



SAN FRANCISCO PLANNING DEPARTMENT

Community Plan Exemption Checklist

Case No.: 2012.0203E
Project Address: 100 Hooper Street
Zoning: PDR-1-D
58-X
Block/Lot: Block 3808, Lot 003
Lot Size: 143,000 square feet (3.3 acres)
Plan Area: Eastern Neighborhoods Area Plan
Project Sponsor: Dan Murphy, Urban Green DevCo, LLC
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Staff Contact: Jeanie Poling – (415) 575-9072
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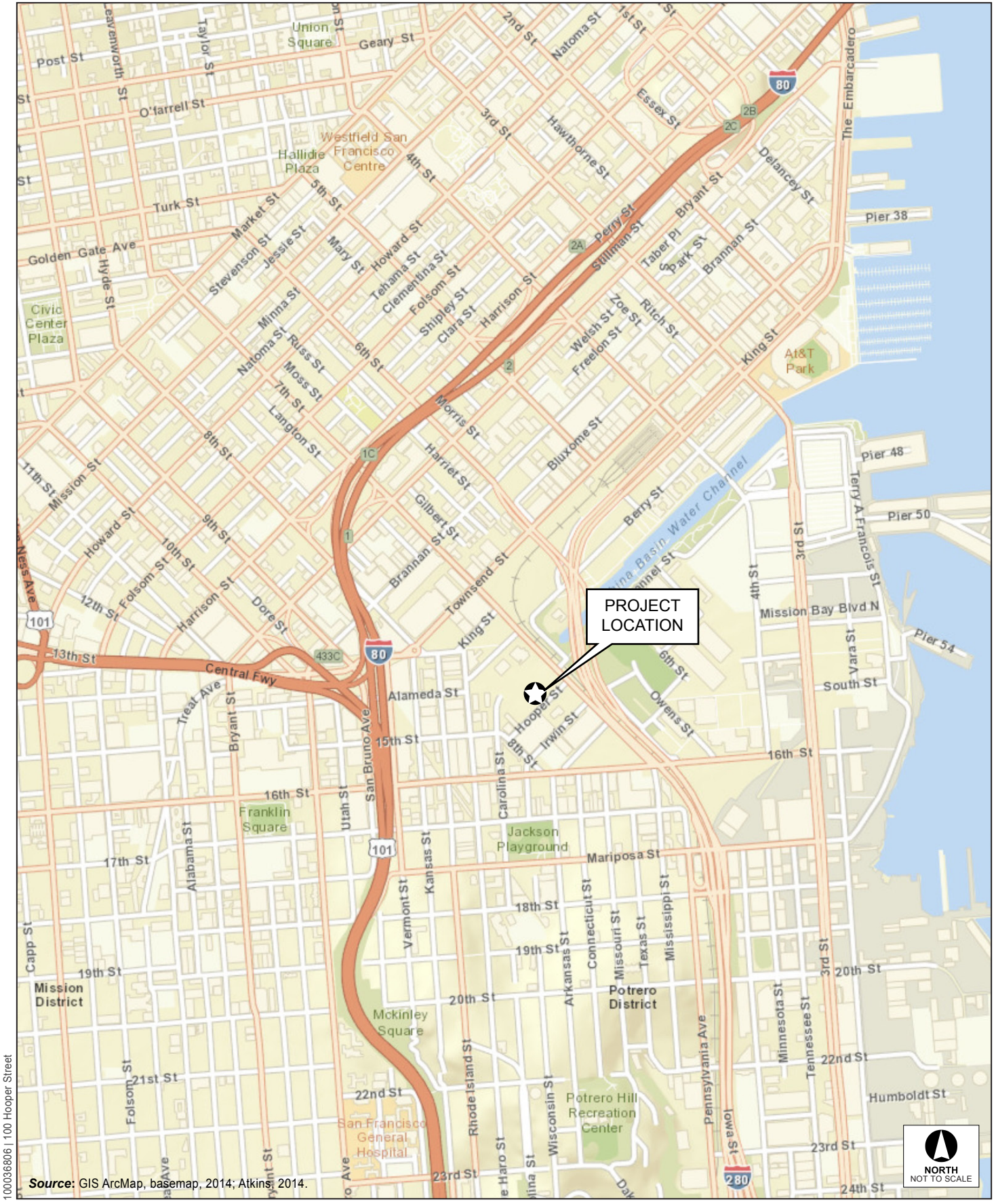
PROJECT DESCRIPTION

Project Location

The project site is located in the northeastern portion of San Francisco, within the Showplace Square/Potrero Hill Plan Area, which was analyzed as part of the Eastern Neighborhoods Rezoning and Area Plan EIR. The project site is on the block bounded by Channel, Carolina, Eighth, Hooper, and Seventh Streets adjacent to Mission Bay, Showplace Square, and the San Francisco campus of the California College of the Arts (CCA). The site is approximately 3.3 acres (approximately 143,000 square feet [sf]), fully paved, and contains no permanent structures. San Francisco Mini Storage, a legal non-conforming household storage use, occupies the site with portable cargo shipping containers that are leased for storage and truck rental services with approximately 30 trucks available for rent. The existing use provides approximately 88,500 sf of storage space. The streets and sidewalks adjacent to the site are largely unimproved, with the exception of the Seventh Street frontage and vehicular and pedestrian signalization at Mission Bay Drive and Seventh Street, just northeast of the project site. Hooper Street has no sidewalks and Channel Street is wholly unimproved. Figure 1, Regional Vicinity, p. 3, and Figure 2, Project Location, p. 4, illustrate the geographic context of the site in the northeastern portion of the San Francisco peninsula.

Existing site access is from two driveways on Hooper Street, two driveways on Seventh Street, and two driveways on Channel Street. Major freeways providing access to the project site include I-280 (Southern Embarcadero Freeway) to the east, U.S. 101 (Central Freeway) to the west, and the I-80 (Bayshore Freeway) to the north.

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100036806 | 100 Hooper Street

Source: GIS ArcMap, basemap, 2014; Atkins, 2014.



Figure 1
Regional Vicinity



Figure 2
Project Location

Project Characteristics

The proposed project would include construction of three four- to five-story buildings to a maximum building height of 58 feet (approximately 73 feet including mechanical penthouses), as follows:

- A five-story Production, Distribution and Repair (PDR) “Workshop Building” totaling approximately 59,500 gross square feet (gsf) of PDR use on Channel Street at the west property line adjoining CCA;
- A four-story office and PDR “North Building” of approximately 177,200 gsf on the balance of Channel Street; and
- A four-story office and PDR “South Building” of approximately 206,500 gsf on Hooper Street.

The buildings would be arrayed around roughly 40,000 gsf of on-site open spaces: a linear “paseo” running between the North and South Building plus a plaza at the southwestern corner of the property adjacent to CCA. The paseo would be paved and act as a central courtyard with trees, other plantings, and lighting. When combined, all three buildings would provide a grand total of approximately 443,200 building gsf, plus approximately 21,300 gsf of on-site parking and loading space. In total, up to 35 percent of the project’s gross floor area, or approximately 152,700 gsf, would be devoted to PDR use.

The approximately 59,500 gsf PDR Workshop Building would feature approximately 240 upper-floor PDR workshops above a 14-foot-high, ground-floor PDR level providing common area PDR support amenities such as space for an on-site PDR manager, shared PDR and/or accessory retail/restaurant space, loading facilities, an on-site café and lobby area, and space for individual PDR users. One approximately 1,000 gsf residential unit would be included in the PDR Workshop Building on the ground floor, overlooking the paseo, to provide accommodation for an on-site caretaker. Upper-floor studio spaces would be constructed using modular technology and would feature individual workshops ranging in size from approximately 120 to 400 gsf with small sinks, operable windows for natural light and air, and common areas to facilitate collaboration.

The North and South Buildings would be mixed use in nature, with approximately 284,500 gsf of upper-floor office and/or institutional use, up to approximately 94,200 gsf of ground-floor PDR, and up to 5,000 gsf of retail/restaurant use. The North and South Buildings would include adjacent side cores separated by a 40-foot-wide interior linear courtyard that would provide loading access and natural light and fresh air to the “paseo.” The paseo would also create a pedestrian link to the existing crosswalk on Seventh Street that currently provides access to Mission Bay, its 43 acres of open space, the San Francisco Bay Trail and Waterfront. Adjacent cores in the North and South Buildings would be linked on upper floors by elevated walkways to optimize user flexibility. The ground floors of the North and South Buildings would provide 19-foot floor-to-floor “mezzanine style” ceiling heights for the PDR spaces, some featuring roll-up doors. These PDR spaces would range from approximately 500 gsf to approximately 10,000 gsf in size and would serve larger, more-established PDR businesses than the Workshop Building. Up to 5,000 gsf of retail/restaurant space would be located at the west end of the South Building adjacent to the plaza.

In addition to the paseo space referenced above, the southwestern corner of the property is proposed as an approximately 10,000 gsf publicly accessible open space (“POPOS”) to interconnect the project site with the adjoining campus of the CCA. This space would support various outdoor programs such as periodic art displays, maker fairs, performing arts, and/or movie nights.

Figure 3, Site Plan, p. 7; Figure 4a, First Floor Plan West, p. 8, through Figure 9, Floor Plans – PDR Workshop Building, p. 19; and Figure 10, Building Elevations, p. 20, through Figure 14, Building Elevations – PDR Workshop Building, p. 24, illustrate the characteristics of the proposed project. The project includes the improvement of the southern half of Channel Street to City street standards, which would include approximately 12- to 15-foot sidewalks with parallel parking, terminated by a bulb-out along Seventh Street. Along Hooper Street, special paving would be provided in the furnishing zone and building setbacks along with bulb outs in conformance with San Francisco Department of Public Works landscape standards. The project sponsor would be required to maintain the sidewalk improvements adjacent to the project site. Access to the project's on- and off-street loading, parking, bike storage, utility connections and refuse management and related facilities would be from Channel Street.

The heating and ventilation system proposed for the 100 Hooper Street project is a series of variable refrigerant volume (VRV) split system heat pumps with condensers mounted on the roof and take up air through vents incorporated into the building façade.

A total of seven loading spaces would be provided: three on site, two on Channel Street, and two on Hooper Street. Primary loading for the project would occur along Channel Street, with a commonly accessed two-bay semi-truck loading dock linking Channel Street to the paseo space and one space in the walkway between CCA and the PDR Workshop Building. The street loading areas for Channel (two spaces) and Hooper Street (two spaces) would supplement the loading dock, with direct breezeway access to the paseo and building core freight or service elevators. In addition, the POPOS and paseo space would be designed to accommodate light truck loading for the ground-floor PDR uses.

The project would provide 87 vehicle parking spaces (42 stackers and three Americans with Disabilities Act [ADA] accessible spaces) and 14 motorcycle spaces in an at-grade garage within the North Building. Ingress and egress to the parking garage would be through two driveways located on Channel Street. Figure 15, Parking Plan, p. 25, illustrates the proposed parking configuration.

In addition to vehicular parking, 128 Class 1 and 31 Class 2 bicycle parking spaces¹ are proposed, as well as showers and lockers consistent with the San Francisco Planning Code. The project sponsor would also seek subdivision map approval to subdivide the project site into up to three parcels. Table 1, Summary of Proposed Land Uses, p. 26, summarizes the proposed land uses for the project.

¹ San Francisco Planning Code Section 155 defines Class 1 bicycle parking facilities as facilities that 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 lockers, check-in facilities, monitored parking, restricted access parking, and personal storage. Planning Code Section 155(j) requires one bicycle parking space for every 20 off-street parking spaces. Class 2 bicycle parking facilities are spaces located in a publicly accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building. Bicycle racks are the most common form of Class 2 bicycle parking.

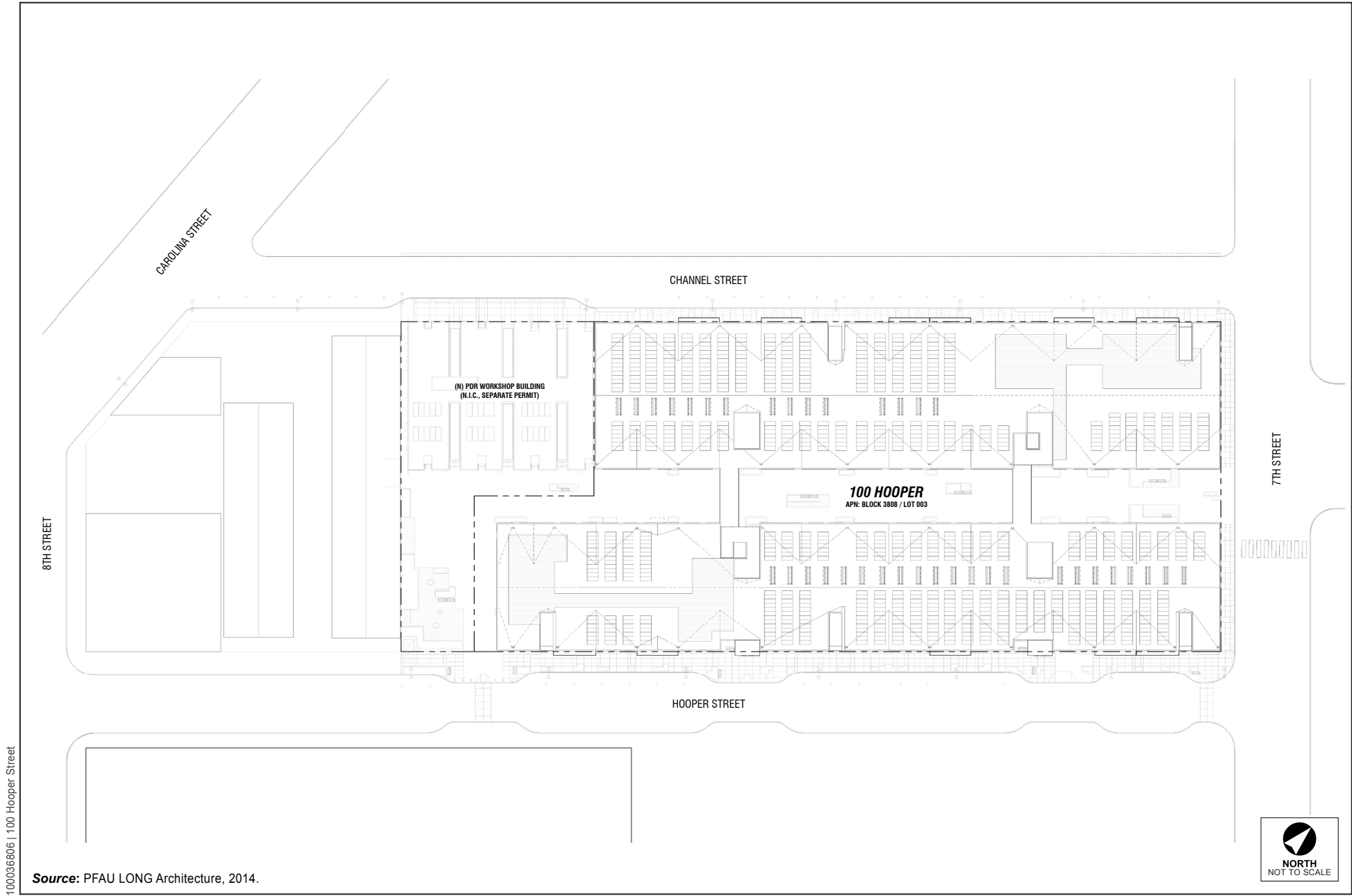


Figure 3
Site Plan

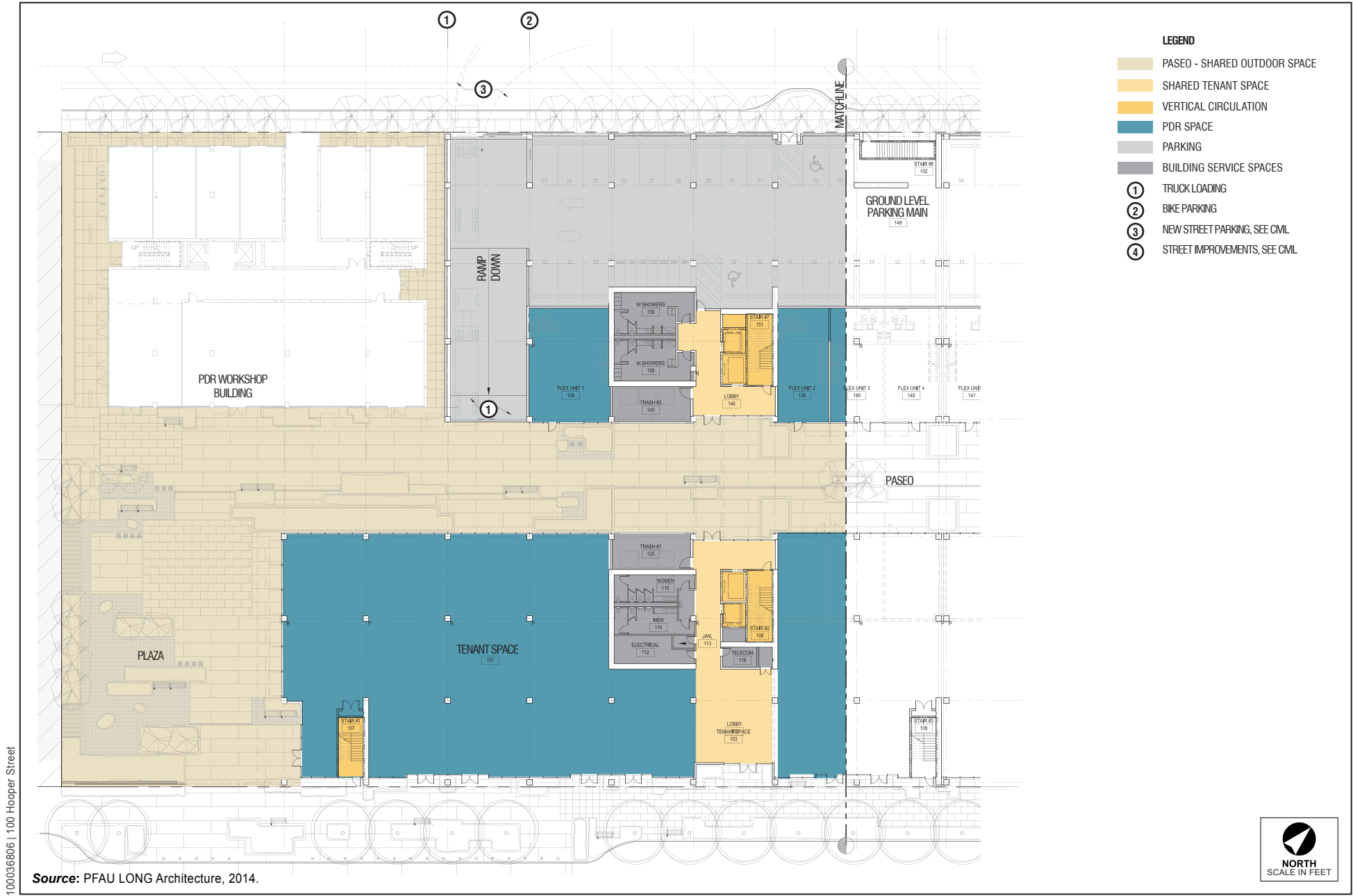
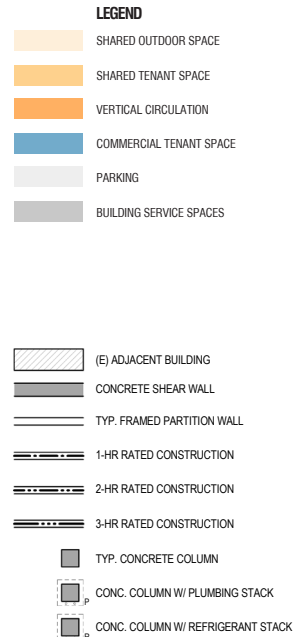


Figure 4a
First Floor Plan West



Figure 4b
First Floor Plan East



Source: PFAU LONG Architecture, 2014.



Figure 5a
Second Floor Plan West

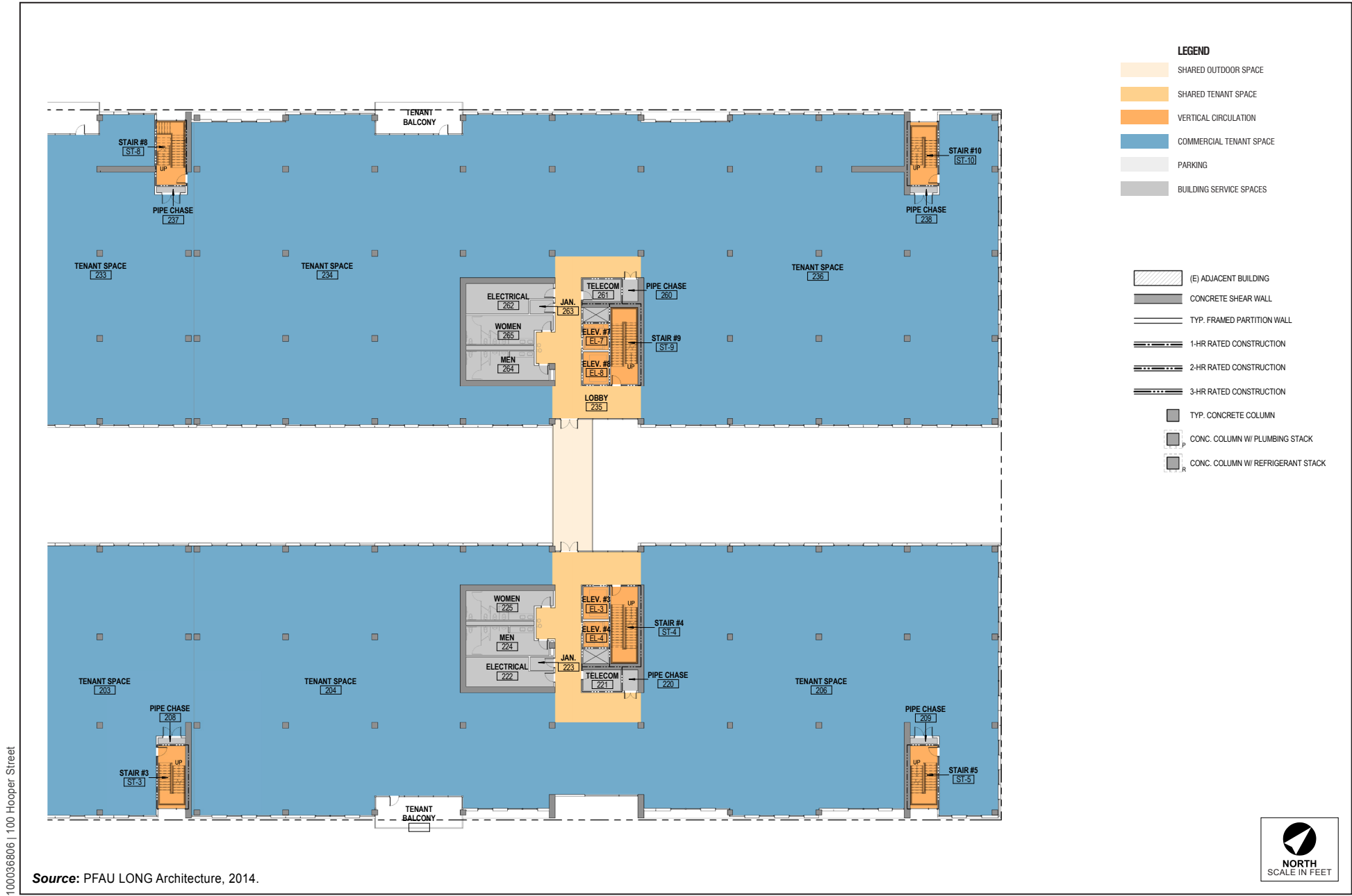


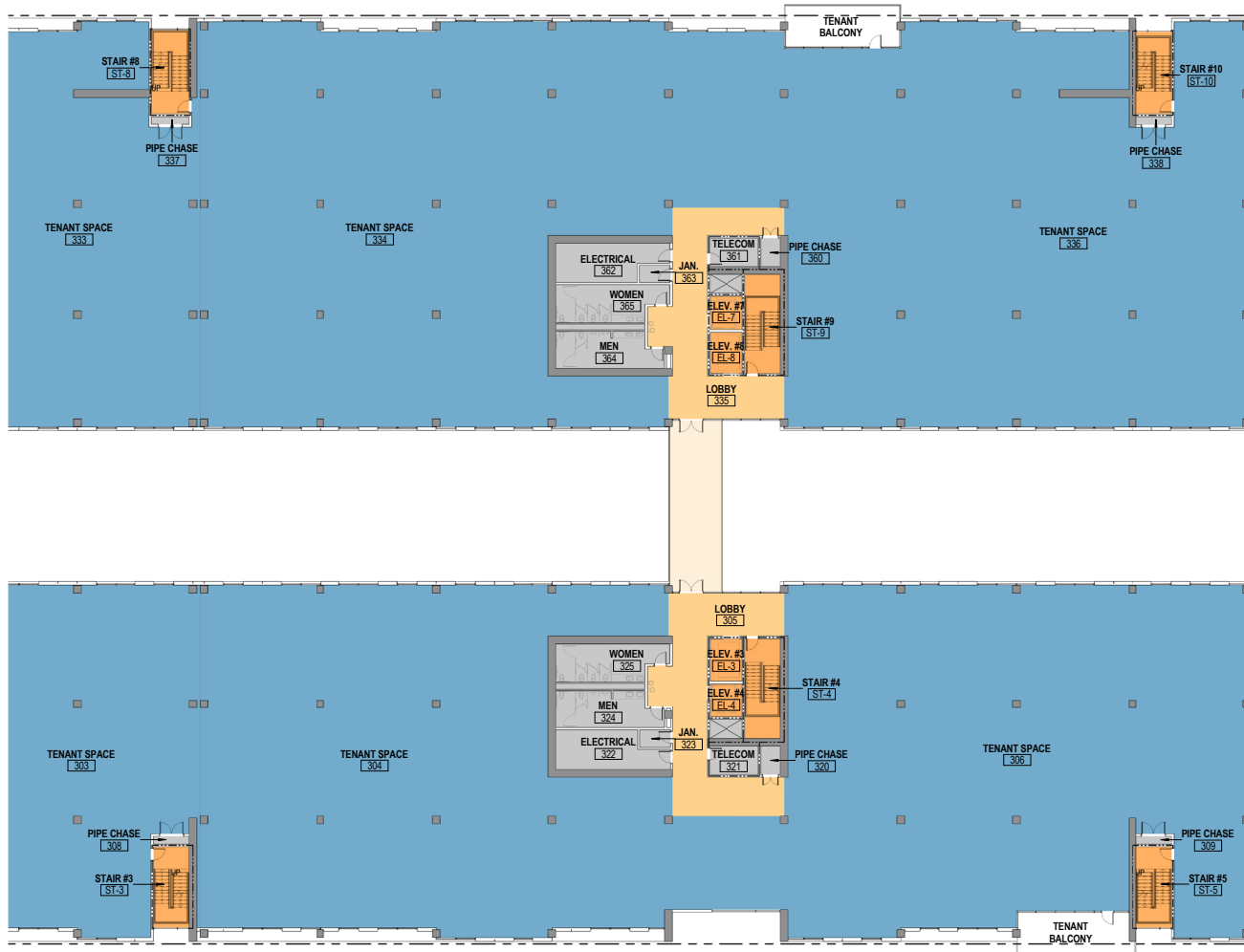
Figure 5b
 Second Floor Plan East



Figure 6a
Third Floor Plan West

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Source: PFAU LONG Architecture, 2014.



LEGEND

- SHARED OUTDOOR SPACE
- SHARED TENANT SPACE
- VERTICAL CIRCULATION
- COMMERCIAL TENANT SPACE
- PARKING
- BUILDING SERVICE SPACES

- (E) ADJACENT BUILDING
- CONCRETE SHEAR WALL
- TYP. FRAMED PARTITION WALL
- 1-HR RATED CONSTRUCTION
- 2-HR RATED CONSTRUCTION
- 3-HR RATED CONSTRUCTION
- TYP. CONCRETE COLUMN
- CONC. COLUMN W/ PLUMBING STACK
- CONC. COLUMN W/ REFRIGERANT STACK



Figure 6b
Third Floor Plan East

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Source: PFAU LONG Architecture, 2014.



- LEGEND**
- SHARED OUTDOOR SPACE
 - SHARED TENANT SPACE
 - VERTICAL CIRCULATION
 - COMMERCIAL TENANT SPACE
 - PARKING
 - BUILDING SERVICE SPACES
-
- (E) ADJACENT BUILDING
 - CONCRETE SHEAR WALL
 - TYP. FRAMED PARTITION WALL
 - 1-HR RATED CONSTRUCTION
 - 2-HR RATED CONSTRUCTION
 - 3-HR RATED CONSTRUCTION
 - TYP. CONCRETE COLUMN
 - CONC. COLUMN W/ PLUMBING STACK
 - CONC. COLUMN W/ REFRIGERANT STACK



Figure 7a
Fourth Floor Plan West

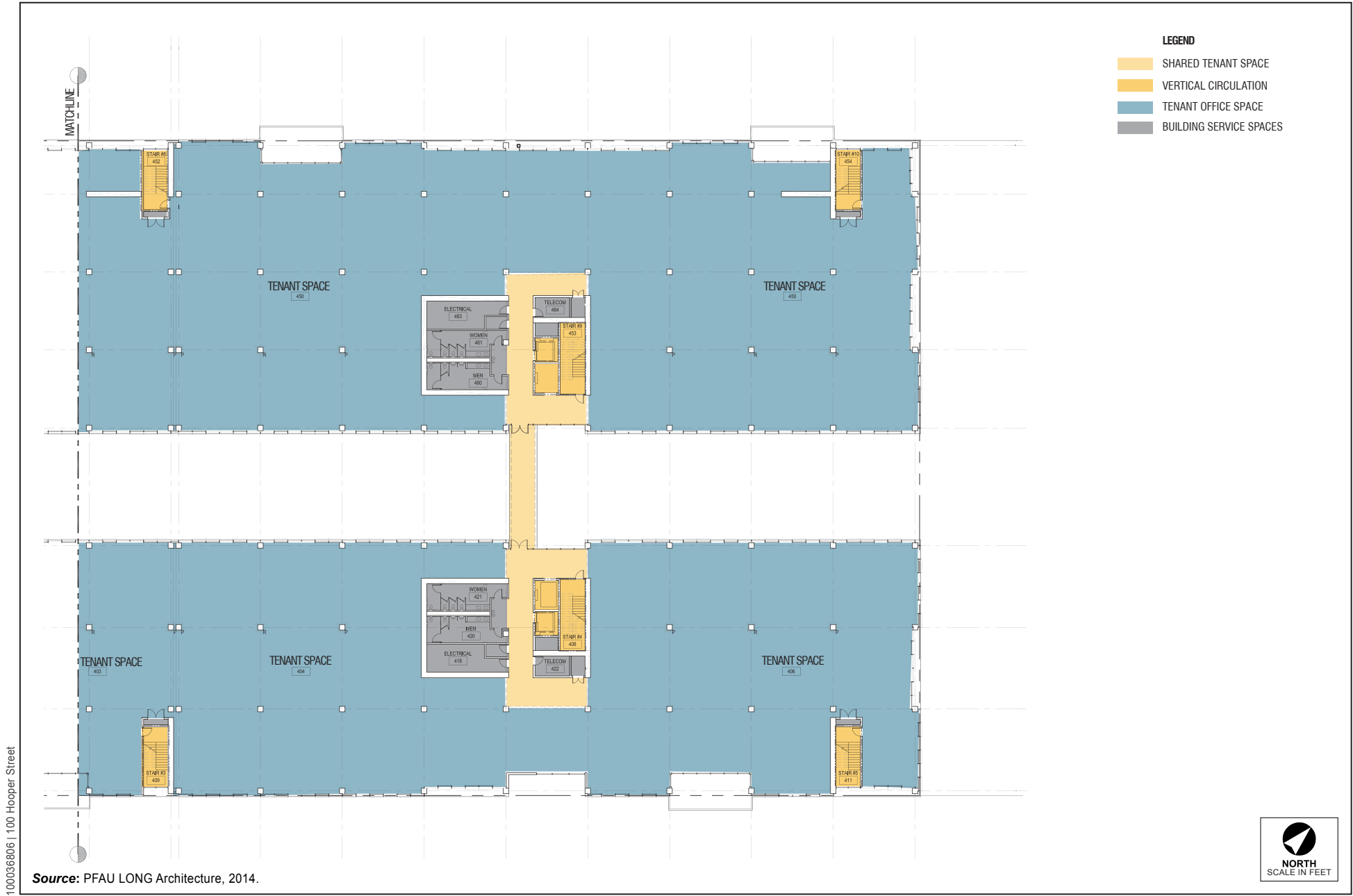
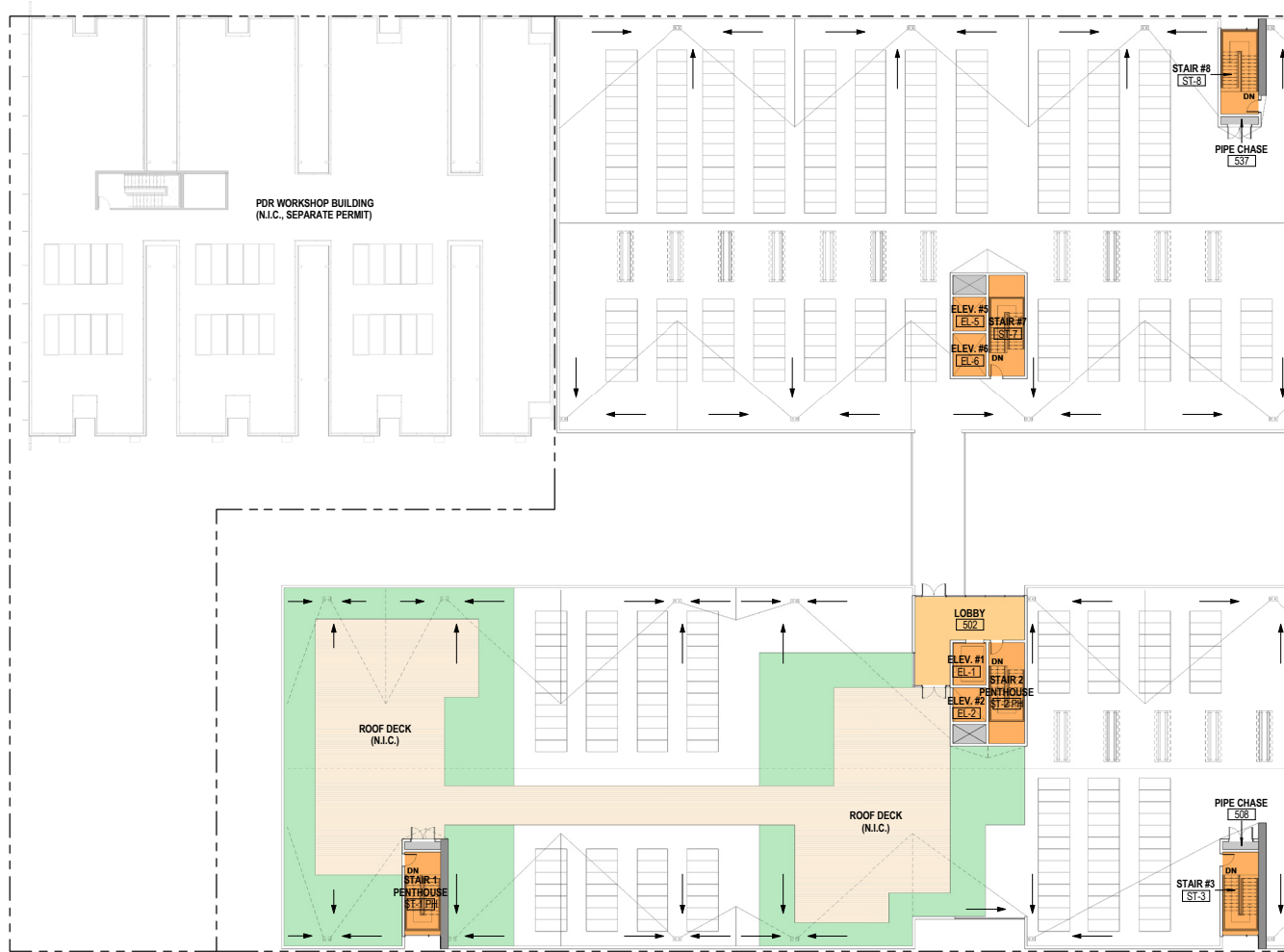


Figure 7b
Fourth Floor Plan East

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Source: PFAU LONG Architecture, 2014.



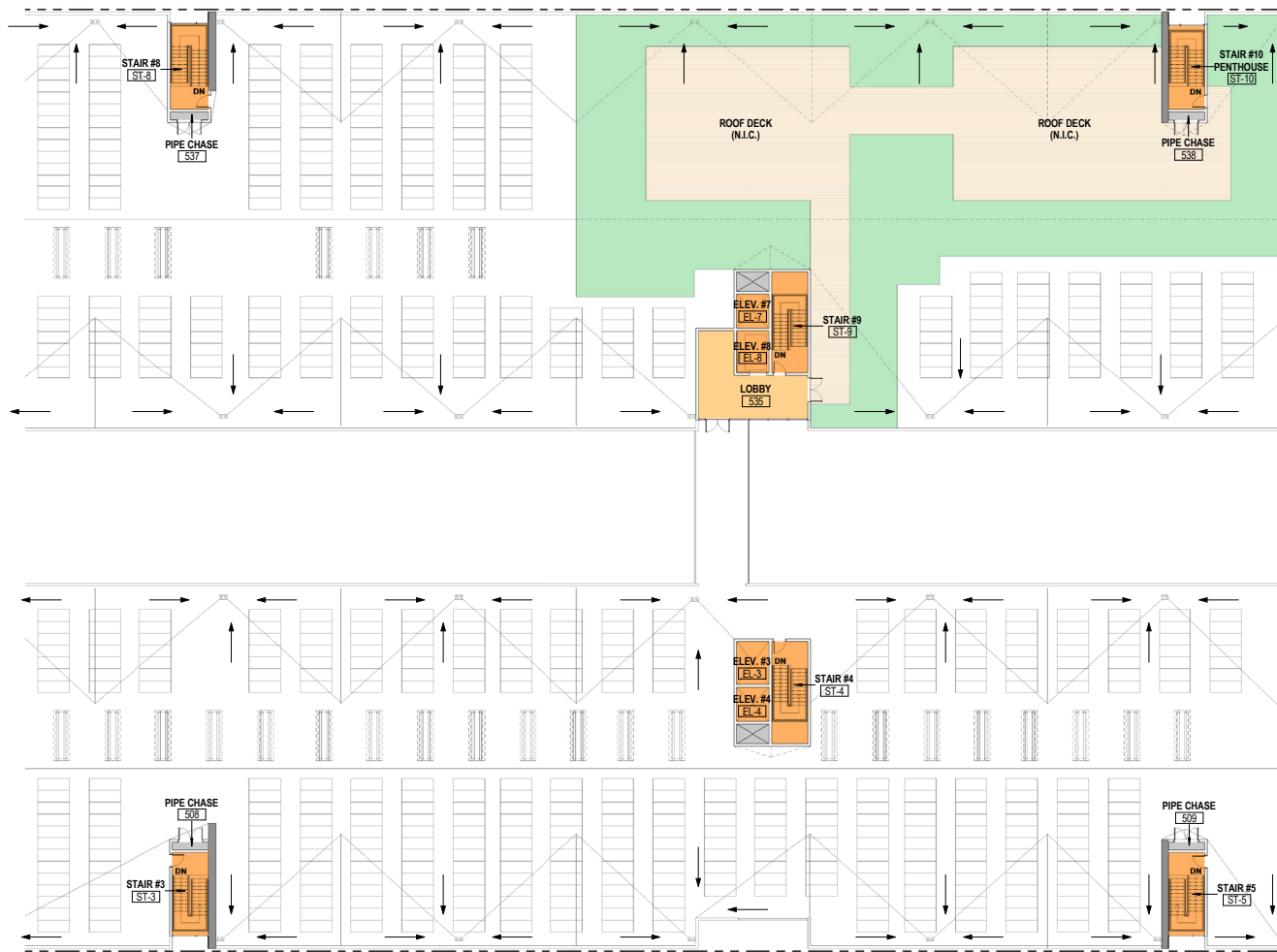
- LEGEND**
- SHARED OUTDOOR SPACE
 - SHARED TENANT SPACE
 - VERTICAL CIRCULATION
 - PDR UNITS
 - COMMERCIAL TENANT SPACE
 - FUTURE ROOF PLANTING AREAS (N.I.C.)
 - PARKING
 - BUILDING SERVICE SPACES
-
- (E) ADJACENT BUILDING
 - CONCRETE SHEAR WALL
 - TYP. FRAMED PARTITION WALL
 - 1-HR RATED CONSTRUCTION
 - 2-HR RATED CONSTRUCTION
 - 3-HR RATED CONSTRUCTION
 - TYP. CONCRETE COLUMN
 - CONC. COLUMN W/ PLUMBING STACK
 - CONC. COLUMN W/ REFRIGERANT STACK



Figure 8a
Roof Plan West

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Source: PFAU LONG Architecture, 2014.



- LEGEND**
- SHARED OUTDOOR SPACE
 - SHARED TENANT SPACE
 - VERTICAL CIRCULATION
 - COMMERCIAL TENANT SPACE
 - FUTURE ROOF PLANTING AREAS (N.I.C.)
 - BUILDING SERVICE SPACES
-
- (E) ADJACENT BUILDING
 - CONCRETE SHEAR WALL
 - TYP. FRAMED PARTITION WALL
 - 1-HR RATED CONSTRUCTION
 - 2-HR RATED CONSTRUCTION
 - 3-HR RATED CONSTRUCTION
 - TYP. CONCRETE COLUMN
 - P CONC. COLUMN W/ PLUMBING STACK
 - R CONC. COLUMN W/ REFRIGERANT STACK



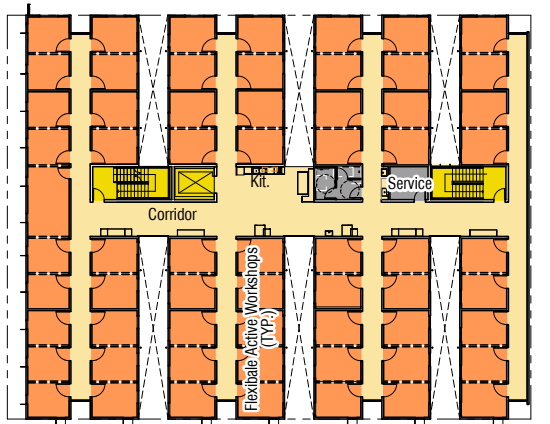
Figure 8b
Roof Plan East



Figure 8c
Preliminary Roof Deck Planting Area

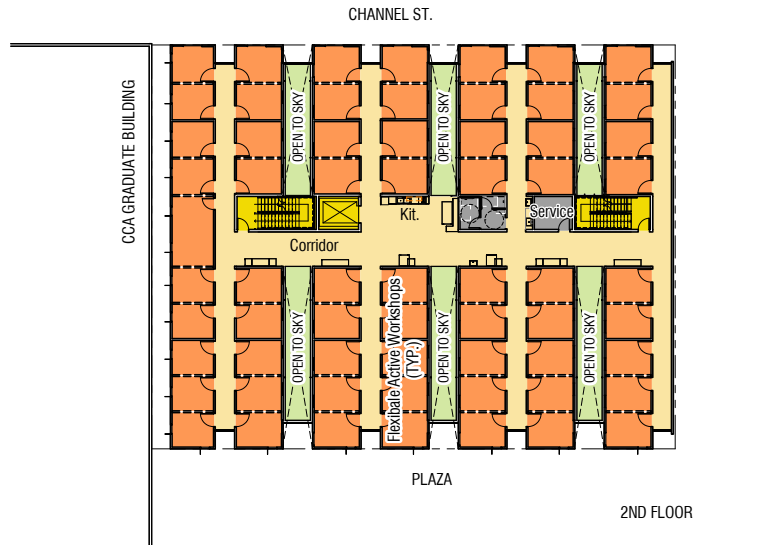
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③ LEVEL 5 (Similar @ Level 3 & 4)
1/16" = 1'-0"

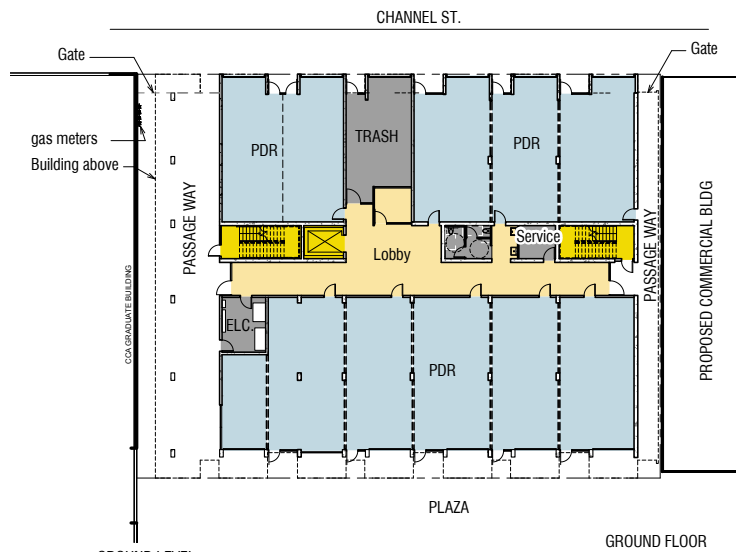


Source: PFAU LONG Architecture, 2014.

② LEVEL 2
1/16" = 1'-0"



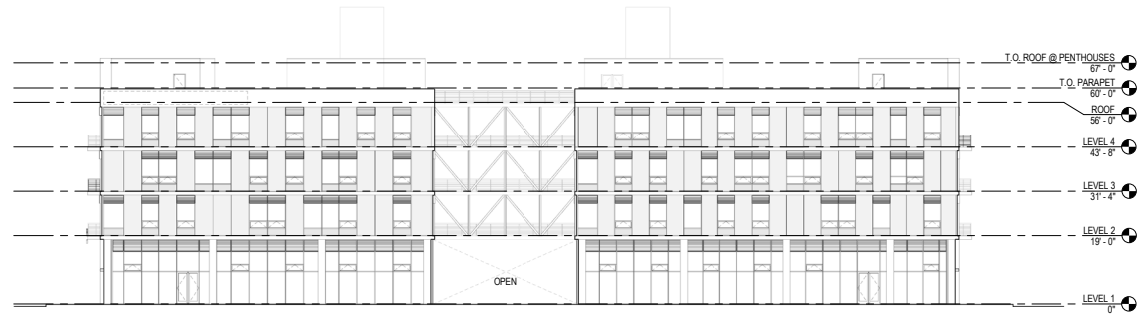
① GROUND LEVEL
1/16" = 1'-0"



- LEGEND**
- CIRCULATION / COMMON
 - GREEN / OPEN SPACE
 - PDR
 - PDR WORKSHOPS OR SEW USE
 - SERVICE / TRASH
 - STAIRS / ELEVATOR



Figure 9
Floor Plans PDR Workshop Building



ELEVATION - EAST | 3
1/16" = 1'-0"



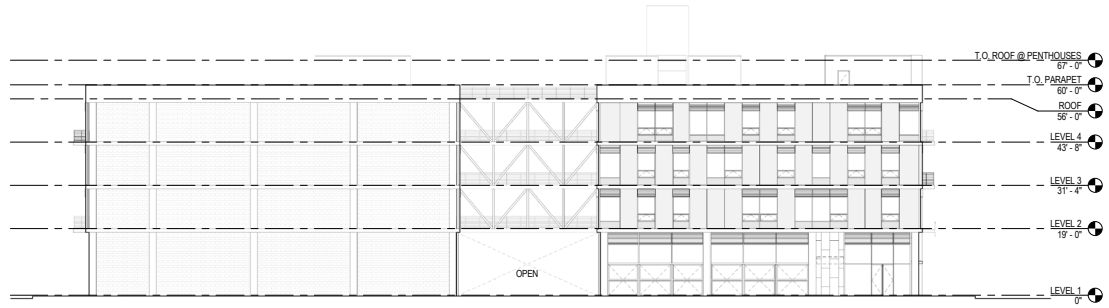
ELEVATION - SOUTH BUILDING - SOUTH WEST | 2
1/16" = 1'-0"



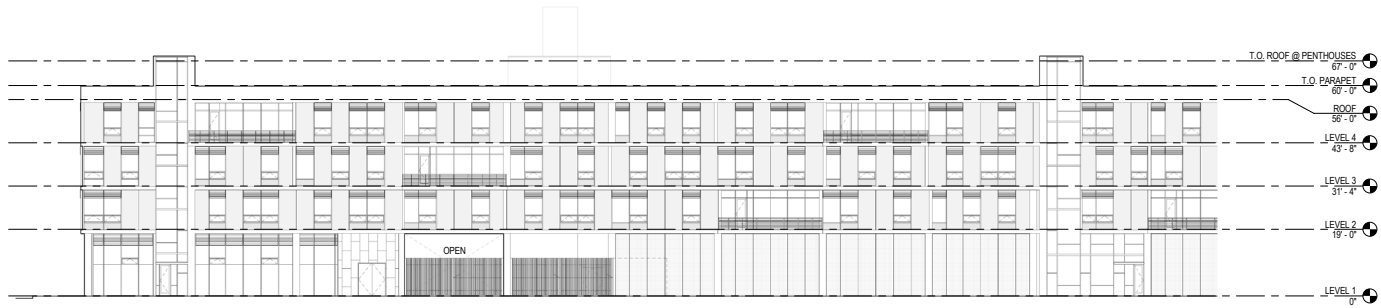
ELEVATION - SOUTH BUILDING - SOUTH EAST | 1
1/16" = 1'-0"

Source: PFAU LONG Architecture, 2014.

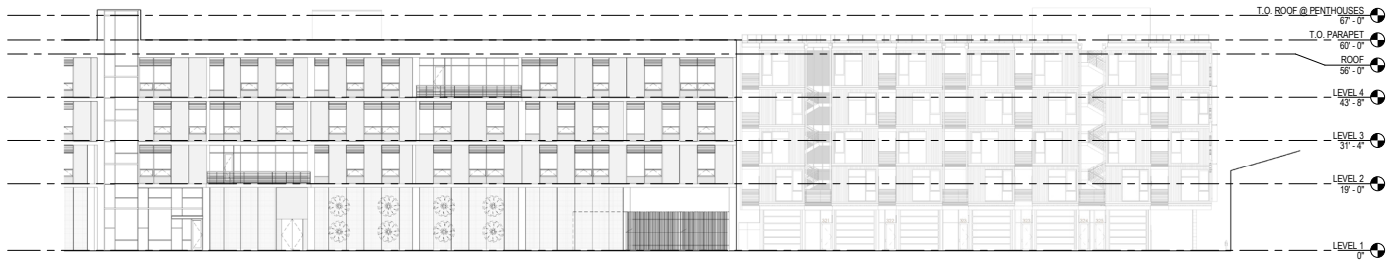
Figure 10
Building Elevations



BUILDING ELEVATION - WEST | 3
1/16" = 1'-0"



ELEVATION - NORTH BUILDING - NORTH EAST | 2
1/16" = 1'-0"



ELEVATION - NORTH BUILDING - NORTH WEST | 1
1/16" = 1'-0"

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Source: PFAU LONG Architecture, 2014.

Figure 11
Building Elevations



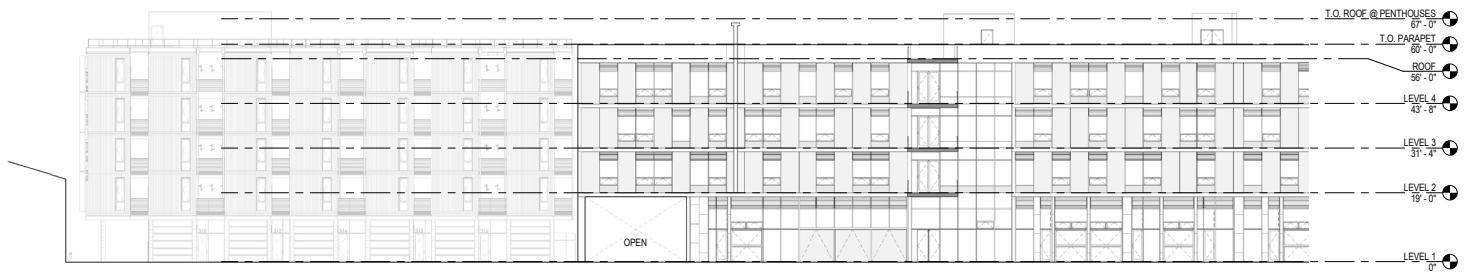
ELEVATION - SOUTH BUILDING - NORTH EAST | 2
1/16" = 1'-0"



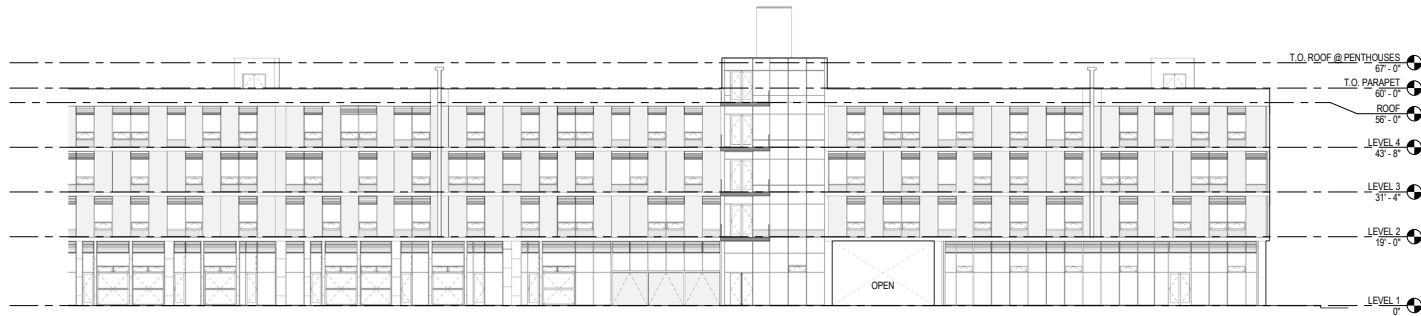
ELEVATION - SOUTH BUILDING - NORTH WEST | 1
1/16" = 1'-0"

Source: PFAU LONG Architecture, 2014.

Figure 12
Building Elevations



ELEVATION - NORTH BUILDING - SOUTH WEST | 2
1/16" = 1'-0"



ELEVATION - NORTH BUILDING - SOUTH EAST | 1
1/16" = 1'-0"

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Source: PFAU LONG Architecture, 2014.

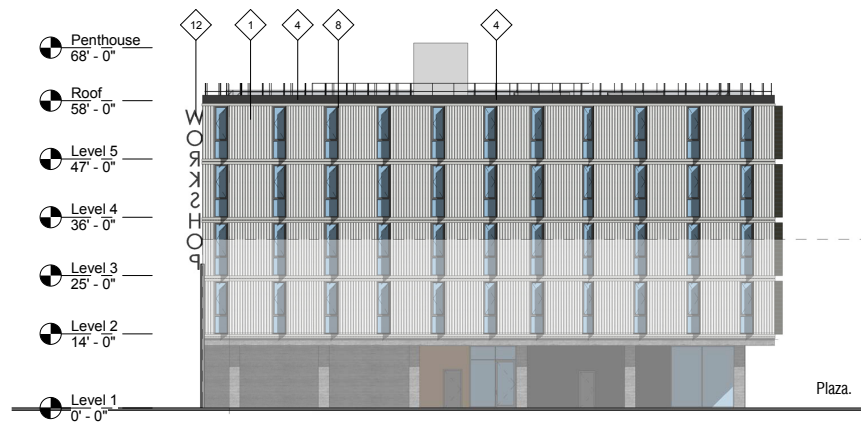
Figure 13
Building Elevations



1 Elevation - CHANNEL ST
1/16" = 1'-0"



2 Elevation - PLAZA
1/16" = 1'-0"



3 Elevation - CCA SIDE
1/16" = 1'-0"

MATERIALS

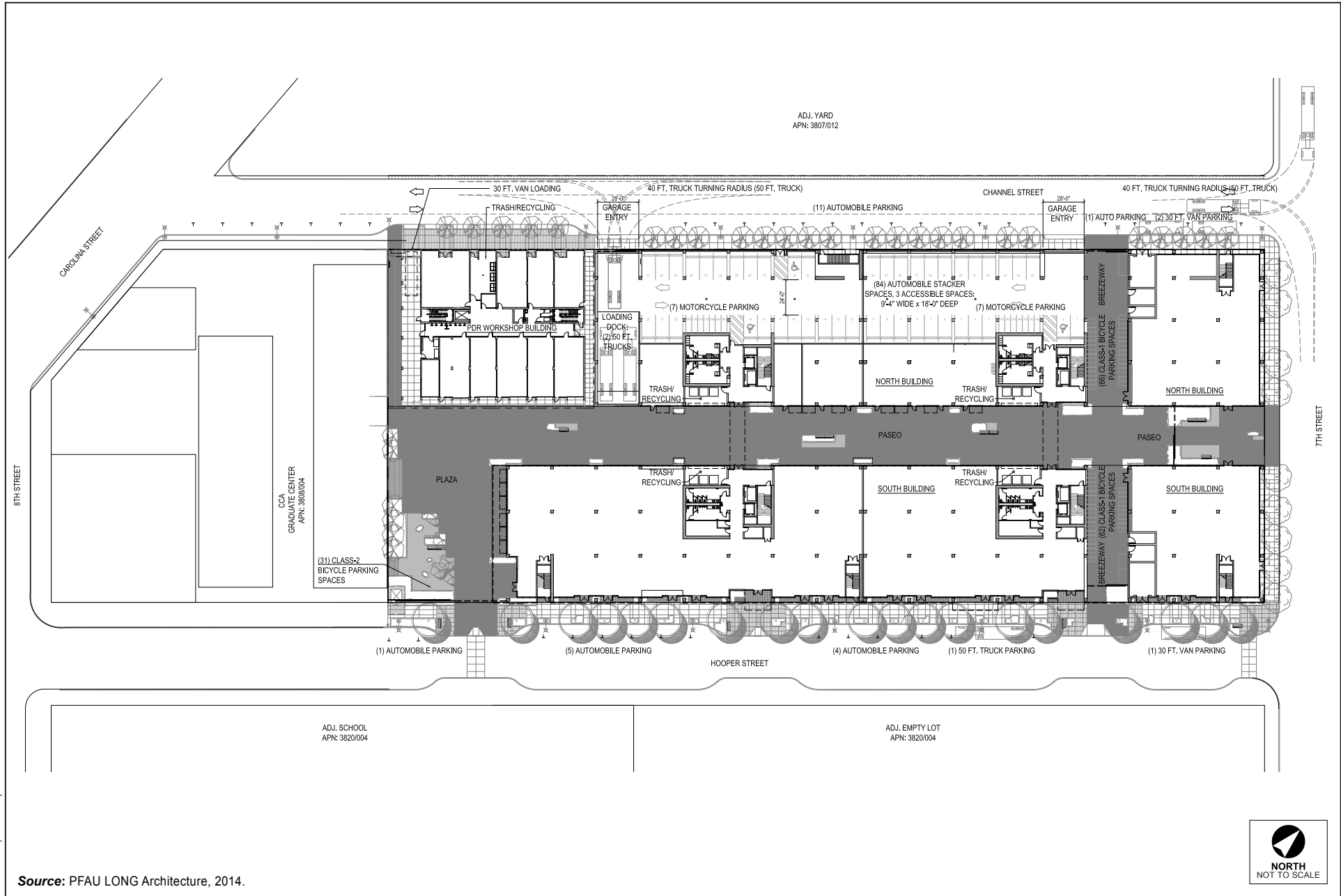
- 1 CORRUGATED MATAL - PAINTED WHITE
- 2 CORRUGATED MATAL - PAINTED ORANGE
- 3 CORRUGATED MATAL - PAINTED YELLOW
- 4 DARK ALUMINUM PANEL
- 5 PLASTER
- 6 CLEAR GLASS
- 7 BOARD FORMED CONCRETE
- 8 PERFORATED METAL SCREEN
- 9 STOREFRONT SYSTEM
- 11 AIRPLANE HANGAR DOOR SYSTEM
- 12 BLADE SIGN



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Source: PFAU LONG Architecture, 2014.

Figure 14
Building Elevations – PDR Workshop



Source: PFAU LONG Architecture, 2014.

Figure 15
Parking Plan

Table 1 Summary of Proposed Land Uses

| <i>Gross Floor Area</i> | <i>Existing Uses (gsf)</i> | <i>Net New Construction and/or Addition (gsf)</i> | <i>Project Totals (gsf)^a</i> |
|-------------------------|----------------------------|---|---|
| Residential | 0 | 1,000 | 1,000 |
| Retail/Restaurant | 0 | 5,000 | 5,000 |
| Office/Institutional | 0 | 284,500 | 284,500 |
| PDR | 88,500 | 64,200 | 152,700 |
| Parking | 1,100 | 20,200 | 21,300 |
| Total gsf | 89,600 | 374,900 | 464,500 |
| Dwelling Units | 0 | 1 (apx 1,000 gsf) | 1 (apx 1,000 gsf) |
| Hotel Rooms | 0 | 0 | 0 |
| Parking Spaces | 6 | 81 | 87 |
| Loading Spaces | 0 | 7 | 7 |
| No. of Buildings | 0 | 3 | 3 |
| Building Height | n/a | 58 feet | 58 feet |
| Number of Stories | N/A | 4 or 5 with ground-floor mezzanine spaces proposed for four-story buildings | 4 or 5 with ground-floor mezzanine spaces proposed for four-story buildings |
| On-Site Open Space | 0 | 40,000 gsf | 40,000 gsf |

SOURCE: Urban Green DevCo, LLC (2014).

gsf = gross square feet

a. All square footages have been rounded to the nearest 100 and are approximate.

Project Landscaping

The proposed project would include up to 53 street trees to be planted as well as other vegetation throughout the site. Figure 16a, Conceptual Landscape Plan – West, p. 27, and Figure 16b, Conceptual Landscape Plan – East, p. 28, illustrate the landscaping that would be installed on the project site. In addition, green roof features may be included in the proposed project, as depicted on Figure 8c, Preliminary Roof Deck Planting Area, p. 18. The design, location, and dimensions of all pedestrian and streetscape improvements in the public right-of-way would be developed in accordance with the Better Streets Plan² to the maximum extent feasible.

Project Construction

Project construction is expected to take 24 months. Site preparation and grading is expected to take one month, foundation work an additional month, concrete superstructure work six to nine months, exterior skin installation five months, building rough interior work three months, building finishes an additional three months and site work four months.

² Defined in San Francisco Administrative Code Section 98.1(e).

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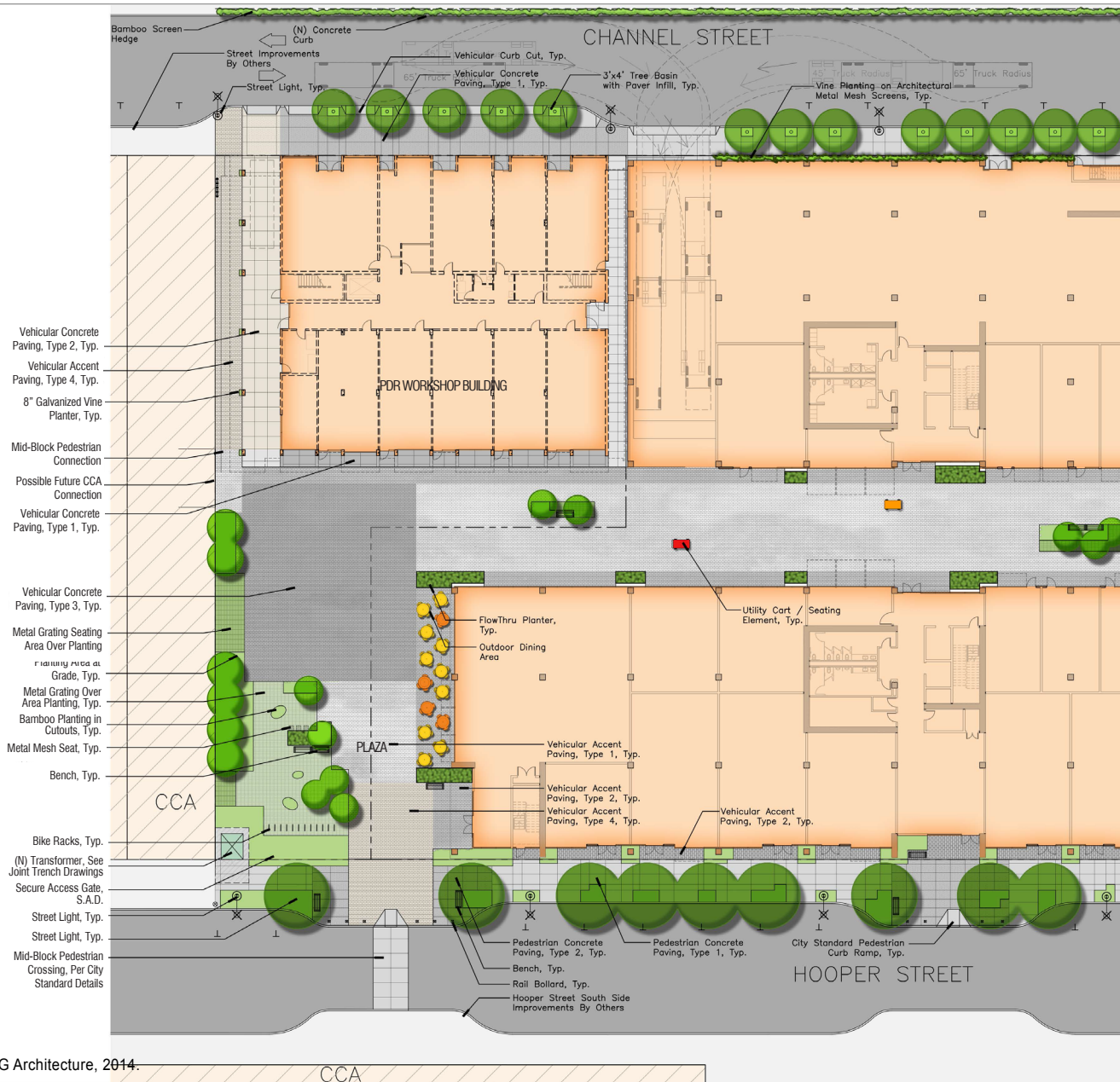


Figure 16a
Conceptual Landscape Plan West

100036806 | 100 Hooper Street



Source: PFAU LONG Architecture, 2014.

Figure 16b
Conceptual Landscape Plan East

Construction would require the use of pulverizing equipment to demolish existing concrete slabs; grading equipment such as bulldozers; dump trucks for soil haul-out; backhoes for cutting foundations and installing utilities; pile drivers for building foundations; concrete pumping and trucks; large trucks for material delivery; dust-control equipment; temporary office trailers; and other standard construction equipment such as cranes and man-lifts for both the North and South Buildings. Approximately 13,500 cubic yards of soil, with generally two feet of soil at building footprints and four feet in open space areas, would be removed for utility trenches, pile caps, and grade beams. Additionally, deeper excavations may be needed for elevator pits, foundation piles, and some utilities. The maximum excavation depth would be approved in the field by the geotechnical engineer prior to placement of surface improvements but would not exceed 8.5 feet.

Project Variant

A project variant is proposed that would extend construction substantially compared to the proposed project, from approximately 24 months to approximately 48 months. This variant would include construction of the North and South Buildings as up to four independent buildings in the same configuration. Under this option, the existing use (mini storage/truck rental) could remain on the non-built portion of the site for the first two years of construction. This variant would involve construction over a period of approximately four years. Other than extending the construction period, this variant would construct the same buildings as the proposed project.

PROJECT SETTING

The project site (Assessor's Block 3808, Lot 003) is located in the northeastern portion of San Francisco on the block bounded by Channel, Carolina, Eighth, Hooper and Seventh Streets. The project site is located within the Showplace Square/Potrero Hill Plan Area, which was analyzed in the Eastern Neighborhoods Rezoning and Area Plans Programmatic Environmental Impact Report (PEIR). The project site is located within a 58-X height and bulk district and is zoned PDR-1-D (Production, Distribution and Repair – Design), which permits limited retail, arts and entertainment uses, light industrial uses (such as laboratory), Small Enterprise Workspace, Integrated PDR Use, home and business service, commercial storage and distribution, and arts activities. No stand-alone office uses are currently permitted under this zoning. The site is within the Core Showplace Square Design District general zoning district, which protects important concentrations of design-oriented PDR, encourages limited amount of retail and office space to support design functions, and prohibit new residential development that is not accessory to permitted uses.

Parcels to the south and west of the project site are also zoned PDR-1-D; the parcel across Channel Street to the north is zoned PDR-1-G (Production, Distribution and Repair – General). The only differences between the G designation and the D designation are that child care is not permitted in the G designation and parking lots may be allowed with a conditional use permit.

Consistent with the industrial zoning designations, Budget Truck Rental, Cable Car Tours, Recology – Golden Gate, and Road Brothers Hardwood Flooring are located to the northwest of the site across Channel Street. A former Greyhound Bus Maintenance Facility (currently a vacant lot) and CCA are located to the southeast across Hooper Street. Another CCA facility (i.e., the CCA Graduate Facility) is located adjacent to the site to the southwest at 184 Hooper Street (former addresses of 184 and 188 Hooper Street). Railroad tracks and the elevated portion of I-280 are located to the northeast across Seventh Street. Those parcels to the east of I-280 are zoned MB-RA (Mission Bay Redevelopment Plans).

An existing crosswalk on Seventh Street currently provides access to Mission Bay, its 43 acres of open space, the San Francisco Bay Trail and Waterfront. Buildings in the project area range from one to four stories (north of the project site along Seventh Street).

PROJECT APPROVAL

Approval of the Conditional Use Authorization by the San Francisco Planning Commission is the Approval Action per San Francisco Administrative Code Chapter 31. The Approval Action date establishes the start of the 30-day appeal period for the California Environmental Quality Act (CEQA) exemption determination pursuant to San Francisco Administrative Code Section 31.04(h).

The 100 Hooper Street project requires the following approvals:

■ Actions by the Planning Commission

- **Conditional Use Authorization** from the Planning Commission is required by Planning Code Sections 219.1 and 303 to allow office and/or institutional use in a development devoting at least one third of its gross floor area to PDR use as well as to subdivide the property into up to three legal lots.
- **Office Allocation** from the Planning Commission is required per Planning Code Sections 321 et seq. to establish more than 25,000 gross square feet of new office space.
- **Planned Unit Development** under Planning Code Sections 303 and 304 is required for exceptions to loading requirements and to allow on-street car-share spaces
- A **General Plan Referral** from the Planning Commission per San Francisco Charter Section 4.105 and Administrative Code Sections 2A.52 and 2A.53 is required for improvements to public rights-of-way on Hooper and Channel Streets.

■ Actions by other City Departments or Agencies

- A **Building Permit Application** is required for the proposed new construction on the subject property.
- **Subdivision Map** approval from the Department of Public Works to subdivide the subject lot into as many as three separate legal lots.
- **Approval** for new water, sewer, and street light utility connections by the San Francisco Public Utilities Commission (SFPUC).
- **Approval** for any proposed curb or street modifications and on-street car-share spaces by San Francisco Municipal Transportation Agency (SFMTA) Sustainable Streets Division.
- **Remedial Action Agreement** per Article 22 of the Health Code with the San Francisco Department of Public Health (SFDPH).
- **Erosion and Sediment Control Plan Approval** by the SFPUC in accordance with Article 4.1 of the San Francisco Public Works Code for construction activities.
- Approval of **Stormwater Control Plan** by SFPUC demonstrating compliance with San Francisco's Stormwater Design Guidelines.

EVALUATION OF ENVIRONMENTAL EFFECTS

This Community Plan Exemption (CPE) Checklist evaluates whether the environmental impacts of the proposed project are addressed in the Eastern Neighborhoods PEIR.³ The CPE Checklist indicates whether the proposed project would result in significant impacts that: (1) are peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or off-site effects in the PEIR; or (3) are previously identified significant effects, which as a result of substantial new information that was not known at the time that the Eastern Neighborhoods PEIR was certified, are determined to have a more severe adverse impact than discussed in the PEIR. Such impacts, if any, will be evaluated in a project-specific Mitigated Negative Declaration or Environmental Impact Report. If no such impacts are identified, the proposed project is exempt from further environmental review in accordance with Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

Mitigation measures identified in the PEIR are discussed under each topic area, and measures that are applicable to the proposed project are listed in the “Mitigation Measures” section on page 82.

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

The proposed project would include construction of three four- to five-story buildings to a maximum building height of 58 feet (approximately 73 feet including mechanical penthouses) totaling approximately 464,500 gsf. As discussed below in this checklist, the proposed project would not result in new significant environmental effects or effects of greater severity than were already analyzed and disclosed in the Eastern Neighborhoods PEIR.

AESTHETICS AND PARKING IMPACTS FOR TRANSIT PRIORITY INFILL DEVELOPMENT

Public Resources Code Section 21099(d), effective January 1, 2014, provides that, “aesthetics and parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment.” Accordingly, aesthetics and parking are no longer to be considered in determining if a project has the potential to result in significant environmental effects for projects that meet all of the following three criteria:

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

³ San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (PEIR)*, Planning Department Case No. 2004.0160E, State Clearinghouse No. 2005032048 (certified August 7, 2008). Available online at <http://www.sf-planning.org/index.aspx?page=1893> (accessed August 17, 2012).

The proposed project meets each of the above three criteria because the project proposes approximately 437,200 gsf of office and PDR uses on a 143,000 sf lot, resulting in a 3:1 floor area ratio that meets the criteria as an employment center, is located within an urban environment and on a site that was previously developed, and is located within a transit-priority area due to its close proximity to the 22 Fillmore and 19 Polk Muni bus lines, which operate at frequencies of 15 minutes or less during the AM and PM peak periods.⁴ Thus, this checklist does not consider aesthetics in determining the significance of project impacts under CEQA. The Planning Department acknowledges that parking conditions may be of interest to the public and the decision makers. Therefore, this determination presents a parking demand analysis for informational purposes, in the Transportation and Circulation section.

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

The Eastern Neighborhoods Rezoning and Area Plans rezoned much of the City’s industrially zoned land. The goals of the Area Plan were to reflect local values, increase housing, maintain some industrial land supply, and improve the quality of all existing areas with future development. A major issue discussed in the Area Plan process was the degree to which existing industrially zoned land would be rezoned to primarily residential and mixed-use districts, reducing the availability of land traditionally used for light industrial uses, also known as PDR (Production, Distribution, and Repair).

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

While all three options were determined to result in a decline in PDR employment, the loss of PDR jobs was determined to be the greatest under Option C. The alternative ultimately selected – the “Preferred Project” – represented a zoning designation that ultimately fell between Options B and C. Because the amount of PDR space to be lost with future development under all three options could not be precisely gauged, the PEIR determined that the Preferred Project would result in a significant and unavoidable impact on land use character, due to the cumulative loss of PDR use in the Plan Area. This impact was

⁴ San Francisco Planning Department, *Transit-Oriented Infill Project Eligibility Checklist for 100 Hooper Street* (July 16, 2014). This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2012.0203E.

addressed in a Statement of Overriding Considerations with CEQA Findings and adopted as part of the Eastern Neighborhoods Rezoning and Area Plans approval on January 19, 2009.

Additionally, the Eastern Neighborhoods PEIR determined that land use impacts related to physically dividing an established community (1a) or conflicting with an applicable land use plan, policy or regulation adopted for the purpose of avoiding or mitigation an environmental effect (1b) to be less than significant.

As discussed in the Eastern Neighborhoods PEIR, the underlying premise of the Eastern Neighborhoods Area Plans was that by delineating PDR-focused zones, separate from residential and neighborhood commercial districts, PDR activities would tend to concentrate in PDR zones more so than the M-1 (Light Industrial) and M-2 (heavy industrial) zoning categories, which allowed for a mix of industrial, residential and commercial activities. Transitions between PDR zones and residential areas would be achieved by UMU zoning (Mixed-Use Urban) or MUR (Mixed-Use Residential) zoning. The concentration of PDR activities would result in more cohesive neighborhood subareas with a greater consistency in land use and building types with clearly defined residential neighborhoods and commercial corridors. PDR clusters, as the Area Plan refers to, would preserve PDR uses by minimizing the secondary economic effects that are related to increases in land values that occur through the conversion of specific sites to nonindustrial uses, undermining the economic viability of existing and adjacent industrial agglomerations.

Prior to rezoning that occurred under the Eastern Neighborhoods Rezoning and Area Plans process, the project site was zoned M-2 (Heavy Industrial). Though intended to be primarily industrial, the M-2 District permitted residential, retail, and office uses, along with both heavy and light industrial uses. The Eastern Neighborhoods Rezoning and Area Plans changed the zoning to the current PDR-1-D designation, which encourages less intensive PDR uses, especially design-related ones. In contrast to the M-2 District, the PDR-1-D designation limits retail uses and, with some exceptions, precludes heavy industrial, residential and office uses. As discussed above, the project site is currently occupied by a mini storage and truck rental facility. Although, development of the proposed project would require this business to relocate, the proposed project would result in a net gain of PDR building space for a total of 152,700 gsf of PDR space. Therefore, the proposed project would not contribute to the significant cumulative land use impact identified in the PEIR.

The proposed project would be constructed within the existing lot boundaries and would not alter the established street grid or permanently close any streets or sidewalks. The proposed project would be consistent with the land use and zoning regulations adopted in the Eastern Neighborhoods Rezoning and Area Plans.^{5,6}

For these reasons, implementation of the proposed project would not result in new significant impacts that were not identified in the Eastern Neighborhoods PEIR related to land use and land use planning, and no mitigation measures are necessary.

⁵ Adam Varat, San Francisco Planning Department, *Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 100 Hooper Street* (July 8, 2014). This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.0203E.

⁶ Jeff Joslin, San Francisco Planning Department, *Community Plan Exemption Eligibility Determination, Current Planning Analysis, 100 Hooper Street* (September 18, 2014). This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.0203E.

| <i>Topics:</i> | <i>Significant Impact Peculiar to Project or Project Site</i> | <i>Significant Impact not Identified in PEIR</i> | <i>Significant Impact due to Substantial New Information</i> | <i>No Significant Impact not Previously Identified in PEIR</i> |
|---|---|--|--|--|
| 2. POPULATION AND HOUSING— | | | | |
| Would the project: | | | | |
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

One of the objectives of the Eastern Neighborhoods Area Plans is to identify appropriate locations for housing in the City’s traditionally industrially zoned land to meet the citywide demand for additional housing. The Eastern Neighborhoods PEIR concluded that an increase in population in the Plan Area is expected to occur as a secondary effect of the proposed rezoning and that any population increase would not, in itself, result in adverse physical effects. This rezoning would serve to advance key City policy objectives, such as providing housing in appropriate locations next to Downtown and other employment generators and furthering the City’s Transit First policies. It was anticipated that the rezoning would result in an increase in both housing development and population in all of the Area Plans. The Eastern Neighborhoods PEIR determined that the anticipated increase in population and density would not result in significant adverse physical effects on the environment. No mitigation measures were identified in the PEIR.

The proposed project’s commercial uses are expected to add approximately 644 employees to the project site.⁷ The proposed caretaker’s unit would increase the population on site by two new residents.⁸ The Eastern Neighborhoods PEIR estimated that approximately 9,500 to 12,500 new jobs would be added in Eastern Neighborhoods between 2000 and 2025.⁹ The increase in jobs would also result in an increase in demand for housing. Some workers may already live in the Eastern Neighborhoods area, and others may seek housing in Eastern Neighborhoods or elsewhere in San Francisco and the Bay Area. These direct effects of the proposed project on population and housing are within the scope of the population growth anticipated under the Eastern Neighborhoods Area Plan and evaluated in the Eastern Neighborhoods PEIR.

The proposed project would involve minor expansion of infrastructure, including the return of Channel Street to the street grid with extension of utilities as needed to serve the project site. Because the

⁷ The average of 276 gross square feet per employee for office and PDR uses and 350 gross square feet for retail uses is consistent with the Department’s *Transportation Impact Analysis Guidelines for Environmental Review* (October 2002).

⁸ Based on the average household size of 2.15 persons per household identified in the Eastern Neighborhoods PEIR.

⁹ 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>, Table 26, page 235.

expansion of infrastructure is limited to that needed to serve the project, it would not indirectly induce substantial population growth, nor would the proposed project displace substantial numbers of people necessitating the construction of replacement housing.

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

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

Historic Architectural Resources

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

The PEIR identifies three mitigation measures that could reduce the severity of impacts of development enabled under the Eastern Neighborhoods Plan in some cases: Mitigation Measure K-1 established interim building permit review policies to protect historical resources within the Plan Area, pending completion of an historical resources survey of the Plan Area and implementation of revised Preservation Policies for protection of historical resources within the Plan Area; Mitigation Measure K-2 identified amendments to Planning Code Article 10 pertaining to vertical additions in the South End Historic District that would reduce potential impacts to contributing structures in this historic district; and Mitigation Measure K-3 identified amendments to Planning Code Article 10 pertaining to alteration and infill development in the Dogpatch Historic District that would reduce potential impacts on contributing

structures in this historic district. However, because the demolition or substantial alteration of a historical resource typically cannot be fully mitigated, the PEIR concluded that the Eastern Neighborhoods Plan would have a significant and unavoidable impact on historical resources.

Industrial use of the site was initiated in the early 1910s and included a lumber yard, washboard factory, planning mill, asphalt paving company, felt manufacturing, and refining facility. In addition, a railroad spur at the northwestern edge of the property connected to multiple railroad lines along Seventh Street. In the mid-1900s, the site was occupied by a metal works facility that included chemical, fire bricks, and sheet metal storage. The site was subsequently occupied by Western Greyhound lines and used for bus maintenance, including chemical storage, spray painting, and parking areas. In summary, previous site use has included a lumberyard, washboard factory, planning mill, felt and refining facility, asphalt paving facility, sheet metal works, and Greyhound bus maintenance facility until the mid-1990s. The site has been used as a storage facility since the mid-1990s.

The subject property at 100 Hooper Street is not listed as a historic resource and appears ineligible for listing in the California Register under any of the eligibility criteria.¹⁰ The project site is not located within a designated historic district and there are no adjacent off-site historic resources or districts that would be affected by the proposed project. Therefore, the proposed project would have no effect directly or indirectly on historic resources and none of the mitigation measures in the Eastern Neighborhoods PEIR pertaining to historical resources would apply to the proposed project.

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

Archeological Resources

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

An archaeological review was performed by Department staff in December 2013.¹¹ The review determined that the area to the northeast of the project site within the South of Market (SoMa) area contains a substantial concentration of prehistoric sites, largely shell midden deposits and generally dating between 2500 to 500 years B.P. (before the present). Because construction activities such as grading and excavation for building foundations, including pile driving, could affect below-grade resources, Mitigation Measure J-2 from the Eastern Neighborhoods PEIR (Project Mitigation Measure M-CR-1 –

¹⁰ San Francisco Planning Department, Environmental Planning, *Preliminary Project Assessment, 100 Hooper Street* (June 6, 2012).

¹¹ Randall Dean, San Francisco Planning Department, Environmental Planning, *Preliminary Archaeological Review: Checklist* (December 16, 2013).

Archeological Resources [PEIR Mitigation Measure J-2], p. 82) would be required. Project Mitigation Measure M-CR-1 requires the project sponsor to circulate an “ALERT” sheet advising construction workers on the proper procedures if previously unknown archaeological resources are discovered during construction. In the event that any resources are discovered during construction, Project Mitigation Measure M-CR-1 requires the project sponsor to obtain the services of an archaeological consultant to undertake an archaeological testing and recovery program, if determined to be required.

With implementation of Mitigation Measure M-CR-1 – Archeological Resources (PEIR Mitigation Measure J-2), p. 82, impacts related to archaeological resources would be less than significant. In accordance with the Eastern Neighborhoods PEIR requirements, the project sponsor has agreed to implement Project Mitigation Measure M-CR-1. Therefore, the proposed project would not result in peculiar impacts that were not identified or a more severe adverse impact than analyzed in the Eastern Neighborhoods PEIR related to archeological resources.

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

The Eastern Neighborhoods PEIR found that growth resulting from proposed zoning changes would not result in significant impacts related to pedestrians, bicyclists, loading, emergency access, or construction. As the proposed project is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on pedestrians, bicyclists, loading, emergency access, or construction beyond those analyzed in the Eastern Neighborhoods PEIR.

The Eastern Neighborhoods PEIR anticipated that growth resulting from the proposed zoning changes could result in significant impacts on traffic and transit ridership, and identified 11 transportation mitigation measures. Even with mitigation, however, it was determined that significant adverse cumulative traffic impacts at certain local intersections and cumulative impacts on certain transit lines could not be fully mitigated. Thus, these impacts were found to be significant and unavoidable.

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

Trip Generation

The proposed project would include removal of the one existing mobile structure as well as storage containers on the project site and construction of approximately 464,500 gsf of development. The development includes approximately 284,500 gsf of office/institutional space, up to approximately 152,700 gsf of PDR space (including one ancillary caretaker unit), and a 5,000 gsf retail space/sit-down restaurant. The development would also include a parking garage with 87 car spaces (including 42 stackers and three ADA spaces), 14 motorcycle spaces, and 159 bicycle parking spaces (including 128 Class 1 spaces and 31 Class 2 spaces). A total of seven loading spaces would be provided: three on site, two on Channel Street, and two on Hooper Street with direct access to service elevators in both the North and South Buildings via the paseo. Primary loading for the project would occur along Channel Street, with a commonly accessed two-bay semi-truck loading dock linking Channel Street to the paseo space.

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 Department¹² and the 2008–2012 American Community Survey (ACS). The project is located in Census Tract 607 of the ACS. The proposed project would generate an estimated 8,938 person trips (inbound and outbound) on a weekday daily basis, consisting of 5,522 person trips by auto, 1,653 transit trips, and 1,763 walk trips and other modes. During the PM peak hour, the proposed project would generate an estimated 386 vehicle trips (accounting for vehicle occupancy data for this Census Tract).¹³

Traffic

The proposed project's 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. The intersections near the project site (within approximately 800 feet) include:

1. Fifth and Bryant Streets
2. Seventh and Brannan Streets

¹² San Francisco Planning Department, *2002 Transportation Impacts Analysis Guidelines for Environmental Review* (October 2002). This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.0203E.

¹³ Atkins, *100 Hooper Street Project Traffic Impact Study* (October 24, 2014). This document is on file at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.0203E.

3. Seventh and Channel Streets (does not yet exist¹⁴)
4. Seventh and Hooper Streets
5. Seventh and 16th Streets
6. Eighth and Hooper Streets
7. 16th and Carolina Streets
8. 16th and Rhode Island Streets
9. Eighth/15th and Carolina Streets
10. Mariposa Street and I-280 Southbound (SB) Ramp
11. Seventh Street and Mission Bay Drive
12. Seventh and Townsend Streets

Table 2, Existing and Cumulative Intersection LOS, provides existing and cumulative LOS data gathered for these intersections, per the San Francisco Planning Department, Transportation Calculations for Hooper Street.¹⁵

| Table 2 Existing and Cumulative Intersection LOS | | |
|--|----------------------------|------------------------------|
| <i>Intersection</i> | <i>Existing LOS (2008)</i> | <i>Cumulative LOS (2025)</i> |
| 1. Fifth Street and Bryant Street | F | F |
| 2. Seventh Street and Brannan Street | C | C |
| 3. Seventh Street and Channel Street ^a | N/A | B |
| 4. Seventh Street and Hooper Street | B | C |
| 5. Seventh Street and 16 th Street | C | C |
| 6. Eighth Street and Hooper Street | A | A |
| 7. 16th Street and Carolina Street | D | F |
| 8. 16 th Street and Rhode Island Street | B | B |
| 9. Eighth Street/15 th Street and Carolina Street | A | B |
| 10. Mariposa Street and I-280 SB Ramp | F | B |
| 11. Seventh Street and Mission Bay Drive | B | D |
| 12. Seventh Street and Townsend Street | B | D |

SOURCE: Atkins (2014).

Intersections shown in **bold** operate at an unacceptable LOS.

a. Intersection does not exist under Existing Conditions.

¹⁴ Intersection does not exist under Existing Conditions.

¹⁵ Atkins, *100 Hooper Street Project Traffic Impact Study* (October 24, 2014). This document is on file at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.0203E.

The proposed project would generate an estimated 386 new PM peak hour vehicle trips that would travel through surrounding intersections. The addition of project-generated traffic would not substantially increase traffic volumes and would result in minor increases in average delay per vehicle at most study intersections, and would not cause intersections that currently operate at acceptable LOS to deteriorate to unacceptable LOS, or substantially increase average delay at intersections that currently operate at unacceptable LOS.

Table 3, Intersection Level of Service – Weekday PM Peak Hour Existing and Existing plus Project Conditions, p. 41, summarizes the PM weekday existing and plus project conditions.

Under Existing plus Project conditions, one unsignalized study intersection is anticipated to operate at an unacceptable LOS: Mariposa Street and the I-280 southbound on-ramp. This intersection was identified to operate at LOS F on the eastbound approach under Existing plus Project conditions analysis.

However, improvements at this intersection are already planned and funded to mitigate poor operating conditions as a result of implementation of the *Mission Bay Redevelopment Plan*. The intersection will be signalized and restriped to make the eastbound through lane a through-right lane, and a westbound left turn lane would be added. With these improvements, intersection operations at Mariposa Street and the I-280 southbound on-ramp would improve to LOS B under both Existing plus Project and 2025 Cumulative conditions. The Mission Bay South Infrastructure Plan included these aforementioned improvements as part of the Mission Bay South Owner Participation Agreement.¹⁶ These improvements are estimated to be completed by February 2015, which is well in advance of the anticipated completion of the proposed project.^{17,18}

Therefore, because implementation of the intersection improvements would occur prior to the operation of the proposed project, the project-generated trip contribution at this intersection would result in a less-than-significant impact. To further reduce this less-than-significant impact, Improvement Measure I-TR-1 – Commercial Transportation Demand Management Program (p. 85) would be implemented.

One signalized study intersection is also projected to operate at an unacceptable LOS: Fifth Street/Bryant Street/I-80 eastbound on-ramp. Under Existing plus Project conditions, the overall intersection delay is anticipated to increase and the LOS would remain at LOS F. Critical movements identified for this intersection are eastbound through, southbound left, and northbound through movements. The project is not anticipated to add any vehicle trips to any of the three critical movements, and would therefore not make a considerable contribution to this intersection's unacceptable LOS F condition. Therefore, the project-generated trip contribution would result in a less-than-significant impact.

In general, a proposed project would have a significant impact to traffic if it created or contributed to a major traffic hazard in the study area. The proposed project would add vehicle trips to the surrounding roadways; however, an increase in traffic of 386 vehicle trips during the PM peak hour dispersed throughout the transportation network is not expected to create any traffic hazards. Therefore, this is a less-than-significant impact.

¹⁶ Mission Bay South Owner Participation Agreement, Attachment D, Mission Bay South Infrastructure Plan (December 3, 1998).

¹⁷ Email correspondence between Wade Wietgreffe, San Francisco Planning Department, and Luke Stewart, Mission Bay Development Group, LLC (June 16, 2014). This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2012.0203E.

¹⁸ Construction of the proposed project is anticipated to be completed in late 2016 or early 2017.

Table 3 Intersection Level of Service – Weekday PM Peak Hour Existing and Existing plus Project Conditions

| Intersection | Traffic Control Device | Analysis Criteria | Existing Conditions | | | Existing plus Project Conditions | | |
|--|------------------------|-----------------------------------|-------------------------------|----------|------------------|----------------------------------|----------------------|------------------|
| | | | Delay (secs/veh) ^b | LOS | Worst Approach | Delay (secs/veh) | LOS | Worst Approach |
| 1. Fifth Street and Bryant Street | Traffic signal | Intersection(Int.) average | > 80 V/C = 1.12 | F | N/A | > 80 V/C = 1.14 | F | N/A |
| 2. Seventh Street and Brannan Street | Traffic signal | Int. average | 23.6 | C | N/A | 23.6 | C | N/A |
| 3. Seventh Street and Channel Street ^a | One-way stop | Worst approach | N/A | | | 10.9 | B | Eastbound |
| 4. Seventh Street and Hooper Street | One-way Stop | Worst approach | 11.0 | B | Eastbound | 17.0 | C | Eastbound |
| 5. Seventh Street/Mississippi Street and 16 th Street | Traffic Signal | Int. average | 23.8 | C | N/A | 39.2 | D | N/A |
| 6. Eighth Street and Hooper Street | One-way Stop | Worst approach | 8.8 | A | Westbound | 9.2 | A | Westbound |
| 7. 16 th Street and Carolina Street | Two-way Stop | Worst approach | 30.8 | D | Southbound | 32.7 | D | Southbound |
| 8. 16 th Street and Rhode Island Street | Traffic Signal | Int. average | 12.7 | B | N/A | 13.8 | B | N/A |
| 9. Eighth Street/15 th Street and Carolina Street | Two-way Stop | Worst approach | 9.9 | A | Northbound | 13.4 | B | Northbound |
| 10. Mariposa Street and I-280 SB Ramp | One-way Stop | Worst approach | > 50 | F | Eastbound | > 50 | F^c | Eastbound |
| 11. Seventh Street and Mission Bay Drive | Traffic Signal | Int. average | 19.1 | B | N/A | 20.0 | B | N/A |
| 12. Seventh Street and Townsend Street | Traffic Signal | Int. average | 17.9 | B | N/A | 23.6 | C | N/A |

SOURCE: Atkins, 2014.

Intersections shown in **bold** operate at an unacceptable LOS.

a. Intersection does not exist under Existing Conditions.

b. Volume-to-Capacity (V/C) ratio is reported for intersections operating at LOS E or F. It provides another measure of congestion at intersections operating below the standard.

c. With implementation of the Mission Bay Redevelopment Plan, this intersection would be improved to LOS B through signalized improvements by February 2015, well in advance of the anticipated completion of the proposed project.

The parking garage would be accessed through two access-controlled 28-foot-wide driveways on Channel Street. The garage driveway located nearest to Carolina Street would be approximately 300 feet east of Carolina Street and 450 feet west of Seventh Street; the garage driveway located nearest to Seventh Street would be approximately 150 feet west of Seventh Street and 600 feet east of Carolina Street. Approximately 11 inbound vehicles would seek parking on Channel Street during the weekday PM peak hour, equating to about one vehicle every five minutes. However, not all of these vehicles would seek parking in the garage, as some may be accommodated by the 12 on-street spaces on Channel Street. This level of activity during the PM peak hour is not expected to create any queuing that would impede travel along Channel Street and, therefore, the proposed project would have a less-than-significant impact related to queuing. Nonetheless, vehicle queues at the proposed project driveway into the public right-of-way would be subject to the Planning Department's vehicle queue abatement Conditions of Approval, identified as Improvement Measure I-TR-2 – Queue Abatement Condition of Approval, p. 86.

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

Transit

Each of the rezoning options in the Eastern Neighborhoods PEIR identified significant and unavoidable cumulative impacts relating to increases in transit ridership on Muni lines, with the Preferred Project having significant impacts on seven lines. Of those lines, the project site is located within a quarter-mile of Muni lines 10 Townsend, 19 Polk, and 22 Fillmore. Mitigation measures proposed to address these impacts related to pursuing enhanced transit funding; conducting transit corridor and service improvements; and increasing transit accessibility, service information and storage/maintenance capabilities for Muni lines in the Eastern Neighborhoods. Even with mitigation, however, cumulative impacts on the above lines were found to be significant and unavoidable and a Statement of Overriding Considerations related to the significant and unavoidable cumulative transit impacts was adopted as part of the PEIR certification and project approval.

The proposed project would be expected to generate 1,653 daily transit trips, including 151 during the PM peak hour. Based on the transit trip distribution, these 151 trips are assumed to be distributed to nearby Muni lines as follows: 35 trips to 10 Townsend, 61 trips to 19 Polk, and 47 trips to 22 Fillmore. Caltrain to the South Bay is assumed to attract the remaining eight transit trips via walking between the project site and the Fourth/King Station, a distance of approximately 0.75 mile.

Because the proposed project would primarily be of a commercial nature, 133 of the 151 PM peak hour transit trips would be outbound (leaving work) from the site. As shown in Table 4, Transit Ridership and Capacity, Existing Conditions – Weekday PM Peak Period, p. 43, the 22 Fillmore and 19 Polk Muni lines in the vicinity of the project site operate below the capacity utilization standard of 85 percent during the weekday PM peak hour, and the addition of 47 and 61 new transit trips, respectively, to these lines would not substantially affect transit conditions for these lines. The capacity utilization standard for the 10 Townsend exceeds Muni's performance standard for both the inbound and outbound direction. However, transit impacts are assessed on a screenline basis.¹⁹ Table 5, Muni Screenline Analysis, Existing

¹⁹ Screenlines are hypothetical lines that would be crossed by persons traveling between downtown and its vicinity and other parts of San Francisco and the region, and are used to compare estimated transit volumes to available capacities.

plus Project – Weekday PM Peak Hour, p. 43, presents the transit ridership and capacity utilization for the Southeast screenline and corridors under Existing and Existing plus Project conditions. Additional trips due to the proposed project that are assigned to the 10 Townsend and 19 Polk Muni lines are shown in parentheses. As indicated in Table 5, the addition of project trips during the PM peak hour would increase utilization by six percent (from 60 percent to 66 percent) along the Other Lines corridor and would increase the overall utilization of the Southeast screenline by two percent (from 60 percent to 62 percent). Thus, with the proposed project, the Southeast screenline would continue to operate below Muni’s capacity utilization standard of 85 percent and the proposed project would result in a less than significant impact on Muni service.

Table 4 Transit Ridership and Capacity, Existing Conditions – Weekday PM Peak Period

| <i>Transit Stop</i> | <i>Peak Load</i> | <i>Total Line Capacity</i> | <i>Capacity Utilization</i> |
|--|------------------|----------------------------|-----------------------------|
| 10 Townsend Inbound to Pacific Heights MLP: Pacific/Powell | 186 | 189 | 98% |
| 10 Townsend Outbound to SF General MLP: Second/Howard | 171 | 189 | 90% |
| 19 Polk Inbound to Fisherman’s Wharf MLP: Larkin/McAllister | 172 | 252 | 68% |
| 19 Polk Outbound to Hunters Point MLP: Polk/Sutter | 124 | 252 | 49% |
| 22 Fillmore Inbound to Marina MLP: Fillmore/Hermann | 323 | 473 | 68% |
| 22 Fillmore Outbound to Potrero Hill MLP: Fillmore/O’Farrell | 308 | 473 | 65% |

SOURCES: SFMTA, *Transit Data for Transportation Impact Studies* (San Francisco Planning Department, June 2013); Atkins (2014).

Screenlines and corridors operating at capacity utilization of 85% or greater are highlighted in **bold**.

83X Mid-Market Express is not analyzed because it was initiated in June 2012 and data are not yet available.

Table 5 Muni Screenline Analysis, Existing plus Project – Weekday PM Peak Hour

| <i>Southeast Screenline</i> | <i>Capacity</i> | <i>Existing Conditions</i> | | <i>Existing plus Project</i> | |
|--|-----------------|----------------------------|--------------------|------------------------------|--------------------|
| | | <i>Ridership</i> | <i>Utilization</i> | <i>Ridership</i> | <i>Utilization</i> |
| Third Street Corridor (T) | 714 | 550 | 77% | 550 | 77% |
| Mission Street Corridor (14, 14L, 14X, 49) | 2,789 | 1,529 | 55% | 1,529 | 55% |
| San Bruno/Bayshore (8AX, 8BX, 8X, 9, 9L) | 2,134 | 1,320 | 62% | 1,320 | 62% |
| Other Lines (J, 10, 12, 19, 27) | 1,712 | 1,034 | 60% | 1,130 (96) | 66% |
| Total | 7,349 | 4,433 | 60% | 4,529 (96) | 62% |

SOURCES: SFMTA, *Transit Data for Transportation Impact Studies* (San Francisco Planning Department, June 2013); Atkins (2014).

Analysis of transit trip origins and destinations indicate that the proposed project would contribute approximately 53 combined trips (less than 1 percent of the total trips carried by these regional lines) to regional BART, SamTrans, and Caltrain lines. A review of existing regional screenlines for the PM peak

hour indicated that none of the regional operators currently experiences utilization rates near their capacity limits.²⁰ Therefore, the project would have a less-than-significant impact on regional transit lines.

Because there are no transit routes, stops, or other transit facilities on Hooper or Channel Streets in the vicinity of the project site, the proposed streetscape improvements would not alter transit routes, stops, or transit facilities. The proposed project would add traffic to the local streets that currently have transit service, including the 10 Townsend and 19 Polk on 16th and Rhode Island Streets, and the 22 Fillmore on 16th Street. Based on the traffic impact discussion above, there would be no significant level of service impacts to study intersections in these corridors and the project contribution of traffic to these streets with transit operations would be minimal. The maximum amount of project traffic on local streets with transit operations would occur on 16th Street west of Rhode Island Street where the project vehicle volumes would be less than one vehicle per minute (57 vehicles per hour). This added volume would result in a negligible effect on transit operations.

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

Additionally, the project sponsor has had preliminary discussions with the Mission Bay Transportation Management Association (TMA), operator of the Mission Bay Shuttle, regarding participation in the TMA. The Participation Agreement would allow the project sponsor to pursue a new shuttle stop in the vicinity of the proposed project, which would provide convenient access to off-site parking facilities and regional transit providers. The shuttle would stop on Seventh Street at Mission Bay Drive in the northbound direction and on Berry Street at Mission Bay Drive in the southbound direction. The shuttles are currently free of charge and open to employees, customers and residents of their respective areas. Participation in this program would improve transit access to and from the project site and would distribute some of the demand for transit service to the Mission Bay Shuttle and away from Muni. As part of the proposed project, the project sponsor has agreed to execute this agreement with the TMA upon completion/occupancy. Improvement Measure I-TR-3 – Participation Agreement ensures that the project sponsor executes a Participation Agreement in the TMA as a condition of project approval.

Pedestrians

Pedestrian trips generated by the proposed project would include walk trips to and from the project site, as well as walk trips to and from transit lines. Overall, the proposed project would add about 206 pedestrian trips to the adjacent sidewalks during the weekday PM peak hour. This total number of pedestrian trips is based on counting transit trips (i.e., 151) plus half the walk/other trips (i.e., 55), which include pedestrians, bicycles, motorcycles, taxis, and additional modes.

Overall, the proposed project would improve pedestrian conditions, specifically sidewalk elements (e.g., bulb outs, landscaped buffers with trees and raised planters, uniform curbs) adjacent to the project site on Hooper Street, and the project would install a sidewalk along the south side of Channel Street, where one currently does not exist. Per City standards, the proposed project would reconstruct the unimproved 15-foot-wide sidewalk on the north side of Hooper Street and construct a new ten-foot-wide sidewalk on the

²⁰ SFMTA, *Transit Data for Transportation Impact Studies* (San Francisco Planning Department, June 2013).

south side of Channel Street. The following on-site pedestrian amenities are proposed as part of the project:

- The paseo between the North and South Buildings would create a pedestrian link from the western property line that abuts CCA to the existing crosswalk on Seventh Street that currently provides access to Mission Bay, its 43 acres of open space, the San Francisco Bay Trail and Waterfront.
- The southwestern corner of the property is proposed as a 10,000 sf privately owned, publicly accessible private open space (“POPOS”) to interconnect the project site with the adjoining campus of the CCA. This space would support various outdoor programs such as periodic art displays, maker fairs, performing arts, and/or movie nights, which could result in increased pedestrian circulation between the two sites.

New pedestrian trips generated by the proposed project would be accommodated on nearby sidewalks and would not substantially affect pedestrian operations along the adjacent sidewalks and crosswalks. The primary sidewalks that would be used for access to and from the project site are those located on Hooper, Channel, Seventh, Eighth, and Carolina Streets. The sidewalks and crosswalks adjacent to these roadways currently experience moderate pedestrian traffic, primarily associated with the adjacent CCA; however, peak pedestrian activity times are staggered throughout the day based on class schedules and whether school is in session (typically from September through May). Nonetheless, pedestrian facilities have available capacity to accommodate the additional project-generated pedestrian trips of about three trips per minute in the PM peak hour (206 PM peak hour trips). Overall, while the addition of the project-generated pedestrian trips would incrementally increase pedestrian volumes on sidewalks in the vicinity of the project site, the additional trips would not substantially affect pedestrian flows, and proposed project impacts on pedestrians would be less than significant.

Bicycle Impacts

The proposed project would provide, at a minimum, 128 Class 1 bicycle parking spaces. These spaces would be provided in 64 stacked lockers (two individual, secured lockers in each stack) on the breezeway running between the North and South Buildings, and access to these spaces would be provided via secured access gates located on either side of the breezeway at Channel and Hooper Streets. In addition, 31 Class 2 bicycle spaces would be provided on the on the walkway between CCA and the Workshop Building. A total of 159 on-site bicycle spaces would be provided.

Based on Planning Code Section 155.2, the proposed project would be required to provide 70 Class 1 bicycle spaces (13 for the PDR use and 57 for the office use) and 12 Class 2 bicycle spaces (four for the PDR use and eight for the office use).²¹ As stated previously, the proposed project would provide more than the Code-required bicycle parking with 128 Class 1 bicycle spaces and 31 Class 2 spaces. The project would, therefore, meet the Planning Code requirements.

The project site is within bicycling distance of Potrero Hill, Mission, Mission Bay, and South of Market areas. There are five designated San Francisco Bicycle Routes in the vicinity of the proposed project – Bicycle Route 19 on Fifth Street, Bicycle Route 23 adjacent to the project site on Seventh Street, Bicycle Route 36 on Townsend Street, Bicycle Route 40 on 16th Street, and Bicycle Route 123 on Henry Adams

²¹ Integrated PDR category was used to calculate bicycle parking code requirement; this use includes accessory caretaker unit and retail space.

(Kansas) Street. As part of the *San Francisco Bicycle Plan*, bicycle lanes were implemented for Bicycle Route 36 on Townsend Street and Bicycle Route 23 on Mississippi Street south of 16th Street. With the current low bicycle and traffic volumes on the adjacent streets, existing bicycle travel generally occurs without major impediments or safety problems.

It is anticipated that a portion of the 109 “walk/other” trips generated by the proposed project during the PM peak hour would be bicycle trips. During the PM peak hour, the most intense bicycle activity in the vicinity of the proposed project is on Bicycle Route 40 on 16th Street and on Bicycle Route 23 on Seventh Street, which both carry approximately 75 trips traveling east/west and north/south, respectively, based on bicycle counts collected in October 2013.²² It is expected that project-generated bicycle trips would be accommodated on nearby routes and adjacent streets.

In addition, the proposed project vehicle trips into and out of the project site during the PM peak hour on Hooper and Channel Streets (36 inbound and 349 outbound vehicle trips) would not result in substantial vehicle-bicycle conflicts. The presence of striped bicycle lanes on Seventh and 16th Streets, and the absence of uncontrolled intersections/driveways help maintain safe conditions for bicyclists accessing the site or traveling through the area. Although the proposed project would result in an increase in the number of vehicles in the vicinity of the project site, this increase would not be substantial enough to affect bicycle travel in the area; therefore, impacts to bicyclists would be less than significant.

Loading Impacts

The proposed project would provide a combination of off-street and curbside loading facilities to accommodate various sizes of delivery vehicles at various locations throughout the project site to allow for convenient and efficient loading/unloading operations. A total of seven loading spaces would be provided—three on site within the garage, two on Channel Street, and two on Hooper Street. Primary loading for the project would occur along Channel Street, with a commonly accessed two-bay semi-truck loading dock allowing for deliveries to be distributed throughout the project site via the paseo space. The 28-foot-wide entrance to the loading dock in the garage would have a vertical clearance of 18 feet; turning radii for 50-foot-long trucks (the maximum length anticipated) backing into and exiting the garage, as well as ingress and egress between Seventh and Channel Streets.

Curbside loading (yellow) zones are proposed for both Channel and Hooper Street to supplement the loading dock, with direct breezeway access to the paseo and building core freight or service elevators. The four proposed curbside loading zones are:

- Two 30-foot loading spaces on Channel Street
- One 50-foot and one 30-foot loading space on Hooper Street

These four curbside loading spaces would also serve passenger loading and unloading needs for the proposed project. Any curbside loading zones on Hooper and Channel Streets would be subject to SFMTA approval.

In addition, the POPOS and paseo space would be designed to accommodate light truck loading for informal loading that is expected given the PDR use program proposed for the project’s ground floor.

²² Atkins, Appendix D to Traffic Impact Analysis, counts taken October 2013.

As shown in Table 6, Proposed Project Loading Demand, the PDR/office and retail uses associated with the proposed project would generate an average of 110 freight vehicle trips per day (92 trips for the PDR/office use and ten trips for the retail use) and would result in a loading demand for approximately five loading spaces during an average hour and six loading space during the peak hour. The average hour and peak hour loading demand could be accommodated by the proposed on- and off-street loading spaces in combination with the informal loading that is expected to occur in the POPOS and paseo spaces.

| Land Use Type | Size (sf) | Daily Trip Rate | Daily Service/ Freight Vehicle Trips | Number of Loading Spaces | |
|---------------|--------------------|-----------------|---|--------------------------|--------------|
| | | | | Peak Hour | Average Hour |
| Residential | 1,000 ^a | 0.03/1,000 gsf | 0 | 0 | 0 |
| PDR/Office | 437,200 | 0.21/1,000 gsf | 92 | 5 | 4 |
| Retail | 5,000 | 3.6/1,000 gsf | 18 | 1 | 1 |
| Total | | | 110 | 6 | 5 |

SOURCES: *SF Guidelines* (2002); Atkins (2014).

a. Size of caretaker unit is an approximation.

Based on Planning Code Section 152.1, a total of five off-street loading spaces would be required. Three spaces would be required for the PDR use and two spaces would be required for the office use. The proposed project would provide three off-street loading spaces and would, therefore, not meet this requirement. As such, the project sponsor would be required to seek an exception from Planning Code Section 152.1.

Two garbage/ recycling rooms are proposed in both the North and the South Buildings near the building cores along the paseo. These rooms would contain as many as three large bins on wheels for easy transport. Additionally, the Workshop Building would have a service room accessed directly off Channel Street with roll-up doors and a curb cut. The building's janitorial staff would transport all trash, etc., to the four garbage/recycling rooms, and would move dumpsters to and from the curb on pick-up nights. The breezeway space between Hooper and Channel Streets would be used for that purpose. All garbage and recycling pickup would occur curbside on Channel Street.

Because the proposed project loading demand would be accommodated in a combination of off-street, curbside, and informal POPOS/paseo access, loading impacts would be less than significant.

Emergency Access

The improvements proposed by the project would not affect emergency access because they would not close the streets to emergency vehicles. Therefore, the proposed project would result in less-than-significant impacts to emergency access. Further, the proposed project would improve emergency vehicle access by providing new street access on Channel Street at Seventh Street. Access to the interior of the project site would be limited due to the presence of bollards on Hooper Street and secure access gates on both Hooper and Channel Streets. Secure access gates would require that emergency vehicle operators unlock and open the gates before entering the interior of the site via the breezeway, if such access is required. The proposed use of bollards at the sidewalk edge along approximately one-half of the Hooper Street frontage would require emergency vehicle operators to remove the bollards before entering the site near the POPOS, if such access is required. An improvement measure is proposed to ensure that first

responders would be provided with a key to unlock both the bollards and the secure access gates if necessary to permit emergency vehicle access (see Improvement Measure I-TR-4 – Provision of Access to First Responders, p. 87).

Construction-Related Impacts

Project construction is expected to take 24 months. If necessary for phasing, a project variant would include construction of the North and South Buildings as four independent buildings in the same configuration. It is assumed that under the project variant the North Buildings would be constructed first over a two-year period, followed by the South Buildings. The project variant would extend construction substantially compared to the proposed project, from approximately 24 months to approximately 48 months.

Construction-related activities would typically occur Monday through Saturday, between 7:00 AM and 8:00 PM. While, construction is not anticipated to occur on Sundays or major legal holidays, it may occur on an as-needed basis. The hours of construction would be stipulated by the Department of Building Inspection, and the contractor would need to comply with the San Francisco Noise Ordinance and the SFMTA Blue Book.

Construction staging would occur primarily on the project site. The project sponsor is in the process of developing a Construction Logistics Plan, which would be implemented pursuant to Project Improvement Measure I-TR-5. This Plan would represent the maximum footprint of construction staging activities, covering both phasing options. It is anticipated that crawler cranes (which would move along the street frontage) would be needed along both Hooper and Channel Streets given the lengthy geometry of the buildings; manlifts would be staged in the interior of the paseo.

Sidewalks along Hooper and Seventh Streets adjacent to the project site would need to be completely closed during building construction; a 5-foot-wide pedestrian walkway would be provided at the edge of the fence. Any temporary sidewalk, parking, or traffic lane closures would be coordinated with City agencies in order to minimize the impacts on traffic, bicyclists, and pedestrians. In general, lane and sidewalk closures or diversions are subject to review and approval by the City's Transportation Advisory Staff Committee (TASC), which consists of representatives from the Fire Department, Police Department, SFMTA Traffic Engineering Division, and the Department of Public Works (DPW).

Construction is not anticipated to affect Muni operations because there are no Muni routes or bus stops located near the construction area; however, some construction trucks may be present on other nearby streets with transit activity (e.g., 16th Street). Throughout the construction period, there would be a flow of construction-related trucks into and out of the site; the majority of which would likely use Seventh Street to access the site, as it is a designated truck route and provides the most direct route to/from regional transportation facilities (i.e., freeways). The impact of construction truck traffic would be a temporary lessening of the capacities of local streets due to the slower movement and larger turning radii of trucks, which may affect traffic operations. It is anticipated that there would be an average of between two and five construction truck trips per day over the construction period, with a peak hourly number of six or seven construction truck trips occurring during excavation activities.

There would be a maximum number of 200 construction workers at the project site each day, while the daily average over the course of the project would likely be much lower. The trip distribution and mode split of construction workers are not known. However, it is anticipated that the addition of the worker-

related vehicle or transit trips would not substantially affect transportation conditions, as any impacts on local intersections or the transit network would be similar to, or less than, those associated with the proposed project, which were determined to be less than significant. Construction workers who drive to the site would cause a temporary parking demand. Construction workers would likely park on neighboring streets using some of the 87 on-street parking spaces available in the midday or on site once the project parking garage is completed.

Overall, project construction-related transportation impacts would be less than significant. Nonetheless, transportation Improvement Measure I-TR-5 – Construction Management, p. 87, requiring the project sponsor to consult with the City to determine acceptable ways to further reduce traffic congestion during construction, would be implemented.

Parking

As discussed within the “Evaluation of Environmental Effects” section of this document (p. 31), the proposed project meets the definition of a transit-priority project and, therefore, parking effects are not to be considered significant CEQA impacts. However, the Planning Department acknowledges that parking conditions may be of interest to the public and decision makers. Therefore, the following presents a parking demand analysis for informational purposes.

The parking demand for the new office and retail uses associated with the proposed project was determined based on the methodology presented in the SF Guidelines. On an average weekday, the demand for parking would be for 475 spaces. The proposed project would provide 87 off-street spaces to partially accommodate the long-term parking demand. Thus, as proposed, the project would have an unmet parking demand of an estimated 388 spaces. At this location, the unmet parking demand could be accommodated within existing on-street and off-street parking spaces and excess capacity at nearby public parking garages within a reasonable distance of the project vicinity. Additionally, the project site is well served by public transit and bicycle facilities. Therefore, any unmet parking demand associated with the project would not materially affect the overall parking conditions in the project vicinity such that hazardous conditions or significant delays would be created.

Parking conditions are not static, as parking supply and demand vary 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. While parking conditions change over time, a substantial shortfall in parking caused by a project that creates hazardous conditions or significant delays to traffic, transit, bicycles, or pedestrians could adversely affect the physical environment. Whether a shortfall in parking creates such conditions will depend on the magnitude of the shortfall and the ability of drivers to change travel patterns or switch to other travel modes. If a substantial shortfall in parking caused by a project creates hazardous conditions or significant delays in travel, such a condition could also result in secondary physical environmental impacts (e.g., air quality or noise impacts caused by congestion), depending on the project and its setting.

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 or other modes (walking and biking) would be in keeping with the City’s “Transit First” policy and numerous San Francisco General Plan polices, including those in the Transportation Element. The City’s Transit First Policy, established in

City Charter Article 8A, Section 8A.115, provides that “parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation.”

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. 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, and thus choose to reach their destination by other modes (i.e., walking, biking, transit, taxi). If this occurs, any secondary environmental impacts that 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, would reasonably address potential secondary effects.

The proposed project would require an exception to Planning Code Section 166,²³ which requires two car-share spaces for the 100 Hooper Street project. The project sponsor would coordinate with SFMTA and appropriate car-share organizations to establish two car-share parking spaces on site or within 800 feet of the building site as required by the Planning Code. However, because these car-share spaces are not yet identified and approved, the proposed project would require an exception to Planning Code Section 166 prior to or at the time of project approval. Improvement Measure I-TR-6 – Coordinate Car-Share Spaces would require the project sponsor to work with SFMTA and car-share organizations to identify and establish the required two car-share spaces.

In summary, the proposed project would not result in a substantial parking shortfall that would create hazardous conditions or significant delays affecting traffic, transit, or pedestrians.

²³ San Francisco Planning Code Section 166 requires that for a project providing 50 or more parking spaces on site, one car-share space is required plus one additional car-share space for every 50 parking spaces over 50.

| <u>Topics:</u> | <i>Significant Impact Peculiar to Project or Project Site</i> | <i>Significant Impact not Identified in PEIR</i> | <i>Significant Impact due to Substantial New Information</i> | <i>No Significant Impact not Previously Identified in PEIR</i> |
|--|---|--|--|--|
| 5. NOISE—Would the project: | | | | |
| a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Be substantially affected by existing noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The Eastern Neighborhoods PEIR identified potential conflicts related to residential and other noise-sensitive uses in proximity to noise-generating uses such as PDR, retail, entertainment, cultural/institutional/educational and office uses. In addition, the PEIR identified significant construction noise impacts. Noise resulting from an increase in Plan Area traffic was found to be less than significant. The Eastern Neighborhoods PEIR identified six noise mitigation measures that would reduce noise impacts to less-than-significant levels. Eastern Neighborhoods PEIR Mitigation Measures F-1 and F-2 relate to construction noise. Mitigation Measures F-3, F-4, and F-6 apply to individual projects that include new noise-sensitive uses. Lastly, Eastern Neighborhoods PEIR Mitigation Measure F-5 applies to projects that include new noise-generating uses.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Ambient noise levels are all-encompassing noise levels at a given place and time, usually a composite of sounds from all sources near and far, including specific sources of interest. Community noise is a measure of 24-hour noise levels. Community noise constantly changes its level and duration. The L_{eq} is a measure of ambient noise, while the day-night average noise level (L_{dn}) is a measure of community noise. Each is applicable to this analysis and defined as follows:

- L_{eq} , the equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

- L_{dn} is a 24-hour average L_{eq} with a 10 dBA “weighting” during the hours of 10:00 PM to 7:00 AM to account for noise sensitivity in the evening and nighttime.
- dBA is a decibel rating used for measuring sound that corresponds to people’s natural hearing recognition. It is less sensitive to very low and very high frequencies, which are not easily perceived by the human ear.
- CNEL is the Community Noise Equivalent Level, is also a 24-hour-average L_{eq} with five dB added to evening noise occurring between 7:00 PM and 10:00 PM, and 10 dB added to nighttime noise occurring between 10:00 PM and 7:00 AM.

Construction Noise

Eastern Neighborhoods PEIR Mitigation Measures F-1 and F-2 relate to construction noise. Mitigation Measure F-1 addresses individual projects that include pile-driving, and Mitigation Measure F-2 addresses individual projects that include particularly noisy construction activities. Mitigation Measures M-NO-1 – Construction Noise (Mitigation Measure F-1 from the Eastern Neighborhoods PEIR), p. 83, and M-NO-2 – Construction Noise (Mitigation Measure F-2 from the Eastern Neighborhoods PEIR), p. 83, would apply to the proposed project; however, because sensitive noise receptors at CCA are present only while school is in session, the mitigation measures would apply only during this time period. These measures apply to the proposed project since construction activities would involve pile-driving and would be located within 70 feet of college classrooms that could be sensitive to noise generated during typical construction hours.

Because the proposed project variant would result in a much longer construction period than the proposed project, the project variant is analyzed for construction noise impacts (representing a worst-case scenario and assuming the caretaker would be in residence during the second half of the construction period). All construction activities for the proposed project variant (approximately 48 months) would be subject to, and would comply with, the San Francisco Noise Ordinance (San Francisco Police Code Article 29) (Noise Ordinance). 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 DPW or the Director of the Department of Building Inspection (DBI) 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 five dBA, the work must not be conducted between 8:00 PM and 7:00 AM 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 AM to 5:00 PM). The Police Department is responsible for enforcing the Noise Ordinance during all other hours.

Nonetheless, during the construction period of 24 to 48 months for the proposed project and project variant, respectively, occupants of the project site and nearby properties could be disturbed by construction noise. The proposed project is not located in a residential area. However, at times, construction noise could interfere with indoor activities in the CCA, which is the closest sensitive noise receptor, and may be considered an annoyance by occupants of nearby properties. With implementation of Eastern Neighborhoods PEIR Mitigation Measures F-1 and F-2, project-related construction noise would be less than significant.

Existing and Future (2025) Noise Levels at the Project Site*Existing Noise Levels*

A noise survey²⁴ was performed on June 10, 2014. Six short-term (15-minute) measurements and one long-term (24-hour) measurement were conducted on the project site and in the surrounding area. The noise measurement locations were selected in coordination with the City to measure ambient noise on the project site and immediately surrounding area resulting from the major sources of noise in the project vicinity, including vehicular traffic, light rail, and industrial uses. Figure 17, Noise Measurement Locations, p. 54, provides the locations of the noise measurements. The results of the short-term noise measurements are summarized in Table 7, Ambient Short-Term Sound Level Measurements, dBA, p. 53.

The long-term measurement was taken at the same location as short-term measurement ST-6 and recorded the average noise level every 15 minutes from 1:00 PM on June 10 to 1:00 PM on June 11. The measured long-term ambient noise level on the site is 74.7 dBA L_{eq} for the 24-hour period, with a minimum hourly L_{eq} of 61.3 dBA between 2:00 AM and 3:00 AM, and a maximum hourly L_{eq} of 78.7 L_{eq} between 8:00 AM and 9:00 AM Evening (7:00 PM to 10:00 PM) and nighttime (10:00 PM to 7:00 AM) noise levels were weighted to determine the day-night average (L_{dn}). The weighted noise level at the project site is 80.5 L_{dn} .

| Site | Location | Daytime Noise Sources | Start Time | L_{eq}^a | L_{min}^b | L_{max}^c | L_{50}^d |
|-------------|---|---|-------------------|------------------------------|-------------------------------|-------------------------------|------------------------------|
| ST-1 | Southeast project boundary along Hooper Street | Traffic on I-280 and surrounding roadways, Caltrain | 10:01 AM | 59.6 | 51.9 | 76.8 | 56.5 |
| ST-2 | Northeast corner of Hooper Street and Eighth Street | Traffic on surrounding roadways, plane overflight | 10:32 AM | 59.2 | 48.9 | 74.8 | 54.3 |
| ST-3 | Northwest corner of Irwin Street and Seventh Street | Traffic on Seventh Street and I-280, distant construction | 11:00 AM | 72.9 | 58.5 | 92.8 | 64.9 |
| ST-4 | East side of Berry Street and Alameda Street | Traffic on surrounding roadways | 11:28 AM | 62.7 | 50.6 | 75.9 | 59.3 |
| ST-5 | Southeast side of Channel Street and Carolina Street | Loudspeaker noise, traffic on surrounding roadways | 11:59 AM | 60.7 | 50.5 | 81 | 53.9 |
| ST-6 | Southwest corner of Channel Street and Seventh Street | Traffic on I-280 and surrounding roadways | 12:28 AM | 69.5 | 58.4 | 84.4 | 65.2 |

SOURCE: Atkins (June 10, 2014).

Ambient measurements were 15 minutes in duration.

- L_{eq} is the equivalent energy noise level, is the average acoustic energy content of noise, measured during a prescribed period, typically one hour. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during the exposure period. L_{eq} values do not include a penalty for noise that might occur at night.
- L_{min} is the lowest energy noise level experienced during a given period during a complete lull in activity.
- L_{max} is the highest energy noise level experienced during a given period, usually a single event such as an aircraft overflight.
- L_{50} is the noise level that was exceeded for 50 percent of the time during the measurement period.

²⁴ Atkins, *Noise Assessment for the 100 Hooper Street Project* (October 24, 2014). This document is on file and available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.0203E.



100036806 | 100 Hooper Street

Source: GIS ArcMap, basemap, 2014; Atkins, 2014.



Figure 17
Noise Measurement Locations

Noise-generating activity within 900 feet of the project site (with a direct line of sight) include I-280 and the Caltrain rail line, which is also used for some freight operations, as well as the Recology truck storage and maintenance yard. Ambient noise associated with the Recology site is included in the noise monitoring for ST-4, ST-5, and ST-6 as shown in Table 7, p.53. The project site is located approximately 80 feet from the Caltrain rail right-of-way. An ambient noise measurement was taken along a portion of the Caltrain rail line in the vicinity of I-280, similar to project site conditions, to characterize the existing train noise environment in support of the Caltrain Electrification Project.²⁵ This measurement, located approximately 75 feet from the tracks at 22nd Street recorded an ambient noise level of 74 dBA CNEL,²⁶ with an average hourly L_{eq} of 74 dBA. The results of the noise monitoring conducted for the proposed project is generally consistent with this noise measurement taken for the Caltrain Electrification Project.

Future (2025) Modeled Noise Levels

Ambient noise levels in San Francisco are largely influenced by traffic-related noise. Existing and future noise levels on roadway segments that would serve trips generated by the proposed project were modeled using standard equations adopted from the Federal Highway Administration (FHWA) Highway Noise Prediction Model (FHWA RD 77 108) using data from the project traffic impact analysis²⁷ (Atkins 2014).

Traffic noise, as shown in Table 8, Existing (2013) and Future (2025) Roadway Noise Levels, p. 56, was modeled and takes into account traffic volumes, vehicle mix, roadway geometry, and posted speed limit. The model results are conservative and do not account for site topography or intervening structures. Modeling assumptions are detailed in the Noise Assessment for the 100 Hooper Street Project. As shown in Table 8, existing traffic noise levels range from 51 to 66 dBA CNEL. Noise levels are highest along Seventh Street and at the I-280 ramp at Mariposa Street, which are two major transportation connections in the project area. Noise levels are lowest on the streets immediately surrounding the project site, which are not major transportation connections and currently do not serve land uses that generate a substantial amount of vehicle trips.

²⁵ Wilson Ihrig & Associates, *Caltrain Peninsula Corridor Electrification Project Noise and Vibration Technical Report* (February 2014).

²⁶ CNEL is the Community Noise Equivalent Level, is also a 24-hour-average L_{eq} with five dB added to evening noise occurring between 7:00 PM and 10:00 PM, and 10 dB added to nighttime noise occurring between 10:00 PM and 7:00 AM

²⁷ Atkins, *100 Hooper Street Project Transportation Impact Study* (October 24, 2014).

Table 8 Existing (2013) and Future (2025) Roadway Noise Levels

| Roadway Segment | Existing Noise Levels (dBA CNEL) | | | Future Noise Levels (dBA CNEL) | | |
|---|----------------------------------|--------------------|---------------------------------|--------------------------------|------------------|---------------------------------|
| | Existing | Existing + Project | Increase as a Result of Project | Future | Future + Project | Increase as a Result of Project |
| Seventh St – Brannan St to Channel St | 63 | 63 | 0 | 65 | 65 | 0 |
| Seventh St – Channel St to Hooper St | 63 | 63 | 0 | 64 | 64 | 0 |
| Seventh St – Hooper St to 16 th St | 62 | 63 | +1 | 63 | 64 | +1 |
| Hooper St – Eighth St to Seventh St | 49 | 56 | +7 | 49 | 56 | +7 |
| Eighth St – Hooper St to 15 th St | 50 | 52 | +2 | 51 | 53 | +2 |
| Channel St – Seventh St to Carolina St | — | 52 | — | — | 52 | — |
| 15 th St – West of Caroline St | 52 | 56 | +4 | 54 | 56 | +2 |
| Mariposa St – West of I-280 Ramps | 61 | 61 | 0 | 62 | 63 | +1 |
| I-280 Ramp – South of Mariposa St | 63 | 63 | 0 | 64 | 64 | 0 |

SOURCE: Atkins (2014).

Noise level at 50 feet from roadway centerline.

The maximum “satisfactory” noise level is 60 dBA for hotel and residential uses, 65 dBA for school classrooms, libraries, churches, and hospitals, 70 dBA for playgrounds, parks, office buildings, retail commercial uses and noise-sensitive manufacturing/communications uses, and 77 dBA for other commercial uses (e.g., wholesale, retail, industrial/manufacturing, transportation, communications, and utilities).

Noise Generated by the Proposed Project

Traffic Noise

Project-generated increases in noise levels that exceed the applicable San Francisco General Plan Land Use Compatibility Guidelines for Community Noise for adjacent land uses would be considered a significant impact. For sites that already exceed the applicable Compatibility Guideline, a significant impact would occur if the proposed project would increase noise levels by three dBA or more. As shown in Table 8, Existing (2013) and Future (2025) Roadway Noise Levels, in those locations where existing or future noise levels exceed the most conservative noise compatibility standard of 60 dBA CNEL, the proposed project would increase noise levels by one dBA. At all other locations, future noise levels would remain acceptable (60 dBA or lower). Therefore, consistent with the findings of the Eastern Neighborhoods PEIR, the increase in noise resulting from project-generated traffic would not be significant.

Stationary On-Site Noise Sources

The proposed project would include noise-generating heating, ventilation and air conditioning (HVAC) equipment. Therefore, PEIR Mitigation Measure F-5 applies to the proposed project. PEIR Mitigation

Measure F-5 requires the preparation of an analysis that includes, at minimum, a site survey to identify potential noise-sensitive uses within 900 feet of, and that have a direct line of sight to the project site, and at least one 24-hour noise measurement (with maximum noise levels taken every 15 minutes) to demonstrate that the proposed noise-generating uses would not adversely affect nearby noise sensitive-uses and would meet the requirements of the San Francisco Noise Ordinance (Police Code Section 2909). The closest off-site sensitive land use would be the CCA which would be a minimum of 70 feet from the closest noise source. The project also proposes an on-site caretaker unit, which would also be considered a noise sensitive use. In compliance with PEIR Mitigation Measure F-5, a Noise Assessment Memo was prepared to analyze the potential noise effects of proposed HVAC equipment, the findings of which are summarized below.²⁸

The heating and ventilation system proposed for the 100 Hooper Street project is a series of variable refrigerant volume (VRV) split system heat pumps with condensers mounted on the roof and take up air through vents incorporated into the building façade. The PDR and garage areas of the buildings would be naturally ventilated; therefore, roughly 355,000 gross sf would need to be conditioned. As a result, approximately 900 tons of cooling (approximately 400 square feet per ton) and 45 or more individual 10-ton units would be required over the large roof areas. These units allow for filtration of air per San Francisco Health Code Article 38 requirements where and/or if necessary. Based on information provided by CBE Engineers, the following sound data in Table 9, Noise Level (dBA L_{eq}) from Rooftop Systems, is associated with the Darkin VRV heat pumps proposed for the project.

| Table 9 Noise Level (dBA L_{eq}) from Rooftop Systems | |
|--|------------------------------|
| | <i>Daikin VRV Heat Pumps</i> |
| 6-ton heat pump | 57 |
| 8-ton heat pump | 60 |
| 10-ton heat pump | 60 |

SOURCE: Daikin AC, VRV III Product Brochure. Available at <http://www.daikinac.com/content/assets/DOC/Product%20Brochures/PCVUSE13-05C-VRVIII-Brochure-Daikin-AC.PDF> (accessed September 29, 2014)

dBA L_{eq} measured at 3 feet from the pump.

Assuming 45 or more 10-ton individual units are operating at the same time, the noise estimated from these units would be 76.5 dBA at three feet from the source. This estimate is conservative and includes weighted 24-hour noise level estimates for surrounding roadways. The existing ambient 24-hour average on-site noise level is 74.7 dBA. As such, this new equipment noise would not be anticipated to increase ambient noise levels by more than three dBA, the level that is noticeable to the human ear. Furthermore, the on-site noise sources would attenuate naturally at a six dBA decrease per doubling of distance. Based on the typical attenuation rate of six dBA for stationary noise sources, the continuous 76.5 dBA noise level at three feet from the source would be expected to attenuate naturally to 55.5 dBA L_{dn} before it would reach the noise-sensitive land uses of the CCA. This would be less than the 65 dBA L_{dn} level required for school class rooms. There are no other anticipated sources of stationary noise that would be operating on site.

²⁸ Atkins, *Noise Assessment for the 100 Hooper Street Project* (October 24, 2014). This document is on file and available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.0203E.

Noise Ordinance Compliance

City of San Francisco Noise Ordinance Section 2909 sets forth requirements for residential and commercial properties. These requirements, pertinent to this analysis, are as follows:

A. Fixed Residential Interior Noise Limits:

1. In order to prevent sleep disturbance, protect public health and prevent the acoustical environment from progressive deterioration due to the increasing use and influence of mechanical equipment, no fixed noise source may cause the noise level measured inside any sleeping or living room in any dwelling unit located on residential property to exceed 45 dBA between the hours of 10:00 PM to 7:00 AM or 55 dBA between the hours of 7:00 AM and 10:00 PM with windows open except where building ventilation is achieved through mechanical systems that allow windows to remain closed.

B. Commercial Property Noise Limits:

1. No person shall produce or allow to be produced by any machine or device, music or entertainment or any combination of same, on commercial or industrial property over which the person has ownership or control, a noise level more than eight dBA above the local ambient at any point outside the property plane.

The proposed HVAC equipment would be subject to both the Fixed Residential Interior Noise Standard and the Commercial Property Noise Limits. The proposed on-site residential unit would be the closest noise-sensitive receptor that could be affected by the proposed HVAC equipment. The equipment, combined with surrounding roadway noise, would generate a noise level of 76.5 dBA. The proposed residential unit would be located on the ground floor of the PDR workshop building facing the interior paseo, which would provide distance and shielding of the unit from rooftop and roadway noise. However, because the exact location and design of the residential unit and workshop building has not been finalized, this analysis conservatively assumes the noise level at three feet from the proposed equipment and standard building attenuation for the analysis of compliance with the Noise Ordinance. The unit is anticipated to be located on the western portion of the site, farthest from the higher volume roadways and railway. Based on a continuous noise level of 76.5 dBA, noise from new equipment could exceed the Noise Ordinance requirements for the on-site residence. Building construction that includes double-glazed windows typically reduces exterior noise by 30 dBA in the building interior²⁹ and would be expected to reduce noise from the equipment (76.5 dBA) to 46.5 dBA or below in the proposed on-site residential unit.³⁰ Therefore, the proposed dwelling unit could still be exposed to interior noise levels in excess of the nighttime (10:00 PM to 7:00 AM) Noise Ordinance standard of 45 dBA. Project Mitigation Measure M-NO-3 – Siting of Noise Generating Uses (PEIR Mitigation Measure F-5), p. 84, would be required to demonstrate that noise from the proposed HVAC equipment would not significantly affect the proposed on-site residential unit. The proposed project is also required to comply with the Noise Ordinance Commercial Property Noise Limits. The existing ambient noise level is 74.7 dBA. Therefore, the proposed equipment noise level of 76.5 dBA would not exceed the ambient noise level by more than eight dBA. The project would comply with the Commercial Property Noise Limits.

²⁹ California Department of Transportation (Caltrans), *Noise Technical Supplement to the Traffic Noise Analysis Protocol* (September 2013).

³⁰ The 76.8 dBA combines the on-site sources with anticipated future off-site roadway noises for a total ambient dBA.

Proposed Noise-Sensitive Uses

Eastern Neighborhoods PEIR Mitigation Measures F-4 requires the preparation of an analysis that includes, at minimum, a site survey to identify potential noise-sensitive uses within 900 feet of, and that have a direct line of sight to, the project site, and at least one 24-hour noise measurement (with maximum noise levels taken every 15 minutes) to demonstrate that that acceptable interior noise levels consistent with Title 24 can be attained. Eastern Neighborhoods PEIR Mitigation Measure F-4 is applicable to the proposed on-site residential unit, which would be subject to the California Noise Insulation Standards in Title 24. (Eastern Neighborhoods Mitigation Measure F-3, which applies to sensitive land uses not subject to the California Noise Insulation Standards in Title 24, is not applicable to the proposed project.) The estimated continuous on-site noise level of 76.5 dBA Leq would result in a 24-hour community noise level of 80.5 dBA L_{dn}. Therefore, noise levels on the project site would exceed the normally compatible exterior noise standard for dwelling units (60 dBA L_{dn}). As previously discussed, building construction that includes double-glazed windows reduce exterior noise by 30 dBA in the building interior³¹ and would be expected to reduce interior noise levels on the project site (80.5 dBA L_{dn}) to 50.5 dBA L_{dn} or below.³² However, the proposed dwelling unit could expose sensitive receptors to interior noise levels in excess of the acceptable standard of 45 dBA L_{dn}. Standard noise attenuation features, such as doubling the thickness of walls, can result in a six dBA reduction in noise level.³³ Therefore, it is reasonably certain that with the implementation of Project Mitigation Measure M-NO-4 – Siting of Noise-Sensitive Uses (Mitigation Measure F-4 from the Eastern Neighborhoods PEIR), p. 84, acceptable interior noise standards would be met for the proposed dwelling unit with the incorporation of noise attenuating features. The proposed project would be required to demonstrate compliance with Project Mitigation Measure M-NO-4 prior to issuance of a certificate of occupancy.

Protection from Ambient Noise Levels

PEIR Mitigation Measure F-6 requires that open space required under the Planning Code for individual projects located in noisy areas be protected, to the maximum feasible extent, from existing ambient noise levels.

The project proposes a paseo courtyard that would create a pedestrian link to the existing crosswalk on Seventh Street, and a POPOS on the southwestern corner of the site to interconnect the project site with the adjoining campus of the CCA. This space would support various outdoor programs. The proposed open space/interior paseo has been designed to be protected from noise sources. The linear courtyard is located in between the two building rows. The proposed buildings would act as noise barriers for the courtyard and reduce the on-site noise level. The POPOS is located on the opposite side of the project site from I-280, the major source of transportation noise in the area. Additionally, the POPOS is set back from Hooper Street. The POPOS is also located so that the proposed on-site buildings and existing CCA structures would provide noise attenuation from nearby roadways. Therefore, the proposed project provides protection of open spaces from existing ambient noise levels and has complied with Mitigation Measure F-6. The project site is not located within an airport land use plan area, within two miles of a

³¹ California Department of Transportation (Caltrans), *Noise Technical Supplement to the Traffic Noise Analysis Protocol* (September 2013).

³² The 80.5 dBA L_{dn} combines the on-site sources with anticipated future off-site roadway noises for a total ambient dBA.

³³ U.S. Department of Housing and Urban Development, *The Noise Guidebook* (March 2009).

public airport, or in the vicinity of a private airstrip. Therefore, Topics 12e and 12f from the CEQA Guidelines Appendix G are not applicable.

Summary

For the above reasons, the proposed project would not result in significant noise impacts that were not identified in the Eastern Neighborhoods PEIR. The proposed project would be subject to Eastern Neighborhoods PEIR Mitigation Measures F-1, F-2, F-4, and F-5 (Project Mitigation Measures M-NO-1, M-NO-2, M-NO-4, and M-NO-3, respectively).

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

The Eastern Neighborhoods PEIR identified potentially significant air quality impacts resulting from construction activities and impacts to sensitive land uses³⁴ as a result of exposure to elevated levels of diesel particulate matter (DPM) and other toxic air contaminants (TACs). The Eastern Neighborhoods PEIR identified four mitigation measures that would reduce these air quality impacts to less-than-significant levels. Eastern Neighborhoods PEIR Mitigation Measure G-1 addresses air quality impacts during construction, Mitigation Measure G-2 addresses the siting of sensitive land uses near sources of TACs and PEIR Mitigation Measures G-3 and G-4 address proposed uses that would emit DPM and other TACs. All other air quality impacts were found to be less than significant.

Construction Dust Control

Eastern Neighborhoods PEIR Mitigation Measure G-1 – Construction Air Quality requires individual projects involving construction activities to include dust control measures and to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. The San

³⁴ The Bay Area Air Quality Management District (BAAQMD) considers sensitive receptors as: children, adults or seniors occupying or residing in (1) residential dwellings, including apartments, houses, condominiums, (2) schools, colleges, and universities, (3) daycares, (4) hospitals, and (5) senior care facilities. BAAQMD, *Recommended Methods for Screening and Modeling Local Risks and Hazards* (May 2011), page 12.

Francisco Board of Supervisors subsequently approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The intent of the Construction Dust Control Ordinance is to reduce the quantity of fugitive dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by DBI. Project-related construction activities would result in construction dust, primarily from ground-disturbing activities.

For projects over 0.5 acre, such as the proposed project, the Dust Control Ordinance requires that the project sponsor submit a Dust Control Plan for approval by the San Francisco Department of Public Health. DBI will not issue a building permit without written notification from the Director of Public Health that the applicant has a site-specific Dust Control Plan, unless the Director waives the requirement. The site-specific Dust Control Plan would require the project sponsor to implement additional dust control measures such as installation of dust curtains and windbreaks, to provide independent third-party inspections and monitoring, provide a public complaint hotline, and suspend construction during high wind conditions.

The regulations and procedures set forth by the San Francisco Dust Control Ordinance would ensure that construction dust impacts would not be significant. These requirements supersede the dust control provisions of PEIR Mitigation Measure G-1. Therefore, the portion of PEIR Mitigation Measure G-1 — Construction Air Quality that addresses dust control is met through compliance with the Dust Control Ordinance.

Health Risk

Eastern Neighborhoods PEIR Mitigation Measure G-1 addresses air quality impacts during construction, Mitigation Measure G-2 addresses the siting of sensitive land uses near sources of TACs and PEIR Mitigation Measures G-3 and G-4 address proposed uses that would emit DPM and other TACs.

Subsequent to certification of the Eastern Neighborhoods PEIR, the San Francisco Board of Supervisors passed Health Code Article 38 in 2007, amended on December 8, 2014. Article 38 requires all sensitive land uses within a defined “Air Pollution Exposure Zone” to install an enhanced ventilation and filtration system equivalent to a Minimum Efficiency Reporting Value (MERV) 13 air filter, which is capable of removing 80 percent of particulate matter. The project site is located within the Article 38 Air Pollution Exposure Zone and, in compliance with this regulation, the proposed residential unit would be required to meet the ventilation and filtration standards of Article 38. Therefore, Mitigation Measure G-2 is met through compliance with Health Code Article 38.

The proposed project would provide for a single residential unit, PDR (i.e., small-scale light industrial uses) and office land uses. Due to the size and type of these uses, it is not likely that substantial levels of DPM or other TACs would be emitted from operational activities, and currently there is no anticipation of an emergency back-up generator operated at the site as proposed, or that may be necessary for operations. The project design includes vertical vent shafts to reduce noxious air fumes (if any) from PDR spaces. Therefore, Eastern Neighborhoods PEIR Mitigation Measures G-3 and G-4 are not applicable to the proposed project.

Criteria Air Pollutants

While the Eastern Neighborhoods PEIR determined that at a program level the Eastern Neighborhoods Rezoning and Area Plans would not result in significant regional air quality impacts, the PEIR states that “Individual development projects undertaken in the future pursuant to the new zoning and area plans would be subject to a significance determination based on the BAAQMD’s quantitative thresholds for individual projects.”³⁵ The BAAQMD’s *CEQA Air Quality Guidelines* (Air Quality Guidelines) provide screening criteria³⁶ for determining whether a project’s criteria air pollutant emissions would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. Pursuant to the Air Quality Guidelines, projects that meet the screening criteria do not have a significant impact related to criteria air pollutants. For projects that do not meet the screening criteria, a detailed air quality assessment is required to further evaluate whether project-related criteria air pollutant emissions would exceed BAAQMD significance thresholds. The proposed project does not meet the screening criteria. Therefore, a detailed air quality analysis of both construction and operational emissions was conducted to determine project significance.³⁷

Construction activities from the proposed project would result in the emission of criteria air pollutants from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Air pollutant emissions generated by construction of the project were estimated using the CalEEMod model (Version 2013.2.2), which takes into account the hours of operation, load factor, and the emission factors for each piece of equipment. While a detailed construction schedule was not available at the time of analysis, construction of the project was conservatively anticipated to begin in the third quarter of 2014 and be constructed over a 24-month construction period. The existing site is occupied by a self-storage facility that has the potential to continue to operate on portions of the site while the site is constructed. Demolition activities would be limited to the existing asphalt surface as there are no permanent onsite structures. Default construction fleet and construction worker vehicle trips were input into CalEEMod. Soil export is anticipated at 13,500 cubic yards and was modeled as exported during the grading phase of the construction activities. Construction emissions expected to be generated by the proposed project³⁸ are provided in Table 10, Estimated Unmitigated Construction Average Daily Air Pollutant Emissions, p. 63, and are compared to the construction significance thresholds. As shown in Table 10, the proposed project would exceed the significance thresholds for nitrogen oxides (NO_x) during the demolition phase, grading phases, and where building construction would overlap with paving activities, but for no other criteria air pollutants and under no other construction phases. Therefore, the project would have the potential to violate an air quality standard, contribute considerably to an existing or projected air quality violation, or result in a cumulatively considerable increase in criteria air pollutants.

³⁵ San Francisco Planning Department, *Eastern Neighborhood’s Rezoning and Area Plans Final Environmental Impact Report*, p. 346. Available online at <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=4003> (accessed June 4, 2014).

³⁶ Bay Area Air Quality Management District, *CEQA Air Quality Guidelines* (updated May 2011), pp. 3-2 to 3-3.

³⁷ Atkins, *Air Quality Modeling for the 100 Hooper Street Project* (October 24, 2014). This document is on file and available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.0203E.

³⁸ Emissions presented herein represent the emissions from the proposed project and not the project variant, as the construction scenario for the proposed project is more intense and therefore would result in greater average daily/annual emissions than anticipated of the project variant. Emissions associated with the project variant are included in the Air Quality Technical Memorandum.

| Table 10 Estimated Unmitigated Construction Average Daily Air Pollutant Emissions | | | | |
|--|---|-----------------------|------------------------------------|-------------------------------------|
| <i>Phase</i> | <i>Average Daily Emissions (pounds/day)^a</i> | | | |
| | <i>ROG</i> | <i>NO_x</i> | <i>PM₁₀^b</i> | <i>PM_{2.5}^b</i> |
| Demolition | 6.57 | 68.94 | 2.85 | 2.65 |
| Grading | 6.09 | 63.16 | 2.73 | 2.51 |
| Building Construction | 5.56 | 42.30 | 2.32 | 2.18 |
| Paving | 2.06 | 20.80 | 1.25 | 1.15 |
| Architectural Coating | 42.44 | 2.53 | 0.20 | 0.20 |
| Building Construction & Paving | 7.62 | 63.10 | 3.57 | 3.33 |
| Building Construction & Architectural Coating | 48.00 | 44.83 | 2.52 | 2.38 |
| Significance Threshold^b | 54 | 54 | 82 | 54 |
| Impact? | No | Yes | No | No |

SOURCE: Atkins, *Air Quality Modeling for the 100 Hooper Street Project* (October 24, 2014).

a. Analysis assumes that demolition and grading phases would not overlap with any other construction phase.

b. Based on BAAQMD methodology, PM₁₀ and PM_{2.5} emissions represent exhaust emissions only.

Implementation of the remainder of the Eastern Neighborhoods PEIR Mitigation Measure G-1, which requires the minimization of construction exhaust emissions, is therefore applicable to the proposed project. This mitigation measure requires all off-road equipment of 50 horsepower or greater used during the demolition or grading phases to meet USEPA Tier 4 interim emissions standards. Implementation of Project Mitigation Measure M-AQ-1 – Construction NO_x Emissions Minimization, p. 84, would reduce NO_x emissions to below the significance thresholds. Table 11, Estimated Mitigated Construction Average Daily Air Pollutant Emissions, p. 64, identifies the estimated construction emissions with the implementation of this mitigation measure. Therefore, with mitigation identified in the Eastern Neighborhoods PEIR, the proposed project would not have the potential to violate an air quality standard, contribute considerably to an existing or projected air quality violation, or result in a cumulatively considerable increase in criteria air pollutants.

Table 11 Estimated Mitigated Construction Average Daily Air Pollutant Emissions

| Phase | Average Daily Emissions (pounds/day) ^a | | | |
|---|---|-----------------|-------------------------------|--------------------------------|
| | ROG | NO _x | PM ₁₀ ^b | PM _{2.5} ^b |
| Demolition | 3.23 | 36.43 | 0.80 | 0.78 |
| Grading | 2.72 | 33.49 | 0.41 | 0.38 |
| Building Construction | 3.48 | 24.11 | 0.90 | 0.68 |
| Paving | 0.46 | 8.40 | 0.05 | 0.05 |
| Architectural Coating | 42.12 | 1.21 | 0.01 | 0.01 |
| Building Construction & Paving | 3.94 | 32.51 | 0.95 | 0.73 |
| Building Construction & Architectural Coating | 46.60 | 25.32 | 0.91 | 0.69 |
| Significance Threshold^b | 54 | 54 | 82 | 54 |
| Impact? | No | No | No | No |

SOURCE: Atkins, *Air Quality Modeling for the 100 Hooper Street Project* (October 24, 2014).

a. Analysis assumes that demolition and grading phases would not overlap with any other construction phase

b. Based on BAAQMD methodology, PM₁₀ and PM_{2.5} emissions represent exhaust emissions only.

The proposed project would result in an increase in operational-related criteria air pollutants including emissions from vehicle trips and energy demand. As shown in Table 12, Estimated Operational Air Pollutant Emissions, p. 65, the proposed project would not exceed the BAAQMD's thresholds for criteria air pollutants during operation. Therefore, project operation would not have the potential to violate an air quality standard, contribute considerably to an existing or projected air quality violation, or result in a cumulatively considerable increase in operational criteria air pollutants.

| Table 12 Estimated Operational Air Pollutant Emissions | | | | |
|--|--------------|-----------------------|------------------------|-------------------------|
| Source | ROG | NO_x | PM₁₀ | PM_{2.5} |
| Average Daily Emissions (lbs/day) ^a | | | | |
| Area | 11.09 | 0.00 | 0.00 | 0.00 |
| Mobile | 9.10 | 19.50 | 0.30 | 0.27 |
| Off-Road | 0.51 | 4.37 | 0.37 | 0.34 |
| Total Daily | 20.70 | 23.87 | 0.66 | 0.61 |
| Significance Threshold^b | 54 | 54 | 82 | 54 |
| Impact? | No | No | No | No |
| Maximum Annual Emissions (tons/year) ^a | | | | |
| Area | 1.94 | 0.00 | 0.00 | 0.00 |
| Mobile | 1.59 | 3.41 | 0.05 | 0.05 |
| Off-Road | 0.09 | 0.77 | 0.06 | 0.06 |
| Total Annual | 3.62 | 4.18 | 0.12 | 0.11 |
| Significance Threshold | 10 | 10 | 15 | 10 |
| Impact? | No | No | No | No |
| SOURCE: Atkins, <i>Air Quality Modeling for the 100 Hooper Street Project</i> (October 24, 2014). | | | | |
| a. Based on BAAQMD methodology, PM ₁₀ and PM _{2.5} emissions represent exhaust emissions only. | | | | |

Phased Construction Variant

The proposed project has the potential to be developed in phases as a project variant; therefore, the operation of part of the project would occur at the same time as the construction of the remainder of the project. Table 13, Estimated Reduced Operational and Construction Air Pollutant Emissions, p. 66, identifies the estimated emissions from the conservative combination of operational and construction emissions that could occur at any one time. The analysis assumes that both the PDR Workshop Building and the North Building have already been built and are in operation and the South Building is under construction. The phased construction scenario was modeled separately in CalEEMod based on half of the total square footage and land use types designated for the North and South Buildings. Phased operational emissions are reported as 57 percent of the total operational emissions estimated for the project at build-out. The construction analysis assumes implementation of PEIR Mitigation Measure G-1. The average daily emissions for each criteria pollutant during overlapping construction and operational phases were determined by adding the daily operational emissions from the PDR Workshop and the North Building to the daily construction emissions from the South Building. As a conservative estimate of daily emissions, the highest reported construction emissions for each criteria pollutant, regardless of construction phase, were used to determine the combined operational and construction daily emissions. As shown in Table 13, the project variant would not exceed the significance thresholds for criteria air pollutants should the project be constructed using a phased schedule and with incorporation of mitigation measures identified in the Eastern Neighborhoods PEIR. Therefore, the project variant would not have the potential to violate an air quality standard, contribute considerably to an existing or

projected air quality violation, or result in a cumulatively considerable increase in combined operational and construction criteria air pollutants.

| Table 13 Estimated Reduced Operational and Construction Air Pollutant Emissions | | | | |
|---|----------------------------------|-----------------------|------------------------------------|-------------------------------------|
| <i>Phase</i> | <i>Daily Emissions (lbs/day)</i> | | | |
| | <i>ROG</i> | <i>NO_x</i> | <i>PM₁₀^a</i> | <i>PM_{2.5}^a</i> |
| Phased Construction^b | | | | |
| Demolition | 1.41 | 14.22 | 0.37 | 0.36 |
| Grading | 1.16 | 12.99 | 0.18 | 0.17 |
| Building Construction | 1.64 | 8.50 | 0.53 | 0.41 |
| Paving | 0.16 | 2.99 | 0.02 | 0.02 |
| Architectural Coating | 18.42 | 0.72 | 0.00 | 0.00 |
| Building Construction & Paving | 1.80 | 11.49 | 0.55 | 0.43 |
| Building Construction & Architectural Coating | 18.62 | 9.22 | 0.53 | 0.41 |
| Phased Operational^c | | | | |
| Area | 6.29 | 0.00 | 0.00 | 0.00 |
| Mobile | 5.16 | 11.06 | 0.17 | 0.16 |
| Off-Road | 0.29 | 2.48 | 0.21 | 0.19 |
| Total Daily Operational Emissions | 11.74 | 13.54 | 0.38 | 0.35 |
| Combined Phased Operational and Construction Emissions^d | | | | |
| Maximum Average Daily Construction | 18.62 | 14.22 | 0.55 | 0.43 |
| Daily Operational | 11.74 | 13.54 | 0.38 | 0.35 |
| Total Daily Emissions (Operational Emissions + Construction Phase with Greatest Emissions of Criteria Pollutant) | 30.36 | 27.76 | 0.93 | 0.78 |
| Significance Threshold^b | 54 | 54 | 82 | 54 |
| Impact? | No | No | No | No |

SOURCE: Atkins, *Air Quality Modeling for the 100 Hooper Street Project* (October 24, 2014).

- Based on BAAQMD methodology, PM₁₀ and PM_{2.5} emissions represent exhaust emissions only.
- Analysis assumes that demolition and grading phases would not overlap with any other construction phase. Construction emissions represent the construction of either the North or South building
- Operational emissions represent the operation of the PDR building and either the North or South building (whichever is not under construction)
- Maximum daily operational emissions represents the maximum emissions anticipated from the operation of the PDR and North/South building and the maximum potential daily emissions by phase of the construction of the remaining building.

For the above reasons, the Eastern Neighborhoods PEIR Mitigation Measure G-1 (Project Mitigation Measure M-AQ-1) is applicable to the proposed project, and the project variant would not result in significant air quality impacts that were not identified in the PEIR.

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

The Eastern Neighborhoods PEIR assessed the greenhouse gas (GHG) emissions that could result from rezoning of the Showplace Square/ Potrero Hill Plan Area under the three rezoning options. The Eastern Neighborhoods Rezoning Options A, B, and C are anticipated to result in GHG emissions on the order of 4.2, 4.3, and 4.5 metric tons (MT) of carbon dioxide-equivalents (CO₂E) per service population,³⁹ respectively. The Eastern Neighborhoods PEIR concluded that the resulting GHG emissions from the three options analyzed in the Eastern Neighborhoods Area Plans would be less than significant. No mitigation measures were identified in the PEIR.

Regulations outlined in San Francisco’s Strategies to Address Greenhouse Gas Emissions have proven effective as San Francisco’s GHG emissions have measurably reduced when compared to 1990 emissions levels, demonstrating that the City has met and exceeded EO S-3-05, AB 32, and the Bay Area 2010 Clean Air Plan GHG reduction goals for the year 2020. The proposed project was determined to be consistent with San Francisco’s GHG Reduction Strategy. Other existing regulations, such as those implemented through AB 32, will continue to reduce a proposed project’s contribution to climate change. Therefore, the proposed project’s GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations, and thus the proposed project’s contribution to GHG emissions would not be cumulatively considerable or generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment.

As the proposed project is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on greenhouse gas emissions beyond those analyzed in the Eastern Neighborhoods PEIR.

³⁹ Memorandum from Jessica Range, MEA to MEA staff, *Greenhouse Gas Analyses for Community Plan Exemptions in Eastern Neighborhoods* (April 20, 2010). This memorandum provides an overview of the GHG analysis conducted for the Eastern Neighborhoods Rezoning EIR and provides an analysis of the emissions using a service population (equivalent of total number of residents and employees) metric.

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

Wind

Based upon experience of the Planning Department in reviewing wind analyses and expert opinion on other projects, it is generally (but not always) the case that projects under 80 feet in height do not have the potential to generate significant wind impacts. Existing structures adjacent to the project site are one to three stories, with a few taller (four-story) buildings along Seventh Street north of the site approximately one block away. Although the proposed 58-foot-tall buildings (approximately 73 feet in height including the mechanical penthouses) would be taller than the immediately adjacent buildings, they would be consistent with the 58-X Height and Bulk District designation for the project area and site. Because the proposed buildings would not exceed 73 feet in height, the proposed project is not anticipated to cause significant impacts related to wind that were not identified in the Eastern Neighborhoods PEIR.

Shadow

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

The proposed project would construct three 58-foot-tall buildings; therefore, the Planning Department prepared a preliminary shadow fan analysis to determine whether the project would have the potential to cast new shadow on nearby parks.⁴⁰ The Planning Department determined that the proposed project (studied at a taller height of 73 feet to account for the proposed mechanical penthouses) would not result in a shadow impact on any property protected by the Planning Code Section 295. Therefore, the Planning Department concluded that the proposed project would be in compliance with Planning Code Section 295. There are no other parks in the project area that could be shaded by the proposed project.

⁴⁰ Jeffrey Speirs, San Francisco Planning Department, *Shadow Study* (June 6, 2013). This document is on file and available for public review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA, 94103, under case no. 2012.0203E.

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

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

| <u>Topics:</u> | <i>Significant Impact Peculiar to Project or Project Site</i> | <i>Significant Impact not Identified in PEIR</i> | <i>Significant Impact due to Substantial New Information</i> | <i>No Significant Impact not Previously Identified in PEIR</i> |
|--|---|--|--|--|
| 9. 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 PEIR concluded that implementation of the Eastern Neighborhoods Rezoning and Area Plans would not result in substantial or accelerated deterioration of existing recreational resources or require the construction or expansion of recreational facilities that may have an adverse effect on the environment. No mitigation measures related to recreational resources were identified in the Eastern Neighborhoods PEIR.

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

| <u>Topics:</u> | <i>Significant Impact Peculiar to Project or Project Site</i> | <i>Significant Impact not Identified in PEIR</i> | <i>Significant Impact due to Substantial New Information</i> | <i>No Significant Impact not Previously Identified in PEIR</i> |
|--|---|--|--|--|
| 10. UTILITIES AND SERVICE SYSTEMS—Would the project: | | | | |
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

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

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.

The proposed project would be required to comply with current state and local regulations related to energy consumption, waste disposal, wastewater treatment, and water conservation.

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

| <u>Topics:</u> | <i>Significant Impact Peculiar to Project or Project Site</i> | <i>Significant Impact not Identified in PEIR</i> | <i>Significant Impact due to Substantial New Information</i> | <i>No Significant Impact not Previously Identified in PEIR</i> |
|---|---|--|--|--|
| 11. 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 PEIR determined that the anticipated increase in population would not result in a significant impact to public services, including fire protection, police protection, and public schools. No mitigation measures were identified in the PEIR.

As the proposed project is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on public services beyond those analyzed in the Eastern Neighborhoods PEIR.

| <u>Topics:</u> | <i>Significant Impact Peculiar to Project or Project Site</i> | <i>Significant Impact not Identified in PEIR</i> | <i>Significant Impact due to Substantial New Information</i> | <i>No Significant Impact not Previously Identified in PEIR</i> |
|--|---|--|--|--|
| 12. BIOLOGICAL RESOURCES—Would the project: | | | | |
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

The project site is completely paved and devoid of vegetation. There are no candidate, sensitive, or special-status species, riparian habitat, or wetlands on the project site, so implementation of the proposed project would not adversely affect a candidate, sensitive, or special-status species, a riparian habitat, or wetlands.

San Francisco is located within the Pacific Flyway, a major north-south route of travel for migratory birds along the western portion of the Americas, extending from Alaska to Patagonia, Argentina. Every year, migratory birds travel some or all of this distance in the spring and autumn, following food sources, heading to and from breeding grounds, or traveling to and from overwintering sites. Buildings are potential obstacles that can injure or kill birds in the event of a collision, and bird strikes are a leading cause of worldwide declines in bird populations.

Planning Code Section 139, Standards for Bird-Safe Buildings, establishes building design standards to reduce avian mortality rates associated with bird strikes. This ordinance focuses on location-specific hazards and building feature-related hazards. Location-specific hazards apply to buildings in, or within 300 feet of and having a direct line of sight to, an Urban Bird Refuge, which is defined as an open space “two acres and larger dominated by vegetation, including vegetated landscaping, forest, meadows, grassland, or wetlands, or open water.” The project site is not in or within 300 feet of an Urban Bird Refuge, so the standards related to location-specific hazards are not applicable to the proposed project. Feature-related hazards, which can occur on buildings anywhere in San Francisco, are defined as freestanding glass walls, wind barriers, skywalks, balconies, and greenhouses on rooftops that have unbroken glazed segments of 24 sf or larger. The proposed project would comply with the feature-related standards of Planning Code Section 139 by using bird-safe glazing treatment on 100 percent of any feature-related hazards. As a result, the proposed project would not interfere substantially with the movement of any native resident or migratory wildlife species or with established native resident or migratory wildlife corridors.

There are no existing trees or other vegetation on the project site that would need to be removed as part of the proposed project. Implementation of the proposed project would include the planting of 53 street trees along the perimeter of the project site, as well as trees and other vegetation in the interior of the site, in compliance with the provisions of the San Francisco Green Landscape Ordinance, Planning Code Sections 132 and 138.1. As a result, the proposed project would not conflict with any local policies or ordinances that protect biological resources.

The project site is not within an area covered by an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, state, or regional habitat conservation plan. As a result, the proposed project would not conflict with the provisions of any such plan.

As the proposed project is within the Showplace Square/Potrero Hill Plan Area of the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on biological resources beyond those analyzed in the Eastern Neighborhoods PEIR.

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

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

A geotechnical investigation was prepared for the proposed project.⁴¹ The following discussion relies on the information provided in the geotechnical investigation. The groundwater surface was measured at depths ranging from about 7.4 feet to 10.6 feet below ground surface at the time of Geotecnia’s field

⁴¹ Geotecnia, *Final Report for 100 Hooper Street, San Francisco* (December 18, 2012). This document is on file and available for public review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA, 94103, under case no. 2012.0203E.

exploration. The primary geotechnical consideration associated with design and construction of the proposed new buildings at the site was identified as the potential for differential settlement at the site due to (1) partial liquefaction of the lower portion of the fill layer [below the groundwater surface] during strong seismic shaking and (2) consolidation of the underlying Bay Mud due to localized additional loads supported on the ground surface. Based on site conditions, Geotecnia's recommendations were that (a) the proposed buildings should be supported on displacement piles bearing into the first sand layer (encountered at depths ranging from about 23 to 35 feet), and (b) the project sponsor should consider different options for dealing with the potential for differential settlements. The latter could consist of (1) building hinged ramps between the pile-supported buildings and exterior walkways, driveways, and sidewalks; (2) using lightweight fill materials to keep the net increase in the vertical load on the existing ground to less than zero; (3) providing flexibility in utility connections along the perimeter of the buildings; or (4) a combination of the previous three methods. With implementation of these recommendations, the geotechnical report concludes that the site is suitable for development.

Due to the presence of shallow groundwater, building foundations would be designed to tolerate the conditions of the high groundwater table. The varying groundwater depths across the site would require further exploration. Dewatering and shoring of utility trenches and temporary retaining wall excavations would likely be required, especially on the western half of the site. Prior to any slab on-grade construction, the exposed excavated area would be stabilized with 12 to 18 inches of crushed rock underlain by a filter fabric.

The final building plans would be reviewed by DBI. In reviewing building plans, DBI refers to a variety of information sources to determine existing hazards. 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. DBI will review the geotechnical report and building plans for the proposed project to determine the adequacy of the proposed engineering and design features and to ensure compliance with all applicable San Francisco Building Code provisions regarding structural safety. The above-referenced geotechnical investigation report would be available for use by DBI during its review of building permits for the site. In addition, DBI could require that additional site specific soils report(s) be prepared in conjunction with permit applications, as needed. The DBI requirement for a geotechnical report and review of the building permit application pursuant to DBI's implementation of the Building Code would ensure that the proposed project would have no significant impacts related to soils or geology.

The project site is covered by impervious surfaces; therefore, implementation of the proposed project would not result in soil erosion or the loss of topsoil. The proposed project would not include the use of septic tanks or alternative wastewater disposal systems, and there are no unique geologic or physical features on the project site that could be altered by implementation of the proposed project.

For these reasons, the proposed project would not result in significant impacts related to geology and soils that were not identified in the Eastern Neighborhoods PEIR and no mitigation measures are necessary.

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

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

The project site is currently completely paved; there are no planters or other areas of permeable surface on the property. The proposed project would include 40,000 gsf of open space, some of which would be landscaped area consisting of a variety of planters throughout the property, as well as the 53 street trees that would be provided on the perimeter of the site. The proposed project may also include a green roof, as illustrated on Figure 8c, Preliminary Roof Deck Planting Area, p. 18. In addition, paving materials

would consist of permeable paving rather than poured concrete. The proposed project would, therefore, decrease the amount of impervious surfaces that currently exist on the site.

The proposed project would be constructed in compliance with all applicable federal, state and local regulations governing water quality and discharges to surface and ground water bodies. The proposed project would not alter drainage patterns in a manner that would result in substantial erosion, siltation, or flooding. Runoff from the project site would drain into the City's combined stormwater/sewer system, ensuring that such runoff is properly treated at the Southeast Water Pollution Control Plant before being discharged into San Francisco Bay. In accordance with the City's Stormwater Management Ordinance (Ordinance No. 83-10), the proposed project would be subject to Low Impact Design (LID) approaches and stormwater management systems to comply with the Stormwater Design Guidelines. In addition, the project sponsor would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) that would be reviewed, approved, and enforced by the SFPUC. The SWPPP would specify best management practices and erosion and sedimentation control measures to prevent sedimentation from entering the City's combined stormwater/sewer system. As a result, the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality.

The Mission Bay Channel, a man-made channel extending southwest from San Francisco Bay, ends approximately 300 feet northeast of the site. Groundwater in the vicinity of the site flows to the north and northeast, toward Mission Bay Channel and San Francisco Bay. Groundwater is relatively shallow throughout the project site, ranging from approximately 7.4 to 10.6 feet below ground surface (bgs). Specific elements of the site development include shallow excavations (e.g., less than 5 feet bgs) associated with utility trenches, pile caps, and grade beams. Deeper excavations may be needed for elevator pits, some utilities, and building displacement piles bearing into the first sand layer (encountered at depths ranging from about 23 to 35 feet). The deeper excavations may encounter groundwater, and would likely require the management of dewatering effluent.

Groundwater in San Francisco is not currently used as a potable water supply. Any groundwater that may be encountered during construction and permanent operations would be subject to requirements of the City's Sewer Use Ordinance (Ordinance Number 19-92, amended 116-97), as supplemented by Department of Public Works Order No. 158170, requiring a permit from the Wastewater Enterprise Collection System Division of the SFPUC. A permit may be issued only if an effective pretreatment system is maintained and operated. Each permit for such discharge is required to contain specified water quality standards and may require the project sponsor to install and maintain meters to measure the volume of the discharge to the combined sewer system. Effects from lowering the water table due to dewatering, if any, would be temporary and would not be expected to substantially deplete groundwater resources. In the event that project related excavation would require permanent pumping of ground water, the project sponsor would be required to obtain a permit pursuant to Public Works Code Article 4.1, which regulates the quantity and quality of discharges to the combined sewer system.

The project site is not in a designated flood zone; therefore, the proposed project would not place housing within a 100-year flood hazard area, would not impede or redirect flood flows in a 100-year flood hazard area, and would not 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. As shown on Map 5, Tsunami Hazard Zones, in the Community Safety Element of the *General Plan*, the project site is not within a

tsunami hazard zone.⁴² As a result, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche or tsunami.

For these reasons, the proposed project would not result in significant impacts on hydrology and water quality that were not identified in the Eastern Neighborhoods PEIR and no mitigation measures are necessary.

| <u>Topics:</u> | <i>Significant Impact Peculiar to Project or Project Site</i> | <i>Significant Impact not Identified in PEIR</i> | <i>Significant Impact due to Substantial New Information</i> | <i>No Significant Impact not Previously Identified in PEIR</i> |
|--|---|--|--|--|
| 15. HAZARDS AND HAZARDOUS MATERIALS— Would the project: | | | | |
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The Eastern Neighborhoods PEIR noted that implementation of any of the proposed project’s rezoning options would encourage construction of new development within the project area. The PEIR found that there is a high potential to encounter hazardous materials during construction activities in many parts of the Plan Area because of the presence of 1906 earthquake fill, previous and current land uses associated with the use of hazardous materials, and known or suspected hazardous materials cleanup cases. However, the PEIR found that existing regulations for facility closure, Under Storage Tank (UST) closure,

⁴² San Francisco Planning Department, *San Francisco General Plan*, Community Safety Element, p. 15. Available online at http://www.sf-planning.org/ftp/General_Plan/Community_Safety_Element_2012.pdf (accessed July 15, 2014).

and investigation and cleanup of soil and groundwater would ensure implementation of measures to protect workers and the community from exposure to hazardous materials during construction.

Hazardous Building Materials

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

The proposed development would not include demolition of an existing building, as the only building on site is a modular/portable structure that can simply be moved. Thus, Mitigation Measure L-1 would not apply to the proposed project.

Soil and Groundwater Contamination

The subject property was historically used as a lumberyard, washboard factory, planing mill, felt and refining, asphalt paving, sheet metal works, lime hydrate factory, and a Greyhound bus maintenance facility. In addition, a railroad spur is located on the subject property. As a result of these past uses of the subject property the potential for significant chemical spills, including petroleum hydrocarbons, heavy metals, volatile organic compounds including solvents, and pesticides into soil and groundwater cannot be eliminated.

The adjacent 184 Hooper Street property (currently the CCA Graduate Facility) was occupied by an asphalt paving facility, warehouse, storage, and office space in the early 1900s. The facility included a rock crushing area; storage structures for cement, equipment, and chemicals; an engine room; and two underground fuel oil storage tanks (1,800- and 1,000-gallon capacity). In the mid-1900s the property was occupied by a warehouse, storage shed, and raised concrete loading platform used by the Allied Chemical and Dye Corporation. The site was developed into the existing CCA Graduate Facility in approximately 2005. Historical industrial uses southeast of the site in the early 1900s included an oil warehouse; a sheet metal works facility; a lime, cement, and plaster warehouse; an asbestos supply company; a paint mill and warehouse; and a glass works factory. Oil tanks, an oil room, boiling room, paint warehouse, and resin kettles are depicted on the northeastern half of the property along Hooper Street. From at least 1949 to 1999, the adjacent property to the southeast of the site was occupied by Pacific Greyhound Lines and developed with offices, tire storage, a motor coach storage yard, and a building listed as “washing and greasing.”

The proposed project would demolish the existing paved surface and construct approximately 443,200 building gsf, plus approximately 21,300 gsf of on-site parking and loading space and would include one residential unit to accommodate an on-site caretaker. Approximately 13,500 cubic yards of soil would be

excavated from the site, with generally 2 feet of soil removed at building footprints and 4 feet in open space areas. Therefore, general excavation of the site would not reach the shallowest known groundwater level (approximately 6 feet bgs). However, piles for building foundations could extend up to 35 feet bgs.

Because there is a potential for soil and groundwater contamination, the project is subject to Health Code Article 22A, also known as the Maher Ordinance, which is administered and overseen by the Department of Public Health (SFDPH). The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code Section 22.A.6 to determine the potential for site contamination and level of exposure risk associated with the project.

Several Phase I and Phase II Environmental Site Assessments (ESAs) were completed for the site and are documented in the following reports:⁴³

- Levine-Fricke, Inc. (Levine-Fricke), Phase I Environmental Site Assessment, Moody Properties, San Francisco, California, November 7, 1988.
- Levine-Fricke, Phase II Environmental Site Assessment, Moody Properties, San Francisco, California, May 15, 1989.
- Woodward-Clyde Consultants (WCC), Status Report, Hooper Street Properties, San Francisco, California, December 1, 1993.
- WCC, Site Characterization, Hooper Street Properties, San Francisco, California, September 20, 1994.
- ACC, Phase I Environmental Site Assessment (ESA) Report, 100 Hooper Street, San Francisco, California, October 18, 2011.
- AMEC, Report of Phase II Environmental Site Assessment (ESA), 100 Hooper Street, San Francisco, California, May 21, 2012

In compliance with the Maher Ordinance, the project sponsor submitted a Maher Application to the SFDPH and Phase I and Phase II ESAs were prepared to assess the potential for site contamination.⁴⁴ Previous site operations, along with the presence of poor-quality fill typical of the Mission Bay area, have resulted in the presence of metals, most notably lead, and polycyclic aromatic hydrocarbons (PAHs) in the subsurface. As discussed in the Phase II ESA report, concentrations of metals, PAHs, and petroleum hydrocarbons were detected in soil samples at concentrations greater than established human health screening criteria or representative background concentrations for urban soils. Soil samples were also analyzed for volatile organic compounds (VOCs), polychlorinated biphenyls (PCBs), and pesticides; however, these compounds were either not detected or detected at concentrations less than the human health screening criteria. The Phase II ESA report concluded that risk reduction and/or risk management measures would be appropriate to address potential health risks during future construction or maintenance activities that require disturbance of the ground surface. These risk reduction and/or management measures should be consistent with the use of the property and documented in a site management plan (SMP).

⁴³ These documents are on file and available for public review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA, 94103, under case no. 2012.0203E.

⁴⁴ ACC Environmental Consultants, *Phase I Environmental Site Assessment* (October 18, 2011); AMEC, *Report of Phase II Environmental Site Assessment* (May 21, 2012). These documents are on file and available for public review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA, 94103, under case no. 2012.0203E.

The project sponsor prepared an SMP pursuant to the findings of the ESAs.⁴⁵ The SMP includes measures to address the presence of chemicals of concern (COCs) in soil (including asbestos), groundwater and soil vapor during construction. Contaminated soil would be capped to limit contact with COCs in soil and the proposed project would be required to properly handle and dispose of excavated contaminated soil during grading and excavation activities. These measures include:

- Placement of clean soil in the top three feet in landscaped areas and the top 1.5 feet of areas to be covered by removable pavers during redevelopment;
- Placement of clean soil in utility trenches;
- Placement of a demarcation barrier between the clean material and existing fill containing COCs;
- Containment and testing of dewatering effluent prior to discharge; and
- Implementation of engineering controls to limit the potential for the intrusion of soil vapor into future structures in the northeast portion of the site.

The SMP was approved by the DPH on November 19, 2012,⁴⁶ and remediation in compliance with the Maher Ordinance would protect the health of the public, on-site workers, and the environment from contaminated soil and groundwater. Therefore, the proposed project would not result in any significant impacts related to hazardous materials that were not identified in the Eastern Neighborhoods PEIR.

The project site is not located within an area covered by an airport land use plan, within two miles of a public airport or a public use airport, or in the vicinity of a private airstrip. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area.

In San Francisco, fire safety is ensured through the provisions of the Building Code and the San Francisco Fire Code. During the review of the building permit application, DBI and the San Francisco Fire Department would review the project plans for compliance with all regulations related to fire safety. Compliance with fire safety regulations would ensure that the proposed project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan or expose people or structures to a significant risk of loss, injury, or death involving fires.

The proposed project would be required to remediate potential soil and/or groundwater contamination described above in accordance with Health Code Article 22A. For these reasons, the proposed project would not result in significant impacts related to hazards or hazardous materials that were not identified in the Eastern Neighborhoods PEIR.

⁴⁵ AMEC, *Site Mitigation Plan* (October 2012). This document is on file and available for public review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA, 94103, under case no. 2012.0203E.

⁴⁶ San Francisco Department of Public Health, letter approving SMP (November 19, 2012). This document is on file and available for public review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA, 94103, under case no. 2012.0203E.

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

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

The proposed project would be required to comply with the standards of Title 24 and the requirements of the San Francisco Green Building Ordinance. In addition, the proposed project site is located on infill and in close proximity to transit options; therefore, the proposed project would not be expected to use substantial amounts of transportation fuel in a wasteful manner. As the proposed project is located within the Eastern Neighborhoods Plan Area, there are no known mineral resources present.

For these reasons, the proposed project would not result in significant impacts to mineral and energy resources that were not identified in the Eastern Neighborhoods PEIR and no mitigation measures are necessary.

| <u>Topics:</u> | <i>Significant Impact Peculiar to Project or Project Site</i> | <i>Significant Impact not Identified in PEIR</i> | <i>Significant Impact due to Substantial New Information</i> | <i>No Significant Impact not Previously Identified in PEIR</i> |
|---|---|--|--|--|
| 17. AGRICULTURE AND FOREST RESOURCES:—Would the project: | | | | |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| <u>Topics:</u> | <i>Significant Impact Peculiar to Project or Project Site</i> | <i>Significant Impact not Identified in PEIR</i> | <i>Significant Impact due to Substantial New Information</i> | <i>No Significant Impact not Previously Identified in PEIR</i> |
|--|---|--|--|--|
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The Eastern Neighborhoods PEIR determined that no agricultural resources exist in the Plan Area; therefore, the Rezoning and Area Plans would have no effect on agricultural resources. The Eastern Neighborhoods PEIR did not analyze the effects on forest resources.

As the proposed project is within the development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on agriculture and forest resources beyond those analyzed in the Eastern Neighborhoods PEIR.

MITIGATION MEASURES

Cultural Resources

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

Noise

Project Mitigation Measure M-NO-1 – Construction Noise (PEIR Mitigation Measure F-1). Because California College of the Arts (CCA) is a sensitive noise receptor only while school is in session, and because no other sensitive receptors are within 500 feet of the project site, this mitigation measures applies only when school is in session. The project sponsor shall ensure that torque-driven piles be used to reduce construction-related noise and vibration. No impact pile drivers shall be used unless absolutely necessary. Contractors would be required to use pile-driving equipment with state-of-the-art noise shielding and muffling devices. To reduce noise and vibration impacts, sonic or vibratory sheetpile drivers, rather than impact drivers, shall be used wherever sheetpiles are needed. The project sponsor shall also require that contractors schedule pile-driving activity for times of the day that would minimize disturbance to neighbors.

Project Mitigation Measure M-NO-2 – Construction Noise (PEIR Mitigation Measure F-2). Because California College of the Arts (CCA) is a sensitive noise receptor only while school is in session, and because no other sensitive receptors are within 500 feet of the project site, this mitigation measures applies only when school is in session. The project sponsor shall develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection to

ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:

- Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site
- Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses
- Monitor the effectiveness of noise attenuation measures by taking noise measurements
- Post signs on site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of problem, with telephone numbers listed

Project Mitigation Measure M-NO-3 – Siting of Noise-Generating Uses (PEIR Mitigation Measure F-5). The project sponsor shall ensure that noise-reduction measures are incorporated into the project design's proposed noise sources to ensure that interior noise standards for the proposed residential unit, as a result of these noise sources, do not exceed 45 dBA during nighttime hours or 55 dBA during daytime hours. Noise-reduction measures shall be incorporated into building plans and approved by the Department of Building Inspection prior to the beginning of construction.

Project Mitigation Measure M-NO-4 – Siting of Noise-Sensitive Uses (PEIR Mitigation Measure F-4). The project sponsor shall ensure that additional noise-reduction measures to reduce interior noise from exterior sources to 45 dBA are included in the design of the residential unit and are provided as part of the building plans and approved by the Department of Building Inspection prior to the beginning of construction.

Air Quality

Project Mitigation Measure M-AQ-1 – Construction NO_x Emissions Minimization (PEIR Mitigation Measure G-1). To control NO_x emissions during construction, the project sponsor and contractors shall adhere to the following:

- A. *Construction NO_x Emissions Minimization Plan.* Prior to issuance of a construction permit, the project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan shall detail project compliance with the following requirements:
 1. All off-road equipment greater than 50 horsepower used during the demolition and grading phases shall be equipped with an EPA Tier 4 interim rated engine or fitted with after-market emission control devices such that emissions of NO_x are equal or less than anticipated from an EPA Tier 4 interim rated engine.
 2. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than *two* minutes, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the two-minute idling limit.
 3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.

4. The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting shall indicate the type of alternative fuel being used.
 5. The Plan shall be kept on site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of Plan to members of the public as requested.
- B. *Reporting.* Quarterly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include the actual amount of alternative fuel used.

Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include the actual amount of alternative fuel used.

- C. *Certification Statement and On-Site Requirements.* Prior to the commencement of construction activities, the project sponsor must certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications.

IMPROVEMENT MEASURES

Traffic

Project Improvement Measure I-TR-1 – Commercial Transportation Demand Management Program.

Per Section 163 of the Planning Code, the project sponsor should implement Transportation Demand Management (TDM) measures to reduce traffic generated by the proposed project and to encourage the use of rideshare, transit, bicycle, and walk modes for trips to and from the proposed project. In addition, prior to issuance of a temporary permit of building occupancy, the project sponsor should execute an agreement with the Planning Department for the provision of TDM services. Recommended components of the TDM program include the following:

- Provide information in the commercial space lease agreements and common-area bulletin boards for transit service (Muni, Caltrain, and BART lines, schedules, and fares), information on where transit passes could be purchased, and information on the 511 Regional Rideshare Program;
- Provide TDM training for the property manager and a designated TDM Coordinator;
- Promote and coordinate ridesharing activities (i.e., establish a “ride board”) for all employees;
- Facilitate access to car-share space provided on Channel Street through on-site signage;

- Ensure that the points of access to Class 1 bicycle parking in the paseo include signage indicating the location of these facilities;
- Ensure that bicycle safety strategies are developed along the sides of the property, avoiding conflicts with private cars, Mission Bay shuttles, and loading vehicles;
- Provide TDM training to facilitate access to the Seventh Street bicycle route (Route 23) and other nearby routes (Route 36 on Townsend Street and Route 40 on 16th Street) via on-site signage;
- Participate with other project sponsors in a network of transportation brokerage services;
- Provide free or subsidized bike-share membership to building tenants and employees;
- Provide free or subsidized car-share membership to building tenants and employees;
- Consider providing Clipper cards (with monthly Muni FastPass values loaded on) to building tenants and employees; and
- Consider coordinating with Showplace Square or Mission Bay properties in the sharing of existing local shuttle services.

Project Improvement Measure I-TR-2 – Queue Abatement Condition of Approval. It should be the responsibility of the owner/operator of any off-street parking facility with more than 20 parking spaces (excluding loading and car-share spaces) to ensure that recurring vehicle queues do not occur on the public right-of-way. A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking any portion of any public street, alley, or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis.

If a recurring queue occurs, the owner/operator of the parking facility should employ abatement methods as needed to abate the queue. Appropriate abatement methods will vary depending on the characteristics and causes of the recurring queue, as well as the characteristics of the parking facility, the street(s) to which the facility connects, and the associated land uses (if applicable).

Suggested abatement methods include, but are not limited to, the following: redesign of facility to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; installation of LOT FULL signs with active management by parking attendants; use of valet parking or other space-efficient parking techniques; use of off-site parking facilities or shared parking with nearby uses; use of parking occupancy sensors and signage directing drivers to available spaces; travel demand management strategies such as additional bicycle parking, customer shuttles, delivery services; and/or parking demand management strategies such as parking time limits, paid parking, time-of-day parking surcharge, or validated parking.

If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Department should notify the property owner in writing. Upon request, the owner/operator should hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant should prepare a monitoring report to be submitted to the Department for review. If the Department determines that a recurring queue does exist, the facility owner/operator should have 90 days from the date of the written determination to abate the queue.

Project Improvement Measure I-TR-3 – Participation Agreement. The project sponsor should execute a Participation Agreement in the Mission Bay Transportation Management Association (TMA) as a condition of approval.

Project Improvement Measure I-TR-4 – Provision of Access to First Responders. If the secure access gates at the entrance to the breezeway on Hooper and Channel Streets cannot be opened by first responders, upon installation of the gates, the project sponsor should ensure access to first responders at all times. Additionally, if the bollards on Hooper Street near the POPOS cannot be unlocked and lowered by first responders, upon installation of the bollards, the project sponsor should provide access to first responders at all times.

Project Improvement Measure I-TR-5 – Construction Management. The project sponsor and construction contractor(s) should meet with the Traffic Engineering Division of the Department of Parking and Traffic (DPT), the Fire Department, Muni, and the Planning Department to determine feasible measures to reduce traffic congestion, including potential transit and pedestrian circulation disruption during construction of the proposed project. The temporary parking demand by construction workers would need to be met on site, on street, or within other off-street parking facilities. Construction workers should be encouraged to take transit, carpool, walk, or bike to the project site. Other measures should include sending construction schedule updates to adjacent businesses or residents; development and implementation of construction truck management to minimize the overall number of truck trips to and from the site; avoiding truck trips during peak hours; and coordination with any nearby construction sites to minimize overlapping peaks in construction trucks or other construction-related traffic.

Project Improvement Measure I-TR-6 – Coordinate Car-Share Spaces. The project sponsor should meet with SFMTA and car-share organizations to identify and approve two car-share spaces either on site or within 800 feet of the building site per Planning Code Section 166.

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