris during interior work, and make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work. Clean-up standards require the removal of visible work debris, including the use of a High Efficiency Particulate Air Filter (HEPA) vacuum following interior work.

The ordinance also includes notification requirements, contents of notice, and requirements for project site signs. Prior to commencement of exterior work that disturbs or removes 100 or more gsf or 100 or more linear feet of lead-based paint in total, the responsible party must provide the Director of the DBI with a written notice that describes the following aspects of the work to be

²¹ Department of Housing and Urban Development (HUD). *Guidelines for Evaluation and Control of Lead-Based Paint Hazards in Housing*. Available online at http://portal.hud.gov/hudportal/HUD?src=/program_offices/healthy_homes/lbp/hudguidelines. Accessed February 6, 2013.

performed: (1) address and location of the proposed project; (2) the scope and specific location of the work; (3) whether the responsible party has reason to know or presume that lead-based paint is present; (4) the methods and tools for paint disturbance and/or removal; (5) the approximate age of the structure; (6) anticipated job start and completion dates for the work; (7) whether the building is residential or nonresidential; (8) whether it is owner-occupied or rental property; (9) the approximate number of dwelling units, if any; (10) the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and (11) the name, address, telephone number, and pager number of the party who will perform the work. Further notice requirements include the following: (1) a Post Sign notifying the public of restricted access to work area, (2) a Notice to Residential Occupants, (3) availability of pamphlet related to protection from lead in the home, and Early Commencement of Work [by Owner, Requested by Tenant], and (4) Notice of Lead Contaminated Dust or Soil, if applicable. The ordinance contains provisions regarding inspection and sampling for compliance by DBI and enforcement, and describes penalties for non-compliance with the requirements of the ordinance.

These regulations and procedures, already established as part of the review process for building permits, would ensure that potential impacts of the proposed project due to the presence of lead-based paint would be reduced to a less-than-significant level.

Polychlorinated Biphenyls

In addition to asbestos containing building materials and lead-based paint, buildings can contain other potentially hazardous building materials, including the potential presence of polychlorinated biphenyl (PCBs) in fluorescent light fixtures. Newer light fixtures would not contain PCB ballasts; however, confirmation would require individual inspection of each fixture, or accurate replacement records to determine their age. Fluorescent light bulbs are also regulated (for their disposal) because of their mercury content.

Inadvertent release of such materials during demolition work could expose construction workers, occupants, or visitors to these substances and could result in various adverse health effects if exposure were of sufficient quantity. Abatement or notification programs described above for asbestos and lead-based paint have not been adopted for PCB and mercury testing and cleanup; however, items containing other lead-containing or otherwise hazardous building materials or other toxic substances that are intended for disposal must be managed as hazardous waste and handled in accordance with CAL OSHA worker protection requirements. Nonetheless, potential impacts associated with encountering PCBs, mercury, lead, or other hazardous substances in building materials would be considered significant environmental impacts. Hazardous building materials sampling and abatement pursuant to existing federal, state, and local laws and regulations prior to demolition work, as described in **Mitigation Measure M-HZ-2b**, would reduce potential impacts associated with PCBs, mercury, lead, and other toxic building substances in structures to less-than-significant levels.

Mitigation Measure M-HZ-2b: Other Hazardous Building Materials (PCBs, Mercury, Lead, and Others)

The project sponsor shall ensure that pre-construction building surveys for PCB- and mercury-containing equipment, hydraulic oils, fluorescent lights, mercury and other potentially toxic building materials are performed prior to the start of any demolition or renovation activities. Any hazardous building materials discovered during surveys shall be abated according to federal, state, and local laws and regulations.

Impact HZ-3: The proposed project could emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. (Less than Significant with Mitigation)

The proposed project is within 1/4 mile of the existing Marshall Public Elementary School at 1575 15th Street. As previously mentioned, the project site may contain hazardous soils materials given the historic uses of the property, which include a metal grinding shop and auto repair shop during the 1960s. The potential exposure of the school population to these hazards would be a significant impact. Any hazardous materials that may be present at the project site would be handled and remediated, if necessary, in accordance with **Mitigation Measures M-HZ-2a and M-HZ-2b** as outlined above. These mitigation measures would reduce the project's impacts with respect to hazardous materials to a less-than-significant level. Thus, with the implementation of these mitigation measures, the potential for adverse impacts related to the handling of hazardous materials in proximity to schools would be less than significant.

Impact HZ-4: The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. (Less than Significant)

The implementation of the proposed project could add to congested traffic conditions in the immediate vicinity of the project site in the event of an emergency evacuation. However, the proposed project would be relatively insignificant in scale within the dense urban setting of the project site and it is expected that traffic would be dispersed within the existing street grid such that there would be no significant adverse effects on nearby traffic conditions. Therefore, the proposed project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan and this impact would be less than significant.

Impact HZ-5: The proposed project would not expose people or structures to a significant risk of loss, injury or death involving fires. (Less than Significant)

San Francisco ensures fire safety and emergency accessibility within new and existing developments through provisions of its Building and Fire Codes. The project would conform to these standards, which may include development of an emergency procedure manual and an exit drill plan for the proposed development. Potential fire hazards (including those associated with hydrant water pressure and blocking of emergency access points) would be addressed during the

permit review process. Conformance with these standards would ensure appropriate life safety protection. Consequently, the project would not have a significant impact on fire hazards.

Impact C-HZ-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the site vicinity, would not have a substantial cumulative impact with respect to hazards and hazardous materials. (Less than Significant)

Impacts from hazards are generally site-specific, and typically do not result in cumulative impacts. Any hazards present at surrounding sites would be subject to the same safety requirements discussed for the proposed project above. The proposed project would not contribute to any cumulatively considerable significant effects related to hazards and hazardous materials.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
2. 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed project would involve 1) demolition of the existing 18-foot-tall, single-story, 765-sf vacant, formerly industrial structure; and 2) construction of a 52-foot-tall, 5-story, 7,941-sf residential building consisting of 8 residential units, including 3 one-bedroom units and 5 two-bedroom units. As previously discussed, an initial analysis was conducted and found that, with the exception of hazardous materials, the proposed project would not result in any new, peculiar potentially significant environmental effects, or effects of greater severity than were already

analyzed and disclosed in the Eastern Neighborhoods FEIR. Due to the peculiar impact found concerning hazardous materials, this Focused Initial Study was prepared for this topic area only.

The foregoing analysis identifies a significant impact regarding hazardous materials, which would be mitigated to a less-than-significant level through the implementation of **Mitigation Measures M-HZ-2a** and **M-HZ-2b**, as set forth above. Therefore, the proposed project would not result in any new significant environmental impacts not already analyzed in the Eastern Neighborhoods FEIR.

F. MITIGATION MEASURES

The project sponsor has agreed to implement the following mitigation measures, which would reduce the project's significant impact to a less-than-significant level.

Mitigation Measure M-HZ-2a: Voluntary Remedial Action Program

Step 1: Soil Testing.

Prior to approval of a building permit for the project, the project sponsor shall hire a consultant to collect soil samples (borings) from areas on the site in which soil would be disturbed and test the soil samples for contamination. The project sponsor shall enter the San Francisco Voluntary Remedial Action Program (VRAP) under the San Francisco Department of Public Health Site Assessment and Mitigation Program (DPH SAM). The project sponsor shall submit a VRAP application and a fee of \$610 in the form of a check payable to the Site Assessment and Mitigation Program, Department of Public Health, 1390 Market Street, Suite 210, San Francisco, California 94102. The fee of \$610 shall cover three hours of soil testing report review and administrative handling. If additional review is necessary, DPH shall bill the project sponsor for each additional hour of review over the first three hours, at a rate of \$203 per hour. These fees shall be charged pursuant to Section 31.47(c) of the San Francisco Administrative Code.

The consultant shall submit a work plan to DPH for review and concurrence prior to performing the soil sampling. The work plan shall describe standard environmental protocols, list the planned analyses, proposed sample locations, and sample depths. Proposed analyses shall include Total Petroleum Hydrocarbons as motor oil (TPHmo), diesel (TPHd), Total Petroleum Hydrocarbons as gasoline (TPHg), volatile organic compounds and metals. The work plan shall include a site plan figure showing proposed boring locations. A description of the estimated lateral and vertical extent of planned earthwork or excavation shall be submitted to DPH SAM.

The consultant shall analyze the soil borings as discrete, not composite samples. The consultant shall prepare a report on the soil testing that includes the testing methodology, results of the soil testing, a map that shows the locations of stockpiled soils from which the consultant collected the soil samples, and a comparison of the concentrations detected with the state and federal minimum standards, if applicable. The project sponsor shall submit the report on the soil testing

to DPH SAM for review and concurrence. DPH SAM shall review the soil testing program to determine whether soils on the project site are contaminated with lead or petroleum hydrocarbons at or above potentially hazardous levels.

Should an underground storage tank (UST) be encountered, work shall be suspended and the owner notified. The site owner or their representative shall notify DPH SAM of the situation and of the proposed response actions. The UST shall be removed under permit with the San Francisco Department of Public Health – Hazardous Materials and Waste Program (HMWP) and the San Francisco Fire Department. DPH SAM shall be sent a copy of permits and tank closure reports prepared for HMWP or the Fire Department.

Step 2: Preparation of Site Mitigation Plan.

If contamination is detected, a Site Mitigation Plan (SMP) may be required by DPH SAM. If required, the project sponsor shall prepare the SMP prior to commencement of demolition or construction work. The SMP shall include a discussion of the level of contamination of soils on the project site and mitigation measures for managing contaminated soils on the site, including, but not limited to: 1) the alternatives for managing contaminated soils on the site (e.g., encapsulation/capping, partial or complete removal, treatment, recycling for reuse, or a combination); 2) the preferred alternative for managing contaminated soils on the site and a brief justification; and 3) the specific practices to be used to handle, haul, and dispose of contaminated soils on the site. The SMP shall be submitted to DPH SAM for review and approval at least four weeks prior to beginning demolition and construction work. A copy of the SMP shall be submitted to the Planning Department to for its records of this project. Additionally, DPH SAM may require confirmatory samples for the project site.

Step 3: Handling, Hauling, and Disposal of Contaminated Soils.

If, based on the results of the soil tests conducted, DPH SAM determines that the soils on the project site are contaminated at or above potentially hazardous levels, any contaminated soils designated as hazardous waste and required by DPH SAM to be excavated shall be removed by a qualified Removal Contractor and disposed of at a regulated Class I hazardous waste landfill in accordance with California and U.S. Environmental Protection Agency regulations, as stipulated in the SMP. The construction contractor shall be alert for the presence of such soils during excavation and other construction activities on the site (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by local, state, and federal regulations) when such soils are encountered on the site. The Removal Contractor shall obtain, complete, and sign hazardous waste manifests to accompany the soils to the disposal site. Other excavated soils shall be disposed of in an appropriate landfill, as governed by applicable laws and regulations, or other appropriate actions shall be taken in coordination with DPH SAM. A description of SMP implementation and copies of all documents related to soil profiling, transportation and disposal shall be submitted to DPH SAM in a final report.

If excavated materials contain over one percent friable asbestos, they shall be treated as hazardous waste, and shall be transported and disposed of in accordance with applicable state

and federal regulations. These procedures are intended to mitigate any potential health risks related to chrysotile asbestos, which may or may not be located on the site.

A Site Health and Safety (H&S) Plan shall be required by the California Division of Occupational Safety and Health (Cal-OSHA) and a description of dust control measures shall be submitted to DPH SAM prior to initiating any earth-moving activities at the site. The H&S Plan, dust control measures and SMP shall identify protocols for managing soils during construction to minimize worker and public exposure to contaminated soils. The protocols shall include at a minimum:

- Sweeping of adjacent public streets daily (with water sweepers) if any visible soil material is carried onto the streets.
- Characterization of excavated native soils proposed for use on site prior to placement to confirm that the soil meets appropriate standards.
- The dust controls specified in the Construction Dust Control Ordinance (176-08). This includes dust control during excavation and truck loading shall include misting of the area prior to excavation, misting soils while loading onto trucks, stopping all excavation work should winds exceed 25 mph, and limiting vehicle speeds onsite to 15mph.
- Protocols for managing stockpiled and excavated soils. Where soils are stockpiled, visqueen shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather. If necessary, clean fill or other suitable material(s) shall be used to bring portions of the project site, where contaminated soils have been excavated and removed, up to construction grade.
- The H&S Plan shall identify site access controls to be implemented from the time of surface disruption through the completion of earthwork construction. The protocols shall include at a minimum.
 - Appropriate site security to prevent unauthorized pedestrian/vehicular entry, such as fencing or other barrier or sufficient height and structural integrity to prevent entry and based upon the degree of control required.
 - Posting of “no trespassing” signs.
 - Providing on-site meetings with construction workers to inform them about the contaminants present, associated potential health risks, health and safety precautions including personal protective equipment use, security measures and reporting/contingency procedures.

Contaminated soils shall be hauled off the project site by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at a permitted hazardous waste disposal facility

registered with the State of California. Any contaminated groundwater shall be subject to the requirements of the City's Industrial Waste Ordinance (Ord. No. 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the system.

If groundwater contamination is identified, the H&S Plan and SMP shall identify protocols for managing groundwater during construction to minimize worker and public exposure to contaminated groundwater. The protocols shall include procedures to prevent unacceptable migration of contamination from defined plumes during dewatering.

The H&S Plan shall include a requirement that construction personnel be trained to recognize potential hazards associated with underground features that could contain hazardous substances, previously unidentified contamination, or buried hazardous debris. Excavation personnel shall also be required to wash hands and face before eating, smoking, and drinking.

The H&S Plan shall include procedures for implementing a contingency plan, including appropriate notification and control procedures, in the event unanticipated subsurface hazards are discovered during construction. Control procedures shall include, but would not be limited to, investigation and removal of underground storage tanks or other hazards.

Mitigation Measure M-HZ-2b: Other Hazardous Building Materials (PCBs, Mercury, Lead, and Others)

The project sponsor shall ensure that pre-construction building surveys for PCB- and mercury-containing equipment, hydraulic oils, fluorescent lights, mercury and other potentially toxic building materials are performed prior to the start of any demolition or renovation activities. Any hazardous building materials discovered during surveys shall be abated according to federal, state, and local laws and regulations.

G. PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on August 10, 2013 to owners of properties within 300 feet of the project site and adjacent occupants. No concerns or issues related to the proposed project were submitted.

H. DETERMINATION

On the basis of this Initial Study:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.



Sarah B. Jones

Acting Environmental Review Officer
for

John Rahaim
Director of Planning

DATE 5/1/2013



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

Case No.: 2012.0147E
 Project Title: 1785 15th Street
 Zoning: RTO-M (Residential, Transit-Oriented - Mission Neighborhood) District
 55-X Height and Bulk District
 Block/Lot: 3555/036
 Lot Size: 2,883 square feet
 Plan Area: Mission Subarea of the Eastern Neighborhoods Area Plan
 Staff Contact: Kei Zushi – (415) 575-9036
kei.zushi@sfgov.org

1650 Mission St.
 Suite 400
 San Francisco,
 CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
 Information:
415.558.6377

PROJECT DESCRIPTION:

The proposed project would involve: 1) demolition of an existing 18-foot-tall, single-story, 765-square-foot (sf) vacant, formerly industrial structure^{1,2,3}; and 2) construction of a 52-foot-tall, 5-story, 7,941-sf residential building consisting of 8 residential units (3 one-bedroom units and 5 two-bedroom units).

EXEMPT STATUS:

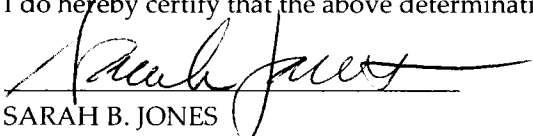
Exempt per Section 15183 of the California Environmental Quality Act (CEQA) Guidelines and California Public Resources Code Section 21083.3

REMARKS:

See next page.

DETERMINATION:

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


 SARAH B. JONES

5/1/2013
 Date

Acting Environmental Review Officer

cc: Toby Morris, Project Contact
 Erika Jackson, Neighborhood Planning Division
 Virna Byrd, M.D.F.

Supervisor Scott Wiener, District 8
 Exemption/Exclusion File

¹ Based on an email from Robert Huang at Kerman Morris Architects sent to Erika Jackson and Kei Zushi, staff planners, on January 3, 2013, the former use of the existing structure at the project site is an industrial warehouse (saw sharpening).
² The Environmental Evaluation Application (EEA) for this project states that the existing use of the project site is residential use. The Planning Department Current Planning Division has determined the existing use of the project site is industrial.
³ Based on an email from Edward "Toby" Morris, Kerman/Morris Architects, Project Sponsor, sent to Kei Zushi, staff planner, on April 19, 2013, a 6-foot-tall, single-story, 134-sf metal storage shed located in the rear yard was demolished by squatters who were in the main structure on the project site at the end of 2012.

PROJECT DESCRIPTION:

The 2,883-square-foot (sf) project site is located on the south side of 15th Street between Guerrero Street to the west and Albion Street to the east in San Francisco's Mission District. No parking is proposed as part of this project. The project would include approximately 670 sf of common open space (to be shared by 5 units) at the ground level and three private decks, totaling 745 sf in size.⁴ The Planning Department's Environmental Planning Division has determined that the existing structure and the shed that was demolished in December 2012 are not considered historical resources under the California Environmental Quality Act (CEQA).⁵ The project site is located in the northwestern portion of the Mission Area Plan, which is one of the area plans adopted through the Eastern Neighborhoods Area Plan.

REMARKS:

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 1785 15th Street residential project described above, and incorporates by reference information contained within the Eastern Neighborhoods Rezoning and Area Plans Final EIR ("Eastern Neighborhoods FEIR") (Case No. 2004.0160E; State Clearinghouse No. 2005032048). Project-specific studies summarized in this determination were prepared for the proposed project at 1785 15th Street to determine if there would be significant impacts attributable to the proposed project.

With the exception of hazards and hazardous materials, 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

⁴ Jennifer Liu, Kerman/Morris Architects, Project Sponsor. *Email to Kei Zushi, San Francisco Planning Department, 1785 15th Street, February 15, 2013.* This email is available for review as part of Case File No. 2012.0147E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

⁵ This analysis is summarized from emails (Doug Vu, Preservation Planner, to Kei Zushi, Environmental Planner, August 3, 2012), which are available for review as part of Case No. 2012.0147E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

and disclosed in the Eastern Neighborhoods FEIR.⁶ This determination also identifies mitigation measures contained in the Eastern Neighborhoods FEIR that would be applicable to the proposed project at 1785 15th Street. Relevant information pertaining to prior environmental review conducted for the Eastern Neighborhoods Rezoning and Area Plans is included below, as well as an evaluation of potential environmental effects. A Focused Initial Study/ Mitigated Negative Declaration was also prepared for the proposed project to cover a significant project-specific, peculiar impact regarding hazards and hazardous materials. Additional mitigation measures, not included in the Eastern Neighborhoods FEIR, are described in the Focused Initial Study/ Mitigated Negative Declaration.

Background

After several years of analysis, community outreach, and public review, the Eastern Neighborhoods FEIR was adopted in December 2008. The Eastern Neighborhoods FEIR was adopted in part to support housing development in some areas previously zoned to allow industrial uses, while preserving an adequate supply of space for existing and future production, distribution, and repair (PDR) employment and businesses. The Eastern Neighborhoods FEIR also included changes to existing height and bulk districts in some areas, including the project site at 1785 15th Street.

During the Eastern Neighborhoods adoption phase, the Planning Commission held public hearings to consider the various aspects of the proposed area plans, and Planning Code and Zoning Map amendments. On August 7, 2008, the Planning Commission certified the Eastern Neighborhoods FEIR by Motion 17659 and adopted the Preferred Project for final recommendation to the Board of Supervisors.^{7,8}

In December 2008, after further public hearings, the Board of Supervisors approved and the Mayor signed the Eastern Neighborhoods Rezoning and Planning Code amendments. New zoning districts include districts that would permit PDR uses in combination with commercial uses; districts mixing residential and commercial uses and residential and PDR uses; and new residential-only districts. The districts replaced existing industrial, commercial, residential single-use, and mixed-use districts.

The Eastern Neighborhoods FEIR is a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the Eastern Neighborhoods Rezoning and Area Plans, as well as the potential impacts under several proposed alternative scenarios. The Eastern Neighborhoods Draft EIR evaluated three rezoning alternatives, two community-proposed alternatives which focused largely on the Mission District, and a “No Project” alternative. The alternative selected, or the Preferred Project, represents a combination of Options B and C. The Planning Commission adopted the Preferred Project after fully considering the environmental effects of the Preferred Project and the various scenarios discussed in the FEIR.

⁶ San Francisco Planning Department. *Focused Initial Study, 1785 15th Street*, May 1, 2013. A copy of this document is available for review as part of Case File No. 2012.0147E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

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

⁸ San Francisco Planning Department. *San Francisco Planning Commission Motion 17659*, August 7, 2008. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=1268>, accessed August 17, 2012.

A major issue of discussion 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. Among other topics, the Eastern Neighborhoods FEIR assesses the significance of the cumulative land use effects of the rezoning by analyzing its effects on the City's ability to meet its future PDR space needs as well as its ability to meet its housing needs as expressed in the City's General Plan.

The project site, as a result of the Eastern Neighborhoods rezoning process, has been rezoned to RTO-M (Residential, Transit-Oriented - Mission Neighborhood) Use District. The RTO-M Use District is intended to protect and enhance areas characterized by a mixture of houses and apartment buildings and to encourage transitional development patterns. The proposed project and its relation to PDR land supply and cumulative land use effects is discussed further in this determination on page 5, under Land Use. The 1785 15th Street site, which is located in the Mission District of the Eastern Neighborhoods, was designated and envisioned as a site with building up to 55 feet in height.

Individual projects that could occur in the future under the Eastern Neighborhoods Rezoning and Area Plans will undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development and to assess whether additional environmental review would be required. With the exception of hazards and hazardous materials, this determination concludes that the proposed residential project at 1785 15th Street is consistent with and was encompassed within the analysis in the Eastern Neighborhoods FEIR. This determination also finds, with the exception of hazards and hazardous materials, that the Eastern Neighborhoods FEIR adequately anticipated and described the impacts of the proposed 1785 15th Street project, and identified the mitigation measures applicable to the 1785 15th Street project. The proposed project is also consistent with the zoning controls for the project site. Therefore, with the exception of hazards and hazardous materials, no further CEQA evaluation for the 1785 15th Street project is required. In sum, the Eastern Neighborhoods FEIR, this Certificate of Exemption, and Focused Initial Study/Mitigated Negative Declaration for the proposed project comprise the full and complete CEQA evaluation necessary for the proposed project.

Potential Environmental Effects

The Eastern Neighborhoods FEIR included analyses of environmental issues including: 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; 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 1785 15th Street project 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 project analyzed in the Eastern Neighborhoods FEIR considered the incremental impacts of the proposed 1785 15th Street project. As a result, the proposed project, with the exception of hazards and hazardous materials, would not result in any new or substantially more severe impacts than were identified in the Eastern Neighborhoods FEIR. Topics for which the FEIR identified a significant program-level impact are addressed in this Certification of Determination while project

impacts for all other topics are discussed in the Community Plan Exemption Checklist.⁹ With the exception of hazards and hazardous materials, the following discussion demonstrates that the 1785 15th Street project would not result in significant impacts beyond those analyzed in the Eastern Neighborhoods FEIR, including project-specific impacts related to land use, archeological resources, historic architectural resources, transportation, noise, air quality, and shadow. The FEIR did not include a discussion of greenhouse gas emissions, mineral and energy resources or agricultural and forest resources, so these topics are also considered in the Community Plan Exemption Checklist.¹⁰

Land Use

The Eastern Neighborhoods Rezoning and Area Plans rezoned much of the City's industrially-zoned land in the Mission, Central Waterfront, East South of Market and Showplace Square/Potrero Hill neighborhoods. The four main goals that guided the Eastern Neighborhoods planning process were to reflect local values, increase housing, maintain some industrial land supply, and improve the quality of all existing areas with future development. The re-zoning applied new residential and mixed-used zoning districts to parts of the Eastern Neighborhoods currently zoned for industrial, warehousing, and commercial service use.

The Eastern Neighborhoods FEIR notes that three land use options were evaluated and under each of these options the zoning designation of the subject property was proposed to remain as RH-3 (Residential, House, Three-Family) District. Following publication of the Draft EIR, continued refinements to the proposed zoning and height maps occurred in early 2008. During the refinement process, the subject property was proposed to be zoned RTO-M (Residential, Transit-Oriented - Mission Neighborhood) District in which off-street parking for residential uses would not be required.^{11,12}

The proposed project would replace an existing vacant, formerly industrial structure with a 52-foot-tall building. The proposed building is consistent with the height and bulk controls and the proposed residential use is permitted within the RTO-M zoning controls. Further, the project is proposed on an infill site, and would not substantially impact upon the existing character of the vicinity and would not physically divide an established community.

The Eastern Neighborhoods FEIR identified an unavoidable significant land use impact due to the cumulative loss of PDR. The proposed project would contribute to this impact because the project would preclude an opportunity for PDR; however, the incremental loss in PDR opportunity is not considerable due to the size of the project site. As a result, the project would not result in a significant effect with regard to land use, either individually or cumulatively.

⁹ San Francisco Planning Department, Community Plan Exemption Checklist, 1785 15th Street, May 1, 2013. This document is available for review as part of Case File No. 2012.0147E at 1650 Mission Street, Suite 400, San Francisco, CA.

¹⁰ San Francisco Planning Department, Community Plan Exemption Checklist, 1785 15th Street, May 1, 2013. This document is available for review as part of Case File No. 2012.0147E at 1650 Mission Street, Suite 400, San Francisco, CA.

¹¹ City and County of San Francisco. *Eastern Neighborhoods Rezoning and Area Plans Final EIR, Chapter VIII Comments and Responses, Pages C&R-5 through C&R-11*. This document is on file and available for review as part of Case File No. 2004.0160E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

¹² City and County of San Francisco. *Eastern Neighborhoods Rezoning and Area Plans Final EIR, Chapter VIII Comments and Responses, Figure C&R-1, Proposed Use Districts in Preferred Project*. This document is on file and available for review as part of Case File No. 2004.0160E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

In addition, Citywide Planning and Current Planning have both determined that the proposed project is consistent with the Eastern Neighborhoods FEIR and satisfies the requirements of the General Plan.^{13,14} Therefore, the project is eligible for a Community Plan Exemption.

Archeological Resources

Potential archeological impacts were identified in the Eastern Neighborhoods Rezoning and Area Plans FEIR. An Environmental Planning Preliminary Archeological Review Checklist was prepared for the proposed project and is summarized here.¹⁵ The project site was probably first developed between the late 1880s and the end of the 1890s with a three-story wood-frame residential building containing three flats (1783, 1785, and 1787 15th Street). No effort has been made to determine the demographic characteristics (such as country of origin, ethnicity, race, religious affiliation, occupation, etc.) of the occupants of the building during the end of the 1890s and early 1900s. The project site is located in the area south of the former alignment of Mission Creek and to the west and northwest of the location of the former Laguna de los Dolores wetlands. Still groundwater is relatively high in this location according to the geotechnical investigation report¹⁶ prepared for this project. Underneath the relatively shallow fill deposit at a depth of 3 to 4 feet below ground surface (bgs) are medium dense native silty sand deposits which most likely represent the historic land surface.

There is no archeological documentation specifically for the proposed project. The project site is outside any Hispanic Period Archeological Sensitivity Zone within the EP Hispanic Period Archeo GIS layer. The project site is, however, approximately 100 feet away from Zone 4 which contains a number of features associated with the last mission including the neophyte adobe rancheria and a number of adobe structures that were re-adapted for residential use in the late 1830s and 1840s. To the south is the HPAS 1, which is the conjectured and yet undocumented location of first and second missions. Also, a prehistoric midden site, CA-SFR-19 is recorded a little over one block to the northeast of the project site and redeposited prehistoric human remains of several individuals were discovered near 15th and Valencia Streets. It is known on ethnohistoric grounds that the Ohlone "Chutchui" was located in the vicinity of the project, and it is possible that SFR-16 corresponds to the site of Chutchui.¹⁷

¹³ Adam Varat, San Francisco Planning Department. *Community Plan Exemption Eligibility Determination, Citywide Planning, 1785 15th Street*, August 10, 2012. This document is on file and available for review as part of Case File No. 2012.0147E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

¹⁴ Jeff Joslin, San Francisco Planning Department. *Community Plan Exemption Eligibility Determination, Current Planning, 1785 15th Street*, March 27, 2013. This document is on file and available for review as part of Case File No. 2012.0147E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

¹⁵ Randall Dean, San Francisco Planning Department. *Environmental Planning Preliminary Archeological Review: Checklist, 1785 15th Street*, December 17, 2012. This document is available for review as part of Case File No. 2012.0147E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

¹⁶ P. Whitehead and Associates Consulting Engineers. *Geotechnical Report, 1785 15th Street, Block 3555 Lot 036, San Francisco, California*, December 8, 2011. This report is available for review as part of Case File No. 2012.0147E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

¹⁷ Randall Dean, San Francisco Planning Department. *Environmental Planning Preliminary Archeological Review: Checklist, 1785 15th Street*, December 17, 2012. This document is available for review as part of Case File No. 2012.0147E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

The project site is located within an area subject to Mitigation Measure J-3 of the Eastern Neighborhoods FEIR, which requires archeological review by the Planning Department Archeologist for any project resulting in soils disturbance of 2.5 feet bgs or greater because of the sensitivity of the area for Hispanic period archeological resources. Based on the information above and scope of the proposed project, the Planning Department's archeologist has determined that the project would be subject to the Department's archeological accidental discovery mitigation measure as outlined below. Implementation of the following mitigation measure would reduce the project's impacts on archeological resources to a less-than-significant level.

Project Mitigation Measure 1 – Archeological Resources (Mitigation Measure J-3 of the Eastern Neighborhoods FEIR)

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 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 an archaeological consultant from the pool of qualified archaeological consultants maintained by the Planning Department archaeologist. 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 (EP) 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 one bound copy, one unbound copy and one unlocked, searchable PDF copy on CD 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.

The project sponsor has agreed to implement Project Mitigation Measure 1 as outlined above. With implementation of the above mitigation measure, the project would not result in a significant effect with regard to archeological resources, either individually or cumulatively.

Historic Architectural Resources

The Eastern Neighborhoods FEIR anticipated that program implementation may result in demolition or significant alteration 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.

The 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). This mitigation measure is no longer applicable, because the Inner Mission North Historic Resource Survey was completed and adopted by the Historic Preservation Commission on June 1, 2011.¹⁸ *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 to the proposed project because the project site is not located within the South End or Dogpatch Historic Districts.

The Planning Department's Environmental Planning Division has determined that the existing structure and the shed that was demolished in December 2012 are not considered an historical resource under CEQA based on an Historic Resource Evaluation (HRE) prepared for the project site. The HRE concludes

¹⁸ Richard Sucre, San Francisco Planning Department. *Email to Doug Vu and Kei Zushi, San Francisco Planning Department, Inner Mission North Historic Resource Survey*, April 30, 2013. This email is available for review as part of Case File No. 2012.0147E at 1650 Mission Street, Suite 400, San Francisco, CA.

that the existing structure as it stands today has a utilitarian appearance with minimal ornamentation and that any semblance of the property's industrial history was removed.^{19,20} In addition, the project site was evaluated as part of the Inner Mission North Survey and was determined not to be an eligible individual resource. Furthermore, the project site is not located within an identified historic district, and the proposed project would not result in any adverse effects on off-site historical architectural resources. As such, no historic preservation review is required for the proposed project.²¹ As a result, the proposed project would not result in significant effects with respect to historic architectural resources, either individually or cumulatively.

Transportation

Trip generation of the proposed project was calculated using information in the *2002 Transportation Impacts Analysis Guidelines for Environmental Review* (SF Guidelines) developed by the San Francisco Planning Department.²² The proposed project would generate about 73 person trips (inbound and outbound) on a weekday daily basis, consisting of 20 person trips by auto, 39 transit trips, 5 walk trips and 8 trips by other modes. During the p.m. peak hour, the proposed project would generate an estimated 3 vehicle trips (accounting for vehicle occupancy data for this Census Tract).

The estimated 3 new p.m. peak hour vehicle trips would travel through the intersections surrounding the project block. Intersection operating conditions are characterized by the concept of Level of Service (LOS), which ranges from A to F and provides a description of an intersection's performance based on traffic volumes, intersection capacity, and vehicle delays. LOS A represents free flow conditions, with little or no delay, while LOS F represents congested conditions, with extremely long delays; LOS D (moderately high delays) is considered the lowest acceptable level in San Francisco. Given that the proposed project would add approximately 3 p.m. peak hour vehicle trips to surrounding intersections, it is not anticipated that the proposed project would substantially increase traffic volumes at these or other nearby intersections, nor substantially increase average delay that would cause these intersections to deteriorate to unacceptable levels of service.

The proposed project is located in the Mission Subarea of the Eastern Neighborhoods. The Eastern Neighborhoods FEIR evaluated three land use options, and analyzed the following three conditions: baseline, 2025 project options, and 2025 no project option. The intersections located near the project site (within approximately 500 to 1,000 feet) that were analyzed in the Eastern Neighborhoods FEIR include the following three intersections: Guerrero Street/16th Street; Valencia Street/15th Street; and Valencia Street/16th Street. With the implementation of the Eastern Neighborhoods Rezoning and Area Plans, the Guerrero Street/16th Street intersection is anticipated to change from LOS C to LOS D under 2025

¹⁹ Emails from Doug Vu, Preservation Planner, to Kei Zushi, Environmental Planner, August 3, 2012. These emails are available for review as part of Case File No. 2012.0147E at 1650 Mission Street, Suite 400, San Francisco, CA.

²⁰ Ver Planck Historic Preservation Consulting. *Historic Resource Evaluation (HRE)*, 1785 15th Street, San Francisco, CA, January 30, 2012. This document is on file and available for review as part of Case File No. 2012.0147E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

²¹ Tina Tam, San Francisco Planning Department. *Email to Kei Zushi, San Francisco Planning Department, 1785 15th Street*, September 7, 2012. This email is available for review as part of Case File No. 2012.0147E at 1650 Mission Street, Suite 400, San Francisco, CA.

²² Kei Zushi, San Francisco Planning Department. *Transportation Calculations for 1785 15th Street*, August 17, 2012. These calculations are available for review as part of Case File No. 2012.0147E at 1650 Mission Street, Suite 400, San Francisco, CA.

weekday p.m. peak hour conditions under all three Plan options as well as under the 2025 No Project option. The Valencia Street/16th Street intersection is anticipated to change from LOS B to LOS C under 2025 weekday p.m. peak hour conditions under all three Plan options as well as under the 2025 No Project option. The Valencia Street/15th Street intersection is anticipated to change from LOS B to LOS C under 2025 weekday p.m. peak hour conditions under all three Plan options, and remain as LOS B under the 2025 No Project option. Therefore, the FEIR concluded that the implementation of the Eastern Neighborhoods Rezoning and Area Plans would not result in a significant impact on the above intersections.

The nearest Mission Subarea intersection for which the Eastern Neighborhoods FEIR identified a significant impact under 2025 weekday p.m. peak hour was the South Van Ness Avenue/Howard Street/13th Street intersection (approximately 2,800 feet from the project site) which operated at LOS E under existing (baseline) conditions and would deteriorate to LOS F under 2025 weekday p.m. peak hour operating conditions under Plan Options B and C, and would remain as LOS E under 2025 weekday p.m. peak hour operating conditions under Plan Option A and under the 2025 No Project option. It is likely that these conditions would occur with or without the proposed project, and the proposed project's contribution of 3 p.m. peak hour vehicle trips would not be substantial proportion of the overall traffic volume or the new vehicle trips generated by the Eastern Neighborhoods Rezoning and Area Plans.

In the Eastern Neighborhoods FEIR, specific mitigation measures were not proposed for the South Van Ness Avenue/Howard Street/13th Street intersection and a Statement of Overriding Considerations related to the significant and unavoidable cumulative (2025) traffic impacts was adopted as part of the FEIR Certification and the Eastern Neighborhoods Rezoning and Area Plans approval on January 19, 2009. Since the proposed project would not contribute considerably to 2025 Cumulative conditions, it would therefore, not have any significant cumulative traffic impacts.

Transit

As indicated above, the proposed project is estimated to add 39 daily transit person trips, 7 of which are estimated to occur in the p.m. peak hour. The project site is served by several local and regional transit lines including Muni lines 14, 14L, 22, 26, 33, 49, and 53, and therefore the additional p.m. peak hour trips would likely be accommodated on existing routes, and would result in a less-than-significant effect on transit services. Transit trips to and from the proposed project would utilize the nearby Muni lines, and would transfer to and from other Muni lines. The addition of 7 p.m. peak hour transit trips would increase Muni ridership, however, this net increase would not be substantial as existing transit lines have the capacity to accommodate these new trips. Additionally, the proposed project would not substantially interfere with any nearby transit routes. Therefore, the project would have a less-than-significant impact on transit services.

The Eastern Neighborhoods FEIR identified significant and unavoidable cumulative impacts relating to increases in transit ridership. Several mitigation measures were included to address these impacts, which included installation of traffic signals at several intersections; intelligent traffic management; strategies to enhance availability and use of funding; additional and enhanced Muni service; transit priority on certain streets; improvement of transportation demand management; establishment of a coordinated planning process to link land use planning and development in the Eastern Neighborhoods to transit and other

alternative transportation mode planning in the eastern portion of the City. Even with mitigation, however, the cumulative impacts with respect to the following seven Muni lines, 9-San Bruno, 22-Fillmore, 26-Valencia, 27 Bryant, 33-Stanyan, 48-Quintara, and 49-Van Ness/ Mission, were found to be significant and unavoidable and a Statement of Overriding Considerations with findings was adopted as part of the Eastern Neighborhoods Rezoning and Area Plans approval on January 19, 2009. The proposed project would not conflict with the implementation of these mitigation measures, and it is likely that the significant and unavoidable cumulative transit conditions would occur with or without the proposed project. The proposed project's contribution of 7 p.m. peak hour transit trips would not be a substantial proportion of the overall transit volume generated by Eastern Neighborhoods Rezoning and Area Plans. Since the proposed project would not contribute considerably to the 2025 Cumulative conditions, it would therefore not have a significant cumulative transit impact.

Loading

Based on the *SF Guidelines*, the proposed project would generate an average loading demand of 0.01 truck-trips per hour. *Planning Code* Section 152.1 requires no off-street loading for residential development less than 100,000 sf in gross floor area. Therefore, no off-street loading spaces would be required for the proposed project, which would include 7,941 sf of residential use. The proposed project would avoid the potential for impacts to adjacent roadways due to loading activities by limiting all long-term and construction loading/staging operations to the existing on-street parking area along 15th Street. Vehicles performing move in/move out activities would be able to obtain temporary parking permits for loading and unloading operations on 15th Street.²³

Pedestrian and Bicycle Conditions

The proposed project would generate approximately 1 p.m. peak-hour pedestrian trip. The proposed project would not cause a substantial amount of pedestrian and vehicle conflicts, as there are adequate sidewalk and crosswalk widths in the project site vicinity and the project would not add any new curb cuts. Pedestrian activity would increase as a result of the project, but not to a degree that could not be accommodated on local sidewalks or would result in safety concerns.

There are no existing or proposed bike lanes along the project site frontage on 15th Street. In the vicinity of the project site, there are two Citywide Bicycle Routes. Valencia Street comprises a portion of Bicycle Route #45 (Class II), and 14th Street a portion of Bicycle Route #30 (Class II). Bicycle traffic is heavier on Valencia Street than on surrounding streets. Although the proposed project would result in an increase in the number of vehicles in the project vicinity, this increase would not substantially affect bicycle travel in the area.

The recently amended *Planning Code* Section 155.5 (Board of Supervisors Ordinance No. 129-06) requires that residential projects of 50 dwelling units or less provide one bicycle space for every 2 dwelling units. The proposed project would include eight dwelling units and thus would be required to provide four bicycle parking spaces. Five vertical mounted lockable bike racks would be installed on the ground floor

²³ Edward "Toby" Morris, Kerman Morris Architects, Project Sponsor. *Email to Kei Zushi, San Francisco Planning Department, Loading: 1785 15th Street*, November 29, 2012. This document is available for review as part of Case File No. 2012.0147E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

of the proposed building. In conclusion, the proposed project would not substantially increase pedestrian and bicycle hazards.

Parking

The project site currently contains a vacant, formerly industrial structure. The proposed project would not be required to provide off-street parking spaces pursuant to Planning Code Section 151.1, and no parking space is proposed as part of this project. Based on the methodology presented in the 2002 *Transportation Guidelines*, on an average weekday, the demand for parking would be 11 spaces. Thus, the project would have an unmet parking demand of 11 spaces. While no off-street parking spaces are proposed as part of this project, the resulting parking deficit is considered to be a less-than-significant impact, regardless of the availability of on-street parking under existing conditions.

San Francisco does not consider parking supply as part of the permanent physical environment, and therefore does not consider changes in parking conditions to be environmental impacts as defined by CEQA. However, this report presents a parking analysis to inform the public and the decision makers as to the parking conditions that could occur as a result of implementing the proposed project. Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact. (CEQA Guidelines § 15131(a).) The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's "Transit First" policy. The City's Transit First Policy, established in the City's Charter Section 16.102 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation." The project area is well-served by local public transit (Muni lines 14, 14L, 22, 26, 33, 49, and 53) and bicycle routes (Routes 30 and 45), which provide alternatives to auto travel. Therefore, an increase in parking demand resulting from a proposed project that cannot be met by existing or proposed parking facilities would not be considered a significant effect.

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area.

Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, reasonably address potential secondary effects.

In summary, the project would not result in a significant effect with regard to transportation, either individually or cumulatively.

Noise

The Eastern Neighborhoods FEIR noted that the implementation of Eastern Neighborhoods Rezoning and Area Plans would potentially expose some new residential units and other noise sensitive uses in the project area to higher-than-desirable noise levels. In addition, the Eastern Neighborhoods FEIR noted that Eastern Neighborhoods Rezoning and Area Plans would indirectly generate traffic that would incrementally increase traffic-generated noise levels on some streets in the project area. However, with the implementation of Mitigation Measures F-3 through F-6 included in the Eastern Neighborhoods FEIR, it was concluded that these impacts would be reduced to a less-than-significant level.

The Eastern Neighborhoods FEIR Mitigation Measures F-1 and F-2, which require noise controls on the use of pile driving equipment and other construction equipment, would not be applicable to the proposed project because project construction would not involve pile driving and would not create noise levels that could substantially affect any nearby sensitive receptors, including residences, hospitals, nursing homes, senior citizen centers, schools, churches, and libraries.²⁴

Ambient noise levels in the vicinity of the project site are typical of noise levels in neighborhoods in San Francisco, which are dominated by vehicular traffic, including trucks, cars, Muni buses, emergency vehicles, and land use activities, such as commercial businesses and periodic temporary construction-related noise from nearby development, or street maintenance. Noises generated by residential and commercial uses are common and generally accepted in urban areas. The noise generated by the occupants of the proposed project would not be considered a significant impact of the proposed project. An approximate doubling of traffic volumes in the area would be necessary to produce an increase in ambient noise levels noticeable to most people. The project would not cause a doubling in traffic volumes, and therefore would not cause a noticeable increase in the ambient noise level in the project vicinity.

The *San Francisco General Plan* noise guidelines indicate that any new residential development in areas with noise levels above 60 dBA²⁵ should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features are included in the design. In areas where noise levels exceed 65 dBA, a detailed analysis of noise reduction requirements must be done and needed

²⁴ Edward "Toby" Morris, Kerman Morris Architects, Project Sponsor. *Email to Kei Zushi, San Francisco Planning Department, Construction: 1785 15th Street*, November 29, 2012. This document is available for review as part of Case File No. 2012.0147E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

²⁵ The dBA, or A-weighted decibel, refers to a scale of noise measurement that approximates the range of sensitivity of the human ear to sounds of different frequencies. On this scale, the normal range of human hearing extends from about 0 dBA to about 140 dBA. A 10-dBA increase in the level of a continuous noise represents a perceived doubling of loudness.

noise insulation features included in the design. According to the Eastern Neighborhoods FEIR, noise levels along the project site frontage on 15th Street are between 60.1 and 65.0 dBA. Title 24 of the California Code of Regulations establishes uniform noise insulation standards for multi-unit residential projects (including hotels, motels, and live/work developments). This state regulation requires meeting an interior standard of 45 dBA in any habitable room. DBI would review the final building plans to ensure that the building wall and floor/ceiling assemblies for the residential development meet State standards regarding sound transmission for residents.

The Eastern Neighborhoods FEIR identified a significant impact related to new development including noise-sensitive uses located along streets with noise levels above a day-night average of 60 dBA (L_{dn}^{26}), where such development is not already subject to the California Noise Insulation Standards in Title 24 of the California Code of Regulations. Since the proposed project would be subject to Title 24, *Mitigation Measure F-3: Interior Noise Levels* in the Eastern Neighborhoods FEIR would not be applicable. Since the proposed project would include noise-sensitive uses with sensitive receptors, *Mitigation Measure F-4: Siting of Noise-Sensitive Uses*, as outlined below, would apply to the proposed project.

Project Mitigation Measure 2 – Noise (Mitigation Measure F-4 of the Eastern Neighborhoods FEIR)

To reduce potential conflicts between existing noise-generating uses and new sensitive receptors, for new development including noise-sensitive uses, the Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-generating uses within 900 feet of, and that have a direct line-of-sight to, the project site, and including at least one 24-hour noise measurement (with maximum noise level readings taken at least every 15 minutes), prior to the first project approval action. The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that Title 24 standards, where applicable, can be met, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels in the vicinity. Should such concerns be present, the Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action, in order to demonstrate that acceptable interior noise levels consistent with those in the Title 24 standards can be attained.

Pursuant to the above mitigation measure, a noise study was conducted, including a 24-hour noise measurement and site survey of noise-generating uses within 900 feet of, and that have a direct line-of-sight to, the project site.²⁷ The results of the noise study reveal that the existing noise level at the project façade is already consistently above 60 L_{dn} . The noise study concluded that the implementation of the recommendation measures included in the noise report would insure compliance with the maximum 45 L_{dn} interior noise level required by Title 24 Standards. These measures include acoustical designs for glazing and window types, unit entrance doors, exterior walls, and supplemental ventilation systems.

²⁶ The L_{dn} is the L_{eq} , or Energy Equivalent Level, of the A-weighted noise level over a 24-hour period with a 10 dB penalty applied to noise levels between 10:00 p.m. to 7:00 a.m. L_{eq} is the level of a steady noise which would have the same energy as the fluctuating noise level integrated over the time period of interest.

²⁷ Wilson Ihrig & Associates. *CCR Title 24, Noise Study Report, 1785 15th Street, San Francisco, California*, January 25, 2013. This report is available for review as part of Case File No. 2012.0147E at 1650 Mission Street, Suite 400, San Francisco, CA.

The noise study recommends that exterior windows facing 15th Street have the minimum sound isolation rating of Outdoor-Indoor Transmission Class (OITC) 23, or Sound Transmission Class (STC) 27, to comply with the minimum code requirements. The project sponsor has agreed to implement all of the recommended measures included in the noise study. DBI would ensure that the project comply with Title 24 standards during the building permit review process.

The noise study also notes that the visual review of the area shows no significant noise generators within 900 feet of the project site other than vehicular traffic along 15th Street and, to a lesser extent, Guerrero Street. The noise study further notes that two automobile service shops located on the east side of the project along 15th Street within 900 feet of the project site are not considered significant sources of noise, noting that detailed listening of the noise recordings gathered by the project site for a period of approximately two full days did not reveal loud noise events generated from these businesses, such as hammering impact noise, grinding, sawing, etc.

The Eastern Neighborhoods FEIR identified a significant impact related to potential conflicts between existing sensitive receptors and new noise-generating uses and determined that *Mitigation Measures F-5: Siting of Noise-Generating Uses* would reduce effects to a less-than-significant level. Since the proposed development does not propose a land use that would generate noise levels in excess of ambient noise in the vicinity of the project site, Mitigation Measure F-5 would not be applicable.

The Eastern Neighborhoods FEIR identified a significant impact related to noise impacts associated with open space areas of residential units and other noise-sensitive uses and determined that *Mitigation Measures F-6: Open Space in Noise Environments* would reduce effects to a less-than-significant level. Since the proposed development proposes a residential unit (with open space required by the Planning Code), Mitigation Measure F-6, as outlined below, would apply to the proposed project.

Project Mitigation Measure 3 – Noise (Mitigation Measure F-6 of the Eastern Neighborhoods FEIR)

To minimize effects on development in noisy areas, for new development including noise sensitive uses, the Planning Department shall, through its building permit review process, in conjunction with noise analysis required pursuant to Mitigation Measure F-4, require that open space required under the Planning Code for such uses be protected, to the maximum feasible extent, from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Implementation of this measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open space, and appropriate use of both common and private open space in multi-family dwellings, and implementation would also be undertaken consistent with other principles of urban design.

As for the above mitigation measure, the noise study prepared for this project notes that the private roof deck areas behind the proposed building on the third and fourth floors and common rear yard area would be shielded by the proposed building to such a degree that noise exposures at the building façade of the courtyard would be below 60 L_{dn}. Based on this, the noise study concluded that none of the windows at the rear of the building would need to be acoustically rated. The noise study states that the level of exterior noise projected at the private roof deck area at the fifth floor (Unit 8) facing 15th Street

exceeds the upper limit of the “Satisfactory” General Plan land use compatibility range for residences, which is 60 L_{dn}. Based on this, the noise study recommends that the noise exposure be limited to 60 L_{dn} through the construction of a solid 3 lb/ft² minimum surface density wall at least 5 feet tall relative to the roof deck along the north edge of the building, and wing walls on the east and west sides for a minimum of 6 feet in length. The project sponsor has agreed to construct these noise reduction walls as recommended in the noise study. The final design of these noise reduction walls would be subject to review by the Planning Department as part of the building permit review process for this project.

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 10 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, intermittent, and restricted in occurrence and level, as the contractor would be obliged to comply with the City’s Noise Ordinance.

In conclusion, with the implementation of Project Mitigation Measures 2 and 3 as outlined above, the proposed project would not result in a significant effect with regard to noise, either individually or cumulatively.

Air Quality

Project Construction

The proposed project includes: 1) demolition of an existing 18-foot-tall, single-story, 765-sf vacant, formerly industrial structure; and 2) construction of a 52-foot-tall, 5-story, 7,941-sf residential building consisting of eight residential units. Project-related demolition, excavation, grading, and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. The Eastern Neighborhoods FEIR identified a significant impact related to construction air quality and determined that *Mitigation Measure G-1 – Construction Air Quality* would reduce effects to a less-than-significant level. Subsequently, the San Francisco Board of Supervisors 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), with the intent of reducing the quantity of dust generated during site preparation, demolition, and construction work, in order to protect the health of the general public and of onsite workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI). These regulations and procedures set forth by the San Francisco Building Code ensure that potential dust-related air quality impacts will be reduced to a less-than-significant level. Since the project would 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 of the Eastern Neighborhoods FEIR would not apply to the proposed project.

In addition to construction dust, construction vehicles and equipment generate criteria air pollutants including reactive organic gasses (ROG), oxides of nitrogen (NO_x), fine particulate matter (PM_{2.5}) and coarse particulate matter (PM₁₀). To assist lead agencies in determining whether a proposed project would result in potentially significant criteria air pollutant emissions, the Bay Area Air Quality Management District (BAAQMD), in its CEQA Air Quality Guidelines (May 2012), developed screening criteria for various types of land uses. If a proposed project meets the screening criteria, then the project would result in less-than-significant criteria air pollutant impacts. The CEQA Air Quality Guidelines note that the screening levels are generally representative of new development on greenfield sites without any form of mitigation measures taken into consideration. In addition, the screening criteria do not account for project design features, attributes, or local development requirements that could also result in lower emissions. For projects that are mixed-use, infill, and/or proximate to transit service and local services, emissions would be expected to be less than the greenfield-type project that the screening criteria are based upon.

The proposed project would be below the criteria air pollutant screening size for multi-family residential uses (240 units), identified in the BAAQMD's CEQA Air Quality Guidelines. Thus, quantification of criteria air pollutant emissions is not required, and the proposed project's construction activities would result in a less-than-significant criteria air pollutant impact.

Project Operations

Project operations have the potential to result in criteria air pollutants primarily from new vehicle trips, but also from natural gas combustion (heating), and painting activities which emit ROG. Similar to the analysis above for construction criteria air pollutants, the proposed project would be well below the operational criteria air pollutant screening size for multi-family residential uses (451 units). Therefore, quantification of operational criteria air pollutant emissions is not required, and the proposed project's operational activities would result in a less-than-significant criteria air pollutant impact.

The Eastern Neighborhoods FEIR identified a significant impact related to exposure of sensitive receptors (including residential uses) to substantial levels of toxic air contaminants (TACs), including diesel particulate matter (DPM) and PM_{2.5}. The Eastern Neighborhoods FEIR identified *Mitigation Measure G-2 – Air Quality for Sensitive Land Uses*, which requires an analysis of PM_{2.5} as part of the CEQA review for new residential developments to determine whether the proposed project would be required to install a

ventilation and air filtration system capable of removing 80 percent of outdoor PM_{2.5} concentrations indoors. Subsequent to the certification of the Eastern Neighborhoods FEIR, the City and County of San Francisco partnered with the BAAQMD to inventory and assess air pollution and exposures from mobile, stationary, and area sources within San Francisco. Through this effort areas with poor air quality, termed “air pollution hot spots,” were identified. The modeling conducted as part of this analysis replaces the analysis of PM_{2.5} as required by Mitigation Measure G-2 of the Eastern Neighborhoods FEIR. The proposed project is not located within an air pollution hot spot, and would therefore not have the potential to expose new sensitive land uses to substantial levels of TACs and PM_{2.5} concentrations. Therefore, the proposed project would not be required to install an enhanced ventilation and air filtration system and the proposed project would comply with Mitigation Measure G-2 of the Eastern Neighborhoods FEIR.

The project does not propose substantial sources of new TACs or DPM emissions (e.g., diesel generator); therefore *Mitigation Measures G-3 – Siting of Uses that Emit DPM* and *Mitigation Measure G-4 – Siting of Uses that Emit Other TACs* of the Eastern Neighborhoods FEIR would not apply to the proposed project.

For the above reasons, the proposed project would not result in peculiar impacts that were not identified in the Eastern Neighborhoods FEIR related to air quality, either individually or cumulatively.

Shadow

The Eastern Neighborhoods FEIR noted that Section 295 of the Planning Code would limit potential new shadow impact on parks and that new shadow impacts would be evaluated on a project-specific basis, but that without detailed development proposals, the potential for new shadow impacts could not be determined. Therefore, the Eastern Neighborhoods FEIR concluded that increasing heights as part of the implementation of Eastern Neighborhoods Rezoning and Area Plans could potentially result in significant and unavoidable shadow impacts, requiring individual projects to undergo a detailed shadow analysis.

Section 295 of the Planning Code was adopted in response to Proposition K (passed November 1984). Planning Code Section 295 mandates 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 (RPD) can only be approved by the Planning Commission if the shadow is determined to be insignificant or not adverse to the use of the park. A recommendation from the Recreation and Parks Commission is required prior to the Planning Commission hearing. The proposed development would be 52 feet in height. To determine whether the proposed project would conform to Section 295, a shadow fan analysis was prepared by Planning Department staff.²⁸ This analysis found that the proposed project would not have the potential to cast new shadow on any property under the jurisdiction of, or designated to be acquired by, RPD. In addition, the proposed project would not cast new shadow on any non-RPD, public open spaces.

The proposed project would add new shade to portions of adjacent residences, properties, sidewalks, and streets. However, the height of the proposed building would not be substantially taller than surrounding

²⁸ Erika Jackson, San Francisco Planning Department. *Shadow Analysis for 1785 15th Street (3555/036)*, November 7, 2012. A copy of this document is available for review as part of Case File No. 2012.0147E at 1650 Mission Street, Suite 400, San Francisco, CA.

buildings, and the new shadows would not exceed levels commonly expected in urban areas. Due to the dense urban fabric of the project vicinity, the loss of sunlight on private residences and property is rarely considered to be a significant environmental impact and the limited increase in shading as a result of the proposed project would not be considered a significant impact under CEQA.

In light of the above, the project's potential to increase shadow in the project vicinity would be, both individually and cumulatively, less than significant.

Mitigation Measures

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

Project Mitigation Measure 1 – Archeological Resources (Mitigation Measure J-3 of the Eastern Neighborhoods FEIR)

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 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 an archaeological consultant from the pool of qualified archaeological consultants maintained by the Planning Department archaeologist. 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 (EP) 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 one bound copy, one unbound copy and one unlocked, searchable PDF copy on CD 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 – Noise (Mitigation Measure F-4 of the Eastern Neighborhoods FEIR)

To reduce potential conflicts between existing noise-generating uses and new sensitive receptors, for new development including noise-sensitive uses, the Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-generating uses within 900 feet of, and that have a direct line-of-sight to, the project site, and including at least one 24-hour noise measurement (with maximum noise level readings taken at least every 15 minutes), prior to the first project approval action. The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that Title 24 standards, where applicable, can be met, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels in the vicinity. Should such concerns be present, the Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action, in order to demonstrate that acceptable interior noise levels consistent with those in the Title 24 standards can be attained.

Project Mitigation Measure 3 – Noise (Mitigation Measure F-6 of the Eastern Neighborhoods FEIR)

To minimize effects on development in noisy areas, for new development including noise sensitive uses, the Planning Department shall, through its building permit review process, in conjunction with noise analysis required pursuant to Mitigation Measure F-4, require that open space required under the Planning Code for such uses be protected, to the maximum feasible extent, from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Implementation of this measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources

and open space, and appropriate use of both common and private open space in multi-family dwellings, and implementation would also be undertaken consistent with other principles of urban design.

Public Notice and Comment

A "Notification of Project Receiving Environmental Review" was mailed on August 10, 2013 to owners of properties within 300 feet of the project site and adjacent occupants. No concerns or issues related to the proposed project were submitted.

Conclusion

The Eastern Neighborhoods FEIR incorporated and adequately addressed all potential impacts of the proposed 1785 15th Street project, with the exception of hazardous materials as identified in the Community Plan Exemption Checklist prepared for this project. As described above, with the exception of hazardous materials, the 1785 15th 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, with the exception of hazardous materials, the proposed 1785 15th Street project would not have any new significant or peculiar effects on the environment not previously identified in the Eastern FEIR, nor would any environmental impacts be substantially greater than described in the Eastern Neighborhoods 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.

A Focused Initial Study/ Mitigated Negative Declaration was prepared for the proposed project to cover a significant project-specific, peculiar impact regarding hazardous materials. Additional mitigation measures, not included in the Eastern Neighborhoods FEIR, are included in the Focused Initial Study/ Mitigated Negative Declaration. The Focused Initial Study/ Mitigated Negative Declaration concludes that with the implementation of these mitigation measures the project would not result in a significant effect with respect to hazardous materials.

The Eastern Neighborhoods FEIR, this Certificate of Exemption, and Focused Initial Study/ Mitigated Negative Declaration for the proposed project comprise the full and complete CEQA evaluation necessary for the proposed project.

Attachment A

Community Plan Exemption Checklist

Case No.: 2012.0147E
Project Title: 1785 15th Street
Zoning: RTO-M (Residential, Transit-Oriented - Mission Neighborhood) District
55-X Height and Bulk District
Block/Lot: 3555/036
Lot Size: 2,883 square feet
Plan Area: Mission Subarea of the Eastern Neighborhoods Area Plan
Staff Contact: Kei Zushi – (415) 575-9036
kei.zushi@sfgov.org

A. PROJECT DESCRIPTION

The 2,883-square-foot (sf) project site is located on the south side of 15th Street between Guerrero Street to the west and Albion Street to the east in San Francisco’s Mission District. The project site is located in the northwestern portion of the Mission Area Plan, which is one of the area plans adopted through the Eastern Neighborhoods Planning effort.

The proposed project would involve: 1) demolition of an existing 18-foot-tall, single-story, 765-sf vacant, formerly industrial structure^{1,2,3}; and 2) construction of a 52-foot-tall, 5-story, 7,941-sf residential building consisting of 8 residential units (3 one-bedroom units and 5 two-bedroom units). No parking is proposed as part of this project. The project would include approximately 670 sf of common open space (to be shared by 5 units) at the ground level and three private decks, totaling 745 sf in size.⁴ The Planning Department’s Environmental Planning Division has determined that the existing structure and the shed that was demolished in December 2012 are not considered historical resources under the California Environmental Quality Act (CEQA).⁵

¹ According to an email from Robert Huang at Kerman Morris Architects sent to Erika Jackson and Kei Zushi, staff planners, on January 3, 2013, the former use of the existing structure at the project site is an industrial warehouse (saw sharpening) and changes have been made to both the Assessor’s Office records and demolition permit application (2012-1024-2073).

² The Environmental Evaluation Application (EEA) for this project states that the existing use of the project site is residential use. The Planning Department Current Planning Division has determined that the existing use of the project site is industrial.

³ Based on an email from Edward “Toby” Morris, Kerman/Morris Architects, Project Sponsor, sent to Kei Zushi, staff planner, on April 19, 2013, a 6-foot-tall, single-story, 134-sf metal storage shed located in the rear yard was demolished by squatters who were in the main structure on the project site at the end of 2012.

⁴ Jennifer Liu, Kerman/Morris Architects, Project Sponsor. *Email to Kei Zushi, San Francisco Planning Department, 1785 15th Street*, February 15, 2013. This email is available for review as part of Case File No. 2012.0147E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

⁵ Emails from Doug Vu, Preservation Planner, to Kei Zushi, Environmental Planner, August 3, 2012. These are available for review as part of Case No. 2012.0147E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

The proposed building would be contemporary in design. Exterior walls would consist of stucco and horizontal Hardie-plank siding (cementitious board). The bays and all window trims would be rendered in painted wood. All windows would be aluminum and metal railings would be horizontal painted bars. The base (first floor) of the building would be finished in stone tiles, such as limestone or other. The entry would be storefront with a custom/oversized wood entry door and also be called out by a metal awning overhead.

B. EVALUATION OF ENVIRONMENTAL EFFECTS

This Community Plan Exemption Checklist examines the potential environmental impacts that would result from implementation of the proposed project and indicates whether any such impacts are addressed in the applicable Programmatic Final EIR ("FEIR") for the plan area. Items checked "Sig. Impact Identified in FEIR" identify topics for which a significant impact is identified in the FEIR. In such cases, the analysis considers whether the proposed project would result in impacts that would contribute to the impact identified in the FEIR. If the analysis concludes that the proposed project would contribute to a significant impact identified in the FEIR, the item is checked "Project Contributes to Sig. Impact Identified in FEIR." Mitigation measures identified in the FEIR applicable to the proposed project are identified in the text of the Certificate of Determination 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 FEIR. Any impacts not identified in the FEIR will be addressed in a separate Focused Initial Study or EIR.

Any item that was not addressed in the FEIR is discussed in the Checklist. For any topic that was found in the FEIR and for the proposed project to be less than significant (LTS) or would have no impacts, the topic is marked LTS/ No Impact and is discussed in the Checklist below.

<u>Topics:</u>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
1. LAND USE AND LAND USE PLANNING—				
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
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 Certificate of Determination for discussion of this topic.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
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 checked="" 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 checked="" 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 checked="" 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 checked="" type="checkbox"/>

The Eastern Neighborhoods Rezoning and Area Plans Final EIR (“Eastern Neighborhoods FEIR”) evaluated three land use options. The Eastern Neighborhoods FEIR states that under each of these options it was not anticipated that the proposed project would substantially damage scenic resources that contribute to a scenic public setting. As a proposed rezoning and planning process, the project would not directly result in any physical changes. Rather, any changes in urban form and visual quality would be the secondary result of individual development projects that would occur subsequent to the adoption of changes in zoning and community plans.

With respect to views, the Eastern Neighborhoods FEIR found that while development pursuant to the Plan would result in height increases and use district changes, the rezoning would not substantially degrade the views and new development up to the proposed height limits may even help define the street edge and better frame urban views. The Plan would not be considered to result in a significant adverse impact with regard to views. In addition, the Eastern Neighborhoods FEIR concluded that light and glare impacts would be less than significant because new construction in the project area could generate additional night lighting, but not in amounts unusual for a developed urban area. Furthermore, additional glare from new buildings

would not result in a substantial change as use of reflective glass would be restricted by Planning Commission Resolution 9212.

The Eastern Neighborhoods FEIR also noted that minimal visual change is expected in the existing, predominately residential and neighborhood commercial areas of the Mission District as a result of the proposed rezoning options, which would retain existing use regulations and heights in many areas.

The proposed project would replace an existing 18-foot-tall, single-story, 765-sf vacant, formerly industrial structure with a 52-foot-tall, 5-story, 7,941-sf residential building. While the new building would change the visual appearance of the site, it would not substantially degrade its visual character or quality. In addition, projects involving demolition of existing structures and construction of new structures were foreseen in the Eastern Neighborhoods FEIR. Furthermore, the proposed building would not be substantially taller than the existing development in the project vicinity, and therefore would not obstruct longer-range views from various locations in the Plan Area and the City as a whole.

In light of the above, the project's impacts with respect to visual character, scenic view, and light and glare would be less than significant, either individually or cumulatively.

Design and aesthetics are by definition subjective, and open to interpretation by decision-makers and members of the public. A proposed project would, therefore, be considered to have a significant adverse effect on visual quality only if it would cause a substantial and demonstrable negative change. The proposed project would not result in such a change. As described in the Certificate of Determination (Appendix A), the proposed building envelope meets Planning Code requirements for the RTO-M zoning district.

The proposed project would be visible from some residential and commercial buildings within the project site vicinity. Some reduced private views on private property would be an unavoidable consequence of the proposed project and would be an undesirable change for those individuals affected. Nonetheless, the change in views would not exceed that commonly expected in an urban setting, and the loss of those private views would not constitute a significant impact under CEQA.

<u>Topics:</u>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
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 checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

One of the objectives of the Eastern Neighborhoods FEIR was to identify appropriate locations for housing in the City’s industrially zoned land to meet a citywide need for more housing. The FEIR concluded that the rezoning would not create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply because the increase in population that would be expected to occur as a secondary effect of the proposed rezoning and adoption of the proposed area plans would not, in itself, result in adverse physical effects.

The proposed project would increase the population on site by constructing eight new dwelling units. This increase in population would not be expected to have an adverse physical environmental impact. The proposed project is not anticipated to create a substantial demand for increased housing because it would not provide a commercial use or other non-residential use. Additionally, the proposed project would not displace substantial numbers of people because the project site contains no residence. As such, construction of replacement housing would not be necessary.

The proposed new residential building is consistent with the density and scale of development considered in the Eastern Neighborhoods FEIR, and there would be no significant environment effects with respect to population and housing peculiar to the project or its site, either individually or cumulatively. No mitigation measure was identified in the Eastern Neighborhoods FEIR, and none would be required for the proposed project.

<u>Topics:</u>	<u>Sig. Impact Identified in FEIR</u>	<u>Project Contributes to Sig. Impact Identified in FEIR</u>	<u>Project Has Sig. Peculiar Impact</u>	<u>LTS/ No Impact</u>
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 <i>Planning Code</i> ?	<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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Please see Certificate of Determination for discussion of this topic.

<u>Topics:</u>	<u>Sig. Impact Identified in FEIR</u>	<u>Project Contributes to Sig. Impact Identified in FEIR</u>	<u>Project Has Sig. Peculiar Impact</u>	<u>LTS/ No Impact</u>
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 checked="" type="checkbox"/>

Topics:	Sig. Impact Identified in FEIR	Project Contributes to Sig. Impact Identified in FEIR	Project Has Sig. Peculiar Impact	LTS/ No Impact
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Please see Certificate of Determination for discussion of this topic.

Topics:	Sig. Impact Identified in FEIR	Project Contributes to Sig. Impact Identified in FEIR	Project Has Sig. Peculiar Impact	LTS/ No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please see Certificate of Determination for discussion of this topic.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</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 checked="" 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"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input 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 checked="" type="checkbox"/>

Please see Certificate of Determination for discussion of this topic.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</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"/>

Individual projects contribute to the cumulative effects of climate change by emitting greenhouse gases (GHGs) during demolition, construction, and operational phases. GHG emissions are analyzed in the context of their contribution to the cumulative effects of climate change because a single land use project could not generate enough GHG emissions to noticeably change the global average temperature. 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 increase on-site activity by replacing an existing 18-foot-tall, single-story, 765-sf vacant, formerly industrial structure with a 7,941-sf residential building providing 8 dwelling units. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential and retail operations associated with energy use, water use and wastewater treatment, and solid waste disposal. Construction activities would also result in an increase in GHG emissions.

The proposed project's impact with respect to GHG emissions is addressed based on compliance with local and state plans, policies, and regulations adopted for the purpose of reducing the cumulative impacts of climate change. In 2005, the then-Governor Schwarzenegger issued Executive Order S-3-05, which set forth a series of target dates by which statewide emissions of GHGs would be progressively reduced. In response to Executive Order S-3-05, the California legislature passed Assembly Bill No. 32 in 2006 (California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), also known as the Global Warming Solutions Act. AB 32 required the California Air Resources Board (ARB) to develop a Scoping Plan outlining measures to meet GHG reduction targets specified in AB 32. This Scoping Plan is the State's overarching plan for addressing climate change.

At a local level, San Francisco has developed its own plan to address GHG emissions, *Strategies to Address Greenhouse Gas Emissions*.⁶ This document presents a comprehensive assessment of policies, programs and ordinances that collectively represent San Francisco's Qualified GHG Reduction Strategy. This document identifies a number of mandatory requirements and incentives that have measurably reduced GHG emissions, including 42 specific regulations applicable to new development projects within the City that would reduce the projects' GHG emissions. As reported in *Strategies to Address Greenhouse Gas Emissions*, San Francisco's 1990 GHG emissions were approximately 6.15 million metric tons of carbon dioxide-equivalents (MMTCO₂E). A recent third-party verification of the City's 2010 communitywide and municipal emissions inventory has confirmed that San Francisco has reduced its GHG emissions to 5.26 MMTCO₂E, representing a 14.5 percent reduction in GHG emissions below 1990 levels.^{7,8}

⁶ City and County of San Francisco. *Strategies to Address Greenhouse Gas Emissions*, November 2010. Available online at: http://www.sf-planning.org/ftp/files/MEA/GHG-Reduction_Rpt.pdf. Accessed December 18, 2012.

⁷ ICF International. *Technical Review of the 2010 Community-wide GHG Inventory for City and County of San Francisco. Memorandum from ICF International to San Francisco Department of the Environment*, April 10, 2012. Available online at: <http://www.sfenvironment.org/download/community-greenhouse-gas-inventory-3rd-party-verification-memo>. Accessed September 27, 2012.

The Bay Area Air Quality Management District (BAAQMD), the primary agency with regulatory authority over air quality regulation in the nine-county San Francisco Bay Area Air Basin (SFBAAB), has reviewed San Francisco’s Strategies to Address Greenhouse Gas Emissions and concluded that San Francisco’s “aggressive GHG reduction targets and comprehensive strategies help the Bay Area move toward reaching the State’s AB 32 goals, and also serve as a model from which other communities can learn.”⁹

In summary, the two applicable greenhouse gas reduction plans, the AB 32 Scoping Plan and the City’s GHG Reduction Strategy, are intended to reduce GHG emissions below current levels. Given that the City’s local greenhouse gas reduction targets are more aggressive than the State’s 2020 GHG reduction targets and consistent with the long-term 2050 reduction targets, the City’s GHG Reduction Strategy is consistent with the GHG reduction goals outlined in AB 32. Therefore, projects that are consistent with the City’s GHG Reduction Strategy would be consistent with the goals of AB 32 and would not conflict with either plan or would not result in a substantial increase in GHG emissions. The proposed project was determined to be consistent with the City’s Strategies to Address Greenhouse Gas Emissions and the project’s consistency with the City’s Strategies to Address Greenhouse Gas Emissions is detailed in the project’s GHG Compliance Checklist.¹⁰ The City’s GHG reduction regulations applicable to the proposed project are shown below in Table A.

Table A. Regulations Applicable to the Proposed Project

Regulation	Requirements	Project Compliance	Discussion
Transportation Sector			
Bicycle parking in Residential Buildings (San Francisco Planning Code, Section 155.5)	(A) For projects up to 50 dwelling units, one Class 1 space for every 2 dwelling units. (B) For projects over 50 dwelling units, 25 Class 1 spaces plus one Class 1 space for every 4 dwelling units over 50.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be subject to and would comply with this regulation.
Car Sharing Requirements (San Francisco Planning)	New residential projects or renovation of buildings being converted to residential uses within most of the	<input checked="" type="checkbox"/> Project Complies	The proposed project would be subject to and would comply with this

⁸ ICF International. *Technical Review of San Francisco’s 2010 Municipal GHG Inventory. Memorandum from ICF International to San Francisco Department of the Environment*, May 8, 2012. Available online at: <http://www.sfenvironment.org/download/third-party-verification-of-san-franciscos-2010-municipal-ghg-inventory>. Accessed September 27, 2012.

⁹ BAAQMD. *Letter from J. Roggenkamp, BAAQMD, to B. Wycko, San Francisco Planning Department*, October 28, 2010. Available online at: http://www.sf-planning.org/ftp/files/MEA/GHG-Reduction_Letter.pdf. Accessed September 24, 2012.

¹⁰ San Francisco Planning Department. *Compliance Checklist Greenhouse Gas Analysis*, December 19, 2012. This document is available for review as part of Case File No. 2012.0083E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

Regulation	Requirements	Project Compliance	Discussion
Code, Section 166)	City's mixed-use and transit-oriented residential districts are required to provide car share parking spaces.	<input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	regulation.
Parking requirements for San Francisco's Mixed-Use zoning districts (San Francisco Planning Code Section 151.1)	The Planning Code has established parking maximums for many of San Francisco's Mixed-Use districts.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be subject to and would comply with this regulation.
Energy Efficiency Sector			
San Francisco Green Building Requirements for Energy Efficiency (San Francisco Building Code, Chapter 13C)	Under the Green Point Rated system and in compliance with the Green Building Ordinance, all new residential buildings will be required to be at a minimum 15% more energy efficient than Title 24 energy efficiency requirements.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be subject to and would comply with this regulation.
Indoor Water Efficiency (San Francisco Building Code, Chapter 13C sections 13C.5.103.1.2, 13C.4.103.2.2, 13C.303.2.)	<p>If meeting a LEED Standard;</p> <p>Reduce overall use of potable water within the building by a specified percentage – for showerheads, lavatories, kitchen faucets, wash fountains, water closets and urinals.</p> <p>New large commercial and New high rise residential buildings must achieve a 30% reduction.</p> <p>Commercial interior, commercial alternation and residential alteration should achieve a 20% reduction below UPC/IPC 2006, et al.</p> <p>If meeting a GreenPoint Rated Standard:</p> <p>Reduce overall use of potable water within the building by 20% for showerheads, lavatories, kitchen faucets, wash fountains, water closets and urinals.</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be GreenPoint Rated and comply with the 20 percent reduction requirements.
Residential Water Conservation Ordinance (San	Requires all residential properties (existing and new), prior to sale, to upgrade to the following minimum	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not	The proposed project would be subject to and would comply with this

Regulation	Requirements	Project Compliance	Discussion
Francisco Building Code, Housing Code, Chapter 12A)	<p>standards:</p> <ol style="list-style-type: none"> 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. <p>Although these requirements apply to existing buildings, compliance must be completed through the Department of Building Inspection, for which a discretionary permit (subject to CEQA) would be issued.</p>	<p>Applicable</p> <p><input type="checkbox"/> Project Does Not Comply</p>	regulation.
Residential Energy Conservation Ordinance (San Francisco Building Code, San Francisco Housing Code, Chapter 12)	<p>Requires all residential properties to provide, prior to sale of property, certain energy and water conservation measures for their buildings: attic insulation; weather-stripping all doors leading from heated to unheated areas; insulating hot water heaters and insulating hot water pipes; installing low-flow showerheads; caulking and sealing any openings or cracks in the building's exterior; insulating accessible heating and cooling ducts; installing low-flow water-tap aerators; and installing or retrofitting toilets to make them low-flush. Apartment buildings and hotels are also required to insulate steam and hot water pipes and tanks, clean and tune their boilers, repair boiler leaks, and install a time-clock on the burner.</p> <p>Although these requirements apply to existing buildings, compliance must be completed through the Department of Building Inspection, for which a discretionary permit (subject to CEQA) would be issued.</p>	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply</p>	The proposed project would be subject to and would comply with this regulation.
Waste Reduction Sector			
Mandatory Recycling and Composting Ordinance (San Francisco	All persons in San Francisco are required to separate their refuse into recyclables, compostables and trash, and place each type of refuse in a separate container designated for	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not Applicable</p>	The proposed project would be subject to and would comply with this regulation.

Regulation	Requirements	Project Compliance	Discussion
Environment Code, Chapter 19) and San Francisco Green Building Requirements for solid waste (San Francisco Building Code, Chapter 13C)	disposal of that type of refuse. 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.	<input type="checkbox"/> Project Does Not Comply	
San Francisco Green Building Requirements for construction and demolition debris recycling (San Francisco Building Code, Chapter 13C)	Projects proposing demolition are required to divert at least 75% of the project's construction and demolition debris to recycling.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be subject to and would comply with this regulation.
San Francisco Construction and Demolition Debris Recovery Ordinance (San Francisco Environment Code, Chapter 14)	Requires that a person conducting full demolition of an existing structure to submit a waste diversion plan to the Director of the Environment which provides for a minimum of 65% diversion from landfill of construction and demolition debris, including materials source separated for reuse or recycling.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be subject to and would comply with this regulation.
Environment/Conservation Sector			
Street Tree Planting Requirements for New Construction (San Francisco Planning Code Section 138.1)	Planning Code Section 138.1 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.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be subject to and would comply with this regulation.
Construction Site Runoff Pollution Prevention for New Construction (San Francisco Building Code, Chapter 13C)	Construction Site Runoff Pollution Prevention requirements depend upon project size, occupancy, and the location in areas served by combined or separate sewer systems. Projects meeting a LEED® standard must prepare an erosion and sediment control plan (LEED® prerequisite SSP1). Other local requirements may apply regardless of whether or not LEED® is applied such as a stormwater soil loss prevention plan or a Stormwater	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would comply with SFBC 13C.4.103.2.4.1. Construction activity pollution prevention and site run-off controls would be implemented as required by SFPUC.

Regulation	Requirements	Project Compliance	Discussion
	Pollution Prevention Plan (SWPPP). See the SFPUC Web site for more information: www.sfwater.org/CleanWater		
Low-emitting Adhesives, Sealants, and Caulks (San Francisco Building Code, Chapters 13C.5.103.1.9, 13C.5.103.4.2, 13C.5.103.3.2, 13C.5.103.2.2, 13C.504.2.1)	<p>If meeting a LEED Standard: Adhesives and sealants (VOCs) must meet SCAQMD Rule 1168 and aerosol adhesives must meet Green Seal standard GS-36. (Not applicable for New High Rise residential)</p> <p>If meeting a GreenPoint Rated Standard: Adhesives and sealants (VOCs) must meet SCAQMD Rule 1168.</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be GreenPoint Rated and would use adhesives and sealants compliant with SCAQMD Rule 1168.
Low-emitting materials (San Francisco Building Code, Chapters 13C.4. 103.2.2,	<p>For Small and Medium-sized Residential Buildings - Effective January 1, 2011 meet GreenPoint Rated designation with a minimum of 75 points.</p> <p>For New High-Rise Residential Buildings - Effective January 1, 2011 meet LEED Silver Rating or GreenPoint Rated designation with a minimum of 75 points.</p> <p>For Alterations to residential buildings submit documentation regarding the use of low-emitting materials.</p> <p>If meeting a LEED Standard: For adhesives and sealants (LEED credit EQ4.1), paints and coatings (LEED credit EQ4.2), and carpet systems (LEED credit EQ4.3), where applicable.</p> <p>If meeting a GreenPoint Rated Standard: Meet the GreenPoint Rated Multifamily New Home Measures for low-emitting adhesives and sealants, paints and coatings, and carpet systems,</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be Green Point Rated and comply with Multi-Family New Home Measures.
Low-emitting Paints and Coatings (San Francisco Building Code, Chapters	<p>If meeting a LEED Standard: Architectural paints and coatings must meet Green Seal standard GS-11, anti-</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not	The proposed project would be Green Point Rated and provide interior paints that meet SCAQMD Rule 1113.

Regulation	Requirements	Project Compliance	Discussion
<p>13C.5.103.1.9, 13C.5.103.4.2, 13C.5.103.3.2, 13C.5.103.2.2 13C.504.2.2 through 2.4)</p>	<p>corrosive paints meet GC-03, and other coatings meet SCAQMD Rule 1113.</p> <p>(Not applicable for New High Rise residential)</p> <p>If meeting a GreenPoint Rated Standard:</p> <p>Interior wall and ceiling paints must meet <50 grams per liter VOCs regardless of sheen. VOC Coatings must meet SCAQMD Rule 1113.</p>	<p>Applicable</p> <p><input type="checkbox"/> Project Does Not Comply</p>	
<p>Low-emitting Flooring, including carpet (San Francisco Building Code, Chapters 13C.5.103.1.9, 13C.5.103.4.2, 13C.5.103.3.2, 13C.5.103.2.2, 13C.504.3 and 13C.4.504.4)</p>	<p>If meeting a LEED Standard:</p> <p>Hard surface flooring (vinyl, linoleum, laminate, wood, ceramic, and/or rubber) must be Resilient Floor Covering Institute FloorScore certified; carpet must meet the Carpet and Rug Institute (CRI) Green Label Plus; Carpet cushion must meet CRI Green Label; carpet adhesive must meet LEED EQc4.1.</p> <p>(Not applicable for New High Rise residential)</p> <p>If meeting a GreenPoint Rated Standard:</p> <p>All carpet systems, carpet cushions, carpet adhesives, and at least 50% of resilient flooring must be low-emitting.</p>	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply</p>	<p>The proposed project would be Green Point Rated and provide minimum 50% low-emitting carpet systems and resilient flooring.</p>
<p>Low-emitting Composite Wood (San Francisco Building Code, Chapters 13C.5.103.1.9, 13C.5.103.4.2, 13C.5.103.3.2, 13C.5.103.2.2 and 13C.4.504.5)</p>	<p>If meeting a LEED Standard:</p> <p>Composite wood and agrifiber must not contain added urea-formaldehyde resins and must meet applicable CARB Air Toxics Control Measure.</p> <p>If meeting a GreenPoint Rated Standard:</p> <p>Must meet applicable CARB Air Toxics Control Measure formaldehyde limits for composite wood.</p>	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply</p>	<p>The proposed project would be Green Point Rated and meet requirements for formaldehyde limits in composite wood.</p>
<p>Wood Burning Fireplace Ordinance (San Francisco Building Code, Chapter 31, Section 3102.8)</p>	<p>Bans the installation of wood burning fire places except for the following:</p> <ul style="list-style-type: none"> • Pellet-fueled wood heater • EPA approved wood heater • Wood heater approved by the Northern Sonoma Air Pollution Control District 	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply</p>	<p>The proposed project would provide gas fire places or none.</p>

Depending on a proposed project’s size, use, and location, a variety of controls are in place to ensure that a proposed project would not impair the State’s ability to meet statewide GHG reduction targets outlined in AB 32, nor affect the City’s ability to meet San Francisco’s local GHG reduction targets. As shown above in Table A, the proposed project would be required to comply with a number of local requirements. Therefore, the proposed project was determined to be consistent with San Francisco’s Strategies to Address Greenhouse Gas Emissions. Based on this, the proposed project would not result in GHG emissions that would have a significant impact on the environment and would not conflict with applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions. As such, the proposed project would result in a less-than-significant impact with respect to GHG emissions, either individually or cumulatively. No mitigation measures are necessary.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</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 checked="" 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"/>

Wind

No significant impacts related to wind were anticipated to result from the implementation of the Eastern Neighborhoods Rezoning and Area Plans. Specific projects within Eastern Neighborhoods 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 Eastern Neighborhoods FEIR. No mitigation measures relative to wind impacts were identified in the Eastern Neighborhoods FEIR.

Based on the height and location of the proposed 52-foot-tall building, the proposed project does not have the potential to cause significant changes to the wind environment in pedestrian areas adjacent or near the project site. As a result, the proposed project would not have any significant wind impacts, either individually or cumulatively.

Shadow

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

<u>Topics:</u>	<u>Sig. Impact Identified in FEIR</u>	<u>Project Contributes to Sig. Impact Identified in FEIR</u>	<u>Project Has Sig. Peculiar Impact</u>	<u>LTS/ No Impact</u>
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 checked="" 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 checked="" type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The proposed project would provide on-site open space for passive recreational use for project residents through a combination of an approximately 670-sf common outdoor space (to be shared by 5 dwelling units) and three private decks, totaling 745 sf in size. These private decks would include a 205-sf deck for Unit 4, a 227-sf deck for Unit 6, and a 313-sf deck for Unit 8. The project location is served by the following existing parks: Dolores Parkway (about 0.15 miles away), Dolores St. Community Garden (about 0.17 miles away), Kidpower Park (about 0.33 miles away), Mission Dolores Park (about 0.50 miles away), Mission Playground (about 0.51 miles away), Duboce Park (about 0.65 miles away), and Alioto Park (about 0.79 miles away).

With the proposed addition of eight dwelling units, the proposed project would be expected to generate minimal additional demand for recreational facilities. The increase in demand would be to some extent offset by the proposed on-site open space, and would not be in excess of amounts expected and provided for in the area and the City as a whole. The additional use of the recreational facilities would be relatively minor compared with the existing use, and therefore the proposed project would not result in substantial physical deterioration of existing recreational resources. Thus, the proposed project would not result in significant impacts, either individually or cumulatively, in regard to recreation facilities, nor require the construction or expansion of public recreation facilities.

<u>Topics:</u>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
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 checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods Initial Study analyzed growth projections and determined that the programmatic impacts on the provision of water, wastewater collection, and treatment, and solid waste collection and disposal would not be significant. No mitigation measures with respect to utilities and service systems were identified in the Eastern Neighborhoods FEIR.

The proposed project would not exceed wastewater treatment requirements of the Regional Water Quality Control Board (RWQCB) and would not require the construction of new wastewater/storm water treatment facilities or expansion of existing ones. The proposed project would have sufficient water supply available from existing entitlement, and solid waste generated by project construction and operation would not result in the landfill exceeding its permitted capacity, and the project would not result in a significant solid waste generation impact. Utilities and service systems would not be adversely affected by the project, individually or cumulatively, and no significant impact would ensue.

The project would be subject to the City's Stormwater Management Ordinance, which requires the project to maintain or reduce the existing volume and rate of stormwater runoff discharged

from the site. To achieve this, the project would implement and install appropriate stormwater management systems that retain runoff on site, promote stormwater reuse, and limit site discharges entering the combined sewer collection system. This, in turn, would limit the incremental demand on both the collection system and wastewater facilities resulting from stormwater discharges, and minimize the potential need for expanding or construction new facilities. Thus, the project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.

The proposed project would not result in new, peculiar environmental effects, or effects of greater severity than were already considered in the Eastern Neighborhoods FEIR, either individually or cumulatively.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
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 checked="" type="checkbox"/>

The Eastern Neighborhoods Initial Study analyzed growth projections and determined that the programmatic impacts on public services such as fire protection, police protection, and public schools would not be significant. No mitigation measures related to public services were identified in the Eastern Neighborhoods FEIR. Impacts on parks are discussed under Topics 9 (Wind and Shadow) and 10 (Recreation).

The proposed project would not substantially increase demand for police or fire protection services and would not necessitate new school facilities in San Francisco. The proposed project would not result in a significant impact to public services. The proposed project would not result in new, peculiar environmental effects, or effects of greater severity than were already considered in the Eastern Neighborhoods FEIR with respect to public services, either individually or cumulatively.

<u>Topics:</u>	<u>Sig. Impact Identified in FEIR</u>	<u>Project Contributes to Sig. Impact Identified in FEIR</u>	<u>Project Has Sig. Peculiar Impact</u>	<u>LTS/ No Impact</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 checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods FEIR found that there would be no significant impact on biological resources. The project site, containing an existing vacant, formerly industrial structure, is located in a developed urban area which does not support or provide habitat for any known rare or endangered wildlife species, animal, or plant life or habitat, and would not interfere with any resident or migratory species. There are a total of four “non-protected” trees in the backyard (see discussion of tree protection below), and all of these trees would be removed as part of the project. The backyard is partially covered with impervious surfaces, including concrete pavers. The rest of the backyard is currently exposed soil and weeds.¹¹ Accordingly, the proposed project would result in less-than-significant impacts on sensitive species, special status species, native or migratory fish species, or wildlife species.

¹¹ Edward “Toby” Morris, Kerman Morris Architects, Project Sponsor. *Affidavit for Tree Disclosure for 1785 15th Street*, April 26, 2012. This document is available for review as part of Case File No. 2012.0147E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

The San Francisco Planning Department, Department of Building Inspection (DBI), and Department of Public Works (DPW) have established guidelines to ensure that legislation adopted by the Board of Supervisors governing the protection of trees is implemented. The DPW Code Section 8.02-8.11 requires disclosure and protection of Landmark, Significant, and Street trees, collectively referred to as "protected trees," located on private and public property. Landmark Trees, having the highest level of protection, are trees that meet certain criteria for age, size, shape, species, location, historical association, visual quality, or other contribution to the city's character and that have been found worthy of Landmark status after public hearings at both the Urban Forestry Council and the Board of Supervisors. Significant trees are trees either on property under the jurisdiction of the DPW, or on privately owned land within 10 feet of the public-right-of-way, which are greater than 20 feet in height or which meet other criteria. A Tree Disclosure Statement prepared for the project noted that there are no Landmark, Significant or Street trees on the project site and that there are no street trees within the public right-of-way adjacent to the project site.¹²

One new street tree would be planted within the right-of-way along the project site frontage on 15th Street in compliance with Planning Code Section 138.1, which addresses requirements for improvements of the public right-of-way associated with development projects. As a result, the project would not conflict with any local policies or ordinances protecting trees and would not result in significant impacts on migratory birds.

The San Francisco Board of Supervisors adopted Standards for Bird-Safe Buildings, Planning Code Section 139, on July 14, 2011.¹³ The Standards for Bird-Safe Buildings include guidelines for use and types of glass and façade treatments, wind generators and grates, and lighting treatments. The standards impose requirements for both location-related hazards and feature-related hazards. The proposed project would be subject to the Standards for Bird-Safe Buildings, and therefore it would not result in significant impacts on birds.

In light of the above, the proposed project would not result in significant impacts with respect to biological resources, nor would the project contribute to any potential cumulative effects on biological resources.

¹² Edward "Toby" Morris, Kerman Morris Architects, Project Sponsor. *Affidavit for Tree Disclosure for 1785 15th Street*, April 26, 2012. This document is available for review as part of Case File No. 2012.0147E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

¹³ San Francisco Planning Department. *Standards for Bird-Safe Buildings*, Adopted on July 14, 2011. Available online at: http://www.sfplanning.org/ftp/files/publications_reports/bird_safe_bldgs/Standards%20for%20Bird%20Safe%20Buildings%20-%202011-30-11.pdf, accessed July 12, 2012.

<u>Topics:</u>	<u>Sig. Impact Identified in FEIR</u>	<u>Project Contributes to Sig. Impact Identified in FEIR</u>	<u>Project Has Sig. Peculiar Impact</u>	<u>LTS/ No Impact</u>
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:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods Initial Study concluded that the project would indirectly increase the population that would be subject to an earthquake, including seismically induced ground-shaking, 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 Initial Study concluded that the program would not result in significant impacts with regard to geology, and no mitigation measures were identified in the Eastern Neighborhoods FEIR.

Soil-disturbing activities would be required for the foundation system and excavation for the proposed elevator pit.¹⁴ According to the geotechnical report prepared for this project, the foundation work for the project would require soils disturbance to a depth of approximately 5.5 to 6.5 feet.^{15,16} The project sponsor has indicated that mat slab foundation systems would be used for this proposed project.¹⁷ The completed project would not alter the overall topography of the site.

The geotechnical report notes that two test borings were drilled to a depth of 16 feet 6 inches, and that some fill together with medium dense fine gray sand and brown sand was encountered in the borings.

The final building plans will be reviewed by the Department of Building Inspection (DBI). In reviewing building plans, the DBI refers to a variety of information sources to determine existing hazards and assess requirements for mitigation. Sources reviewed include maps of Special Geologic Study Areas and known landslide areas in San Francisco as well as the building inspectors' working knowledge of areas of special geologic concern. Potential geologic hazards would be mitigated during the permit review process through these measures. To ensure compliance with all *Building Code* provisions regarding structure safety, when DBI reviews the geotechnical report and building plans for a proposed project, they will determine the adequacy of necessary engineering and design features. The above-referenced geotechnical investigation would be available for use by the DBI during its review of building permits for the site. Also, DBI could require that additional site-specific soils report(s) be prepared in conjunction with permit applications, as needed. Therefore, potential damage to structures from geologic hazards on the project site would be avoided through the DBI requirement for a geotechnical report and review of the building permit application pursuant to DBI implementation of the Building Code.

The proposed project would not result in a significant effect related to geology, either individually or cumulatively.

¹⁴ Toby Morris, Kerman/Morris Architects, Project Sponsor. *Email to Kei Zushi, San Francisco Planning Department, 1785 15th Street (Case No. 2012.0147E)*, July 23, 2012. This email is available for review as part of Case File No. 2012.0147E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

¹⁵ P. Whitehead and Associates Consulting Engineers. *Geotechnical Report, 1785 15th Street, Block 3555 Lot 036, San Francisco, California*, December 8, 2011. This report is available for review as part of Case File No. 2012.0147E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

¹⁶ The project sponsor has indicated that the only excavation exceeding 2.5 feet in depth would be for the proposed elevator pit (approximately 46 sf in size and 4 feet in depth) and that all other excavation work (mat slab) will not exceed 2.5 feet in depth. See an email sent from Toby Morris, Kerman/Morris Architects, Project Sponsor, to Kei Zushi, San Francisco Planning Department, on July 23, 2012. This email is available for review as part of Case File No. 2012.0147E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

¹⁷ Toby Morris, Kerman/Morris Architects, Project Sponsor. *Email to Kei Zushi, San Francisco Planning Department, 1785 15th Street (Case No. 2012.0147E)*, July 23, 2012. This email is available for review as part of Case File No. 2012.0147E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

<u>Topics:</u>	<u>Sig. Impact Identified in FEIR</u>	<u>Project Contributes to Sig. Impact Identified in FEIR</u>	<u>Project Has Sig. Peculiar Impact</u>	<u>LTS/ No Impact</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 checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods 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 relative to hydrology and water quality were identified in the Eastern Neighborhoods FEIR.

In 2007, the Federal Emergency Management Agency (FEMA) issued preliminary Flood Insurance Rate Maps (FIRMs) for review and comment by the City.¹⁸ The preliminary FIRMs identify: 1) Special Flood Hazard Areas (SFHAs), areas that are subject to inundation during a flood having a one-percent chance of occurrence in a given year (also known as a “base flood” or “100-year flood”); 2) Zone A (areas of coastal flooding with no wave hazard; or waves less than three feet in height); and 3) Zone V (areas of coastal flooding subject to the additional hazards associated with wave action).¹⁹ The project site is not located within a SFHA, Zone A, or Zone V.^{20,21} As a result, the project would not result in a significant impact with respect to flooding including coastal flooding.

The Eastern Neighborhoods FEIR also concluded that with the implementation of requirements in the City’s Industrial Waste Ordinance, the impacts to groundwater would be less than significant. The project would be subject to the City’s Industrial Waste Ordinance, which requires that groundwater meet specified water quality standards before it is discharged into the sewer system. Therefore, the project’s impacts to groundwater would be less than significant.

Effects related to water resources would not be significant, either individually or cumulatively. The project would be subject to the Stormwater Management Ordinance, which became effective May 22, 2010. As addressed in Public Works Code Section 147.2, stormwater design guidelines have been instituted to minimize the disruption of natural hydrology. In compliance with the Stormwater Management Ordinance, the project would maintain or reduce the existing volume and rate of stormwater runoff discharged from the site by implementing and installing appropriate stormwater management systems that retain runoff onsite, promote stormwater reuse, and limit site discharges before they enter the combined sewer collection system. In addition, the stormwater management system would capture and treat stormwater runoff and mitigate stormwater quality effects by promoting treatment or infiltration of stormwater runoff prior to discharging to the separate sewer system and entering the bay or ocean.

The existing lot coverage for the project site is about 53.4% of the site (approximately 1,540 sf of impervious surface on the 2,883-sf project site). The proposed lot coverage is about 74.6%

¹⁸ Federal Emergency Management Agency (FEMA). *Preliminary Flood Insurance Rate Map (FIRM), City and County of San Francisco, California, Panel 120 of 260, Map Number 0675C0120A*, September 21, 2007. Available online at: <http://sfgsa.org/Modules/ShowImage.aspx?imageid=2672>. Accessed February 11, 2013.

¹⁹ City and County of San Francisco, Office of the City Administrator. *National Flood Insurance Program Flood Sheet*, January 25, 2012. Available online at: <http://sfgsa.org/Modules/ShowDocument.aspx?documentid=7520>. Accessed February 11, 2013.

²⁰ Federal Emergency Management Agency (FEMA). *Preliminary Flood Insurance Rate Map (FIRM), City and County of San Francisco, California, Panel 120 of 260, Map Number 06075C0120A*, September 21, 2007. Available online at: <http://sfgsa.org/Modules/ShowImage.aspx?imageid=2672>. Accessed February 11, 2013.

²¹ City and County of San Francisco, Office of the City Administrator. *Final Draft San Francisco Interim Floodplain Map, Northeast, July, 2008*. Available online at: <http://sfgsa.org/Modules/ShowDocument.aspx?documentid=1785>. Accessed February 11, 2013.

(approximately 2,153 sf of impervious surface on the 2,883-sf project site).²² As a result, the proposed project would result in an increase in the amount of impervious surface area on the site, which in turn would increase the amount of runoff and drainage. As discussed above, the project would be required to comply with the Stormwater Management Ordinance. Compliance with the Stormwater Management Ordinance would ensure that the project's impact on runoff and drainage would be less than significant.

Therefore, the project's effects related to hydrology and water quality would not be significant, either individually or cumulatively.

Topics:	Sig. Impact Identified in FEIR	Project Contributes to Sig. Impact Identified in FEIR	Project Has Sig. Peculiar Impact	LTS/ No Impact
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 checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

²² Tara Teter Dankberg, Kerman/Morris Architects. *Email to Kei Zushi, San Francisco Planning Department, 1785 15th Street, November 28, 2012.* This email is available for review as part of Case File No. 2012.0147E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Please see the Focused Initial Study/ Mitigated Negative Declaration for the discussion of this topic because there is a significant impact that is peculiar to the proposed project.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</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 checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods FEIR concluded that the Eastern Neighborhoods Rezoning and Area Plans would not result in significant impacts with respect to mineral and energy resources as there are no operational mineral resource recovery sites in the project area whose operations or accessibility would be affected by the construction or operation of the proposed project. As a result, no mitigation measures relative to mineral and energy resources were identified in the Eastern Neighborhoods FEIR.

The proposed project 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 the proposed building 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 the San Francisco Department of Building Inspection (DBI). The project area does not include any natural resources routinely extracted, and the proposed project does not result in any natural resource extraction program.

In light of the above, the proposed project would not result in a significant physical environmental impact with respect to mineral and energy resources, either individually or cumulatively.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
<p>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:</p>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods FEIR concluded that no agricultural resources are located in the project area, and the project would have no effect on agricultural resources. The project site does not contain agricultural uses and is not zoned for such uses. Therefore, the proposed project would not result in any significant impacts related to agricultural resources, either individually or cumulatively.

<u>Topics:</u>	<u>Sig. Impact Identified in FEIR</u>	<u>Project Contributes to Sig. Impact Identified in FEIR</u>	<u>Project Has Sig. Peculiar Impact</u>	<u>LTS/ No Impact</u>
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"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>

The Eastern Neighborhoods FEIR 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).

The proposed project would involve: 1) demolition of an existing 18-foot-tall, single-story, 765-sf vacant, formerly industrial structure; and 2) construction of a 52-foot-tall, 5-story, 7,941-sf residential building consisting of 8 residential units (3 one-bedroom units and 5 two-bedroom units). The project would include approximately 670 sf of common open space (to be shared by 5 units) at the ground level. As discussed in this document and the CPE Certificate of Determination, with the exception of hazards and hazardous materials, the proposed project would not result in new, peculiar environmental effects, or effects of greater severity than were already analyzed and considered in the Eastern Neighborhoods FEIR. A Focused Initial Study and Mitigated Negative Declaration has been prepared to address the peculiar hazards and hazardous materials impact.²³

²³ San Francisco Planning Department. *Focused Initial Study, 1785 15th Street*, March 27, 2013. A copy of this document is available for review as part of Case File No. 2012.0147E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

C. DETERMINATION

On the basis of this review, it can be determined that:

- The proposed project qualifies for consideration of a Community Plan exemption based on the applicable General Plan and zoning requirements; **AND**
- All potentially significant individual or cumulative impacts of the proposed project were identified in the applicable programmatic EIR (PEIR) for the Plan Area, and all applicable mitigation measures have been or incorporated into the proposed project or will be required in approval of the project.
- The proposed project may have a potentially significant impact not identified in the PEIR for the topic area(s) identified above, but that this impact can be reduced to a less-than-significant level in this case because revisions in the project have been made by or agreed to by the project proponent. A focused Initial Study and **MITIGATED NEGATIVE DECLARATION** is required, analyzing the effects that remain to be addressed.
- The proposed project may have a potentially significant impact not identified in the PEIR for the topic area(s) identified above. An **ENVIRONMENTAL IMPACT REPORT** is required, analyzing the effects that remain to be addressed.



Sarah B. Jones
Acting Environmental Review Officer
for
John Rahaim, Planning Director

DATE 5/1/2013