



SAN FRANCISCO PLANNING DEPARTMENT

Addendum to Environmental Impact Report (EIR)

Addendum Date: August 6, 2015
Case No.: 2013.0159E
Project Title: 525 Harrison Street
EIR Information: Rincon Hill Plan Final EIR (Case No. 2000.1081E; State Clearinghouse No. 1984061912), certified May 5, 2005.
Zoning: RH-DTR (Rincon Hill Downtown Residential) Zoning District
65-X and 65/400-R Height and Bulk District
Block/Lot: Block 3764; Lot 063 (12,998 square feet)
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Introduction

The California Environmental Quality Act *CEQA Guidelines* (Guidelines) Section 15164(a) states that "The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." These conditions include substantial changes to the proposed project, or the circumstances under which the project is undertaken, that would result in new significant impacts, or a substantial increase in the severity of previously identified impacts, and, thus, require major revisions to the EIR.

Alternatively, if, per Guidelines Section 15164(a)(3), "new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time that the previous EIR was certified "identifies any of the following: new significant impacts, a substantial increase in the severity of previously identified impacts; that mitigation measures or alternatives previously thought infeasible are actually feasible, and/or new mitigation measures or alternatives are identified that are considerably different from those analyzed in the EIR, a subsequent EIR would be required.

The identification of new or different mitigation measures or alternatives, or a change to the feasibility status of a previously identified mitigation measure or alternative is only cause for a subsequent EIR if the mitigation measure or alternative would "substantially reduce one or more significant effects of the proposed project, but the project proponents decline to adopt the mitigation measure or alternative"[Guidelines Section 15162(a)(3)].

This Addendum summarizes the project-specific environmental effects associated with the proposed 525 Harrison Street residential project and incorporates by reference information contained within the *Rincon Hill Plan Final EIR* (Case No. 2000.1081E; State Clearinghouse No.

1984061912), since the project site is located within the Rincon Hill Area Plan area. The proposed project is a 250-foot-tall residential building with a tower over podium design, which includes 205 residential units. As described further, below, the *Rincon Hill Plan Final EIR* analyzed two project options: the “115-foot Tower Separation Option” (“Preferred Option”), which is based on a 115-foot tower separation, and the “82.5-Foot Tower Separation Option” which is based on an 82.5-foot tower separation.

Ultimately, the Preferred Option was adopted, which precluded development of a residential tower on the project site due to the proximity to the 75 Lansing Street development on the north side of Harrison Street. The Rincon Hill Plan also specifies that no exemptions may be made. As a result, the proposed project would require a legislative amendment to the Rincon Hill Plan, the Planning Code, and the General Plan, as described further, below.

Project-specific studies were prepared for the proposed project at 525 Harrison Street. These studies examined the project’s potential environmental effects on archeological resources; geology and seismicity; hazards and hazardous materials; noise; wind; shadow; transportation; and greenhouse gas emissions. Each study is referenced under its individual topic area and is available for review in its entirety at the San Francisco Planning Department in case file 2013.0159E.

This Addendum assesses the proposed project’s potential to cause environmental impacts and concludes that the proposed project would not result in new environmental effects or effects of greater severity than were already evaluated for and disclosed in the Rincon Hill Plan EIR (“program EIR”). Furthermore, as part of the analysis of project specific effects, this Addendum does not identify new or additional information that would alter the conclusions of the Rincon Hill Plan EIR. This document, in conjunction with the *Mitigation Monitoring and Reporting Program* prepared for this project, identifies mitigation measures contained in the Rincon Hill Plan EIR that would be applicable to the proposed project at 525 Harrison Street. Background information pertaining to prior environmental review conducted for the Rincon Hill Plan is included below, as well as a description of the proposed project, an evaluation of potential environmental effects and project-specific mitigation measures.

Background

On May 5, 2005, the Planning Commission certified the Final EIR for the Rincon Hill Plan (*Rincon Hill Plan FEIR*). The *Rincon Hill Plan FEIR*¹ analyzed amendments to the Planning Code and Zoning Maps and to the Rincon Hill Area Plan, an element of the San Francisco General Plan. The EIR analysis was based on assumed development and activity that was anticipated to occur under the Rincon Hill Plan, including a number of sites specifically identified for high-rise residential development.

¹ Because the *Rincon Hill Plan* addressed impacts at a program level of detail, it is referred to herein as both the “Final EIR” or “FEIR” and as the “program EIR.”

The analysis included the construction of five new residential towers that had been approved, but were not yet under construction at:

- 300 Spear Street (two towers)
- 201 Folsom Street (two towers)
- 325 Fremont Street (one tower)

The analysis also included two residential projects that were under construction, but not yet completed at:

- 333 1st Street (two towers)
- 40-50 Lansing Street (mid-rise 85 feet)²

The *Rincon Hill Plan FEIR* analyzed two project options: the “115-foot Tower Separation Option” (“Preferred Option”), which is based on a 115-foot tower separation, and the “82.5-Foot Tower Separation Option” which is based on an 82.5-foot tower separation. The two project options are distinguished solely by different tower separation requirements. The tower separation requirement sets a minimum distance between residential towers at their closest point. Tower separation does not apply to the podium portion of a building.

The proposed height and bulk limits, including horizontal and diagonal plan dimensions, average floor area, and all other land use controls including rear yard, front setbacks, usable open space, and off-street parking requirements are consistent between the two options.

The 115-Foot Tower Separation Option would have allowed for four new residential towers at:

- 425 1st Street (two towers)
- 45 Lansing Street (one tower)
- 340-350 Fremont Street (one tower)

The 82.5-Foot Tower Separation Option would have allowed for the same towers as the 115-Foot Tower Separation Option, plus three additional towers at:

- 375 (or 399) Fremont Street (one tower)
- Northwest Corner of Fremont and Harrison Streets (one tower)
- South Side of Harrison Street between Essex and 1st (one tower)³

However, subsequent to the publication of the Draft EIR, Planning Department staff recommended that the Preferred Option be revised to allow one additional tower up to

² *Rincon Hill Plan Final Environmental Impact Report*. Case No. 2000.1081E. Page 16.

³ *Rincon Hill Plan Final Environmental Impact Report*. Case No. 2000.1081E. Page 19.

400 feet on the sites of 375 and 399 Fremont Street.⁴ Therefore, the Preferred Option would allow for five new residential towers, and the 82.5-Foot Tower Separation Option would allow for seven new residential towers. The additional two towers allowed under the 82.5-Foot Tower Separation Option would be located at the northwest corner of Fremont and Harrison Streets and the south side of Harrison Street between Essex and 1st, the latter of which comprises the project site for 525 Harrison Street.

Under the Preferred Option, an 85 foot podium level residential building was envisioned for the project site. Under the 82.5-Foot Tower Separation Option, an up to 400 foot residential tower over an 85 foot podium level base was identified for the project site. In the *Rincon Hill Plan FEIR* the project site is generally called out as “South Side of Harrison near 1st.” It should be noted that in the *Rincon Hill Plan FEIR* it was also envisioned that the project site (Block 3764/Lot 063) would be merged with the adjacent parcel to the northeast (Block 3764/Lot 055) in order to facilitate development of a residential tower.

The Rincon Hill Plan Preferred Option, as revised in the Final EIR, was the option that was ultimately approved by the Planning Commission. Subsequent to the certification of the Final EIR, in August 2005, the Board of Supervisors approved, and the mayor signed into law, revisions to the Planning Code, Zoning Maps, and General Plan that constituted the final “Preferred Option” analyzed in the Rincon Hill Plan EIR.

The legislation created the Rincon Hill Downtown Residential Mixed Use (RH-DTR) District, which covers most of the area bounded approximately by Folsom Street, Steuart Street, the Embarcadero, Bryant Street, Beale Street, the Bay Bridge west approach, and the Fremont Street off-ramp from the bridge. The legislation increased height limits within this area; amended the Rincon Hill Area Plan within the General Plan; imposed community improvement impact fees to fund open space, pedestrian and streetscape improvements, traffic calming, and a community center and library; and created a South of Market community stabilization fund to offset potential economic impacts, including effects related to affordable housing, economic and community development, and community cohesion.

The Preferred Option, as approved by the Board of Supervisors, included the same 85-foot podium level residential building at 525 Harrison Street, as was analyzed in the *Rincon Hill Plan FEIR*.

Proposed Revisions to Project

This Addendum analyzes the change to the proposed project, from the 400-foot residential tower, over 85-foot podium, straddling the project site and the adjacent parcel to the east analyzed in the 82.5 Foot Tower Separation Option, to a 250-foot tower, over

⁴ *Rincon Hill Plan Final Environmental Impact Report*. Case No. 2000.1081E. Page 17.

60.5-foot podium, constructed within the project site's single parcel boundary.⁵ This analysis considers whether or not the revisions to the proposed project would result in new or substantially more severe impacts than those identified in the *Rincon Hill Plan FEIR*.

Further, this Addendum also provides project-level CEQA review for the 525 Harrison Street project. The *Rincon Hill Plan FEIR* was a programmatic review of the effects of implementation of the plan which was largely focused on the maximum building envelopes across the plan area associated with the height, bulk, tower separation and other land use controls proposed under the plan options. The *Rincon Hill Plan FEIR* also included project-level clearance for several buildings that were being individually proposed by several project sponsors, since these buildings were planned at a level of detail that was suitable for a project-level review, at that time.

The *Rincon Hill Plan FEIR* also provided an analysis of the cumulative environmental effects of buildout under both plan options.

Given that the proposed project does not exceed the density of development envisioned for this site, the cumulative analysis of this project's contributions to impacts under the Rincon Hill Area Plan were adequately addressed in the *Rincon Hill Plan FEIR*. Thus, this Addendum focuses on any impacts that could result from the proposed project, which may not have been identified in the higher level programmatic review.

The project site is located on an irregularly-shaped, approximately 13,000-square-foot parcel (Assessor's Block 3764, Lot 063), within an irregularly-shaped block. The project site is bounded by Harrison Street to the north, Essex Street to the west, the adjacent parcel (Assessor's Block 3764, Lot 055) and 1st Street to the east, and the elevated Interstate 80 (I-80) westbound Fremont Street off-ramp to the south. Directly beneath the westbound I-80 elevated Fremont Street off-ramp is the eastbound Essex Street on-ramp. This on-ramp includes two mixed flow lanes and one transit-only lane and provides access directly onto the Bay Bridge (See Figures 1 and 2 – all figures are located in Attachment A).

Given the proximity to the Bay Bridge, the project site has somewhat limited vehicular access. For example, 1st Street to the east (one-way southbound) does allow a left turn onto Harrison Street, but primarily provides access onto the Bay Bridge in the eastbound direction. Similarly, Fremont Street (one block beyond 1st Street to the east) is a two-way street, which allows a left turn onto Harrison Street, but primarily provides access to the Financial District and the South of Market Area (SoMa) from the Bay Bridge (westbound).

⁵ It should be noted that proposed project is larger than the 85-foot podium level residential building included in the Preferred Option.

The site is currently occupied by a 16,000-square-foot two story commercial building housing a nightclub and an auto detailing business, within a building that was constructed in 1982.

The proposed project would include demolition of the existing two-story, 16,000-square-foot commercial building and construction of a 23-story, 250-foot-tall residential tower with a 4-foot parapet wall and a 15-foot mechanical penthouse, reaching 265 feet at the highest point. The building's podium would be a five-story, 60.5-foot-tall base, built to the lot line and generally shaped by the project site's irregular boundaries. The residential tower would include about 222,688 square feet of residential uses, including lobby and residential amenity spaces on the ground floor, 7th floor and rooftop, and approximately 1,000 square feet of ground-floor commercial space. The proposed project would include up to 205 residential units, including 42 studios, 69 one-bedroom, and 94 two-bedroom rental units.⁶ The building, a tower-on-podium design, would occupy the entire 13,000 square-foot lot. (See Figures 3 through 6, and Figures 10 through 14). The proposed building would have a reinforced concrete frame constructed on a mat slab foundation with footings and would require excavation to a depth of approximately 64 feet; 26,000 cubic yards of soil would need to be removed from the site.

The primary entrance to the proposed project for vehicles, pedestrians and bicyclists would be from Harrison Street. Specifically, the building's residential lobby would be accessed from Harrison Street as would the 127 Class I bicycle spaces, which would be located on level B1. The entrance to the parking garage, which consists of three underground levels, would be via a 22 foot-wide driveway, also off of Harrison Street. The ingress for the garage would be via Harrison Street from either the eastbound or westbound direction. Egress from the project garage would also be via Harrison Street, but would be restricted to right turns only. Therefore, all traffic exiting the garage would travel eastbound on Harrison Street. In addition, 20 Class II bicycle parking spaces (bicycle racks) would be provided along the project frontage on Harrison Street. The space efficient bicycle parking system would meet the requirements of Zoning Administrator Bulletin No. 9: Bicycle Parking Requirements-Design and Layout. (See Figure 7: Proposed Parking - Level B1).

The proposed project includes up to 103 vehicular parking spaces in three levels of underground parking. Of these spaces, 93 would be provided in two- or three-tier automated puzzler parking stackers⁷, six would be surface parking spaces, and four would be accessible parking spaces. Two carshare spaces would also be provided on level B3. (See Figures 7 through 9)

⁶ The FEIR's 82.5-Foot Tower Separation Alternative included a 400-foot-tall-tower over podium on the south side of Harrison Street between 1st and Essex Streets, which would accommodate about 230 dwelling units.

⁷ An automated puzzler parking stacker system is a space-efficient parking strategy that allows vehicles to be parked close together and two-to-three high on a mechanical lift system that is operated robotically.

The proposed project includes a total of 15,397 square feet (sf) of both private and common open space for residents. Open space includes 1,800 sf of private balconies, 2,280 sf of streetscape on the ground floor, a 4,188 sf garden terrace on the sixth floor and a 6,512 sf rooftop deck. (See Figures 15 through 18).

The proposed project would include a back-up generator. The proposed generator would be diesel-fueled, with a 300 kilowatt (KW) standby (270 KW prime) rating, and would be equipped with either a Tier 4 certified engine, or a Tier 2 or Tier 3 certified engine that is equipped with a California Air Resources Board (ARB) Level 3 Verified Diesel Emissions Control Strategy (VDECS).

The proposed project would also include a filtered air supply system to maintain all residential units under positive pressure when windows are closed, as described further in the air quality section.

The proposed project also includes improvements to the pedestrian right of way along Harrison Street between 1st and Essex Streets including; bulbouts at all four corners of the intersection of 1st and Harrison; bulbouts at the corner of Harrison and Essex Streets; and . sidewalk widening on the south side of Harrison Street, adjacent to the project frontage, for the entire block between 1st and Essex Streets. The proposed project also includes bulbouts at the southeast corner of 1st and Essex Streets, and at the southwest corner of 1st and Harrison Streets, consistent with the Rincon Hill Streetscape Plan. (See Figures 19 through 21).

Legislative Amendment. The project site is within the 65-X height and bulk district (65-foot height limit with no bulk controls) at the southeast corner of the site and the 65/400-R height and bulk district (400-foot height limit, limitations on bulk above 65 feet in height) for the remainder of the site. As proposed, with a height of 265 feet to the top of the rooftop parapet, the project would be consistent with the height limit. The bulk controls limit the plan dimensions of a building to a maximum of 100 feet (horizontal) and 125 feet (diagonal) and an average floor area for all tower floors (above 85 feet) of 8,500 square feet. With a tower floor area of approximately 8,925 square feet, the project would not comply with the bulk controls. Given that there is a residential tower located across Harrison Street from the project site (at 75 Lansing), the project would not comply with the Rincon Hill Downtown Residential (RH-DTR) zoning district's tower separation requirement of 115 feet between buildings above 110 feet in height.

Therefore, the proposed project includes a legislative amendment to Policies 3.3 and 3.4 of the Rincon Hill Area Plan (which is adopted as part of the San Francisco General Plan), to Planning Code Section 270 by adding Section 270(e)(5), and to the Zoning Map to amend the height and bulk district on a portion of the site from 65/400-R to 65/250-R.

Policies 3.3 and 3.4 of the Rincon Hill Area Plan Element of the General Plan would be amended to read as follows (deletions are in ~~strikeout~~ and additions are underlined):

Policy 3.3

Minimize tower bulk to the dimensions shown in Figure 4, to ensure a feasible tower floorplate, to create elegant, slender towers and to preserve views and exposure to light and air. In recognition of a new housing project at 525 Harrison Street, tower spacing less than 115 feet to a minimum of 82 feet and tower bulk in excess of the bulk control dimensions shown in Figure 4 may be permitted to encourage the provisions of housing on this site in keeping with the overall goals of this plan, provided that the other urban design and planning policies of the plan are met.

Policy 3.4

Require towers to be spaces no less than 115 feet apart, the maximum plan dimension per Figure 4 for towers over 85 feet in height, to minimize shadowing of streets and open space, and to preserve at least as much sky plane as tower bulk. In recognition of a new housing project at 525 Harrison Street, tower spacing less than 115 feet to a minimum of 82 feet and tower bulk in excess of the bulk control dimensions shown in Figure 4 may be permitted to encourage the provision of housing on this site in keeping with the overall goals of this plan, provided that the other urban design and planning policies of the plan are met.

Planning Code Section 270 would amended by adding Section 270(e)(5) as follows (deletions are in ~~strikeout~~ and additions are underlined):

(5) Exceptions to Tower Bulk, Upper Tower Sculpting and Tower Spacing Requirements on Block 3764. Exceptions to the tower bulk, upper tower sculpting and tower spacing requirements described in Subsections (e)(2)(A), (F) and (G) above may be granted to a project only on Block 3764, Lot 063, pursuant to the procedures described in Section 309.1 of this Code, provided that the project meets all of the following criteria:

(A) Within 115 feet of Block 3764, Lot 063, there is a tower greater than 85 feet in height as part of a building that has received a First Construction Document;

(B) The project involves the construction of, or alteration to, a tower of no more than 250 feet in height;

(C) The subject lot has a total area of no more than 15,000 square feet;

(D) A minimum distance of 82 feet must be preserved between any structures on the parcel and any other structure on or off the parcel above 110 feet in height at all levels above 110 feet in height. Spacing shall be measured horizontally from the outside surface of the exterior wall of structures, which shall include those features described in Section 136(c)(2) and (3); and

(E) The project is primarily residential and contains no more than 250,000 gross square feet.

Sheet HT01 of the Zoning Map of the City and County of San Francisco would be amended to change the Height and Bulk District for Assessor's Block 3764, Lot 063 from 65-X, 65/400-R to 65-X, 65/250-R.

Construction Phasing and Durations

Project construction would be completed in five partially overlapping phases, including: demolition (one month), excavation and shoring (4 months), grading activities (1 week), foundation construction (1.5 months), and building construction (13 months). Overall, construction would take approximately 21 months and is expected to begin in July 2016.

Project Approvals

The proposed project requires the following approvals, which may be reviewed in conjunction with the project's requisite environmental review, but may not be granted until such required environmental review is completed.

Planning Commission

- Recommendation of a Zoning Map Amendment to reclassify the existing 65-X and 65/400-R height and bulk designation for Block 3764/063, shown on Height and Bulk Map No. 1 (Sheet HT01), to a 65-X and 65/250-R height and bulk designation.
- Recommendation of an amendment to Policies 3.3 and 3.4 of the Rincon Hill Area Plan.
- Recommendation of a Planning Code Text Amendment to amend Planning Code Section 270(e) to allow for exceptions to the tower bulk, upper tower sculpting and tower spacing requirements of Planning Code Section 270(e)(2)(A), (F), and (G), under Planning Code Section 309.1.
- A Downtown Project Authorization from the Planning Commission per Planning Code Section 309.1 with a modification to the dwelling unit exposure, tower bulk, upper tower sculpting and tower spacing requirements.

Board of Supervisors

- Adoption of a Zoning Map Amendment to reclassify the existing 65-X and 65/400-R height and bulk designation for Block 3764/063, shown on Height and Bulk Map No. 1 (Sheet HT01), to a 65-X and 65/250-R height and bulk designation.
- Adoption of an amendment to Policies 3.3 and 3.4 of the Rincon Hill Area Plan.
- Adoption of a Planning Code Text Amendment to amend Planning Code Section 270(e) and 309.1 to allow for exceptions to the tower bulk, upper tower sculpting and tower spacing requirements of Planning Code Section 270(e)(2)(A), (F) and (G).

Other City Departments

- Approval of a site permit (Planning Department and Department of Building Inspection).
- Approval of demolition, grading, and building permits (Planning Department and Department of Building Inspection).
- Approval of project compliance with the Stormwater Control Guidelines (Department of Public Works).
- Approval of a stormwater control plan (San Francisco Public Utilities Commission).
- Approval of construction within the public right-of-way (e.g., bulbouts and sidewalk extensions) (San Francisco Department of Public Works and San Francisco Municipal Transportation Agency).
- Approval of a proposed 40-foot commercial loading space through San Francisco Municipal Transportation Agency's Color Curb program.

Potential Environmental Effects of Revised Project

Section 31.19(c)(1) of the San Francisco Administrative Code states that a modified project must be reevaluated and that, "If, on the basis of such reevaluation, the Environmental Review Officer determines, based on the requirements of CEQA, that no additional environmental review is necessary, this determination and the reasons therefor shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter."

The Rincon Hill FEIR included analyses of environmental issues including: land use and General Plan conformity; visual quality; transportation; population and housing; air quality; shadow; wind; hazardous materials, cultural (archaeological and historical) resources, hydrology and water quality, and growth inducement.

Because the 525 Harrison Street project is proposed at the same location as described in the program EIR, at a slightly reduced intensity (205 units, compared to 230 units in the FEIR 82.5-Foot Tower Separation Alternative), and a reduced height (250 feet, compared to 400 feet) and similar bulk, the 525 Harrison Street project would represent a small part of the growth forecast for Rincon Hill in the program EIR, and the project analyzed in the program EIR also included the impacts of the proposed project.

As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the program EIR. The following discussion includes impacts particular to the project as currently designed, including assessment of project-specific impacts related to visual quality, transportation, shadow, wind, hazardous materials, cultural resources, and growth inducement. In addition, there is a brief discussion of geology (discussed in the program EIR Initial Study, contained in FEIR Appendix A), based on a site-specific geotechnical investigation.

Since the proposed changes would not alter the analysis for other topics in the FEIR, there is no further discussion of those topics within this Addendum. The topics include: population and housing, historical resources, hydrology and water quality, and growth inducement.

Land Use, Plans, and Policies

The proposed project would result in a land use change by removing an approximately 16,000 square foot commercial building housing a nightclub and an auto detailing business, and replacing it with a residential tower. The proposed project would result in an introduction of residential uses on the site, but would not have a significant adverse impact on the existing character of the area or divide the neighborhood. This is primarily because the Rincon Hill neighborhood has been transitioning from largely commercial and light industrial uses to residential uses over the past twenty years. The residential tower proposed on the site is similar to, although slightly smaller in scale, than other newly constructed residential towers in the immediate vicinity.

Rincon Hill Downtown Residential (RH-DTR) Zoning District. The project site is located within the Rincon Hill Downtown Residential (RH-DTR) Zoning District and is in a 65-X and 65/400-R Height and Bulk Districts. In the RH-DTR district, residential uses are permitted by right, as are most retail uses, including the proposed café.

Dwelling units are permitted as of right in the RH-DTR Zoning District with no maximum density limit. Density is instead controlled by the physical constraints of the *Planning Code* like height, bulk, setbacks, open space, and dwelling unit exposure. The proposed project includes 205 dwelling units and would require an exception from the dwelling unit exposure requirements of the Planning Code, as described further below.

Height and Bulk Limit and Tower Separation: *Planning Code* Section 260 requires that the height of buildings not exceed the limits specified in the Zoning Map and defines rules for the measurement of height. The project site is within a 65-X and 65/400-R Height and Bulk Districts; but the project sponsor is seeking a legislative amendment to reduce the height limit to 65/250-R on the portion of the site within the 65/400-R height and bulk district. The proposed project is a 250-foot residential tower, topped by a mechanical penthouse and parapet. At 265 feet at the top of the mechanical penthouse⁸, the proposed project would be consistent with the 65-X and 65/250-R height limit because the Planning Code permits a mechanical penthouse up to 16 feet in height above the height limit. The project would require a Planning Code Text Amendment to amend Planning Code Section 270(e) to allow for exceptions to the tower bulk, upper tower sculpting and tower spacing requirements of Planning Code Section 270(e)(2)(A)(F) and (G).

⁸ The San Francisco Planning Code defines the height of a building from the existing grade to the finish floor of the roof; this measurement does not include the parapet or the mechanical penthouse.

Dwelling Unit Exposure: *Planning Code* Section 140 requires at least one window in each dwelling unit to face directly onto a public street or public alley at least 25 feet in width, a side yard at least 25 feet in width, or a rear yard meeting the requirements of this Code. Freeway on-ramps and off-ramps do not qualify as a public street, alley, side yard or rear yard. Therefore, all dwelling units, which face onto the freeway on-ramps or off-ramps, require an exception to the dwelling unit exposure requirements of Section 140.

Residential Open Space: *Planning Code* Section 135 requires at least 75 square feet (sf) of usable private and/or common open space for each dwelling unit in the RH-DTR Zoning District, for a total of 15,375 square feet of required open space. The building at 525 Harrison Street includes a total of 15,397 square feet (sf) of both private and common open space for residents. Open space includes 1,800 sf of private balconies, 2,280 sf of streetscape on the ground floor, a 4,188 sf garden terrace on the seventh floor and a 6,512 square foot rooftop deck.

Dwelling Unit Mix: *Planning Code* Section 207.6 requires at least 40 percent of the total number of proposed dwelling units to contain two or more bedrooms. Any fraction resulting from this calculation shall be rounded to the nearest whole number of dwelling units. The 525 Harrison Street building will provide 46 percent of the dwelling units as 2-bedroom units or larger (94 units), thus meeting the dwelling unit mix requirement under Section 207.6.

Streetscape Plan: *Planning Code* Section 138.1(c)(2) requires projects with a collective street frontage of more than 250 feet to provide a streetscape plan that meets the minimum requirements of the Better Streets Plan. The proposed streetscape plan includes the appropriate standard features required by the Better Streets Plan (i.e. sidewalk widening, street trees, planting strips, bicycle parking, etc.). See Figures 19 through 21.

Shadow: *Planning Code* Section 147 requires reduction of substantial shadow impacts on public plazas and other publicly accessible spaces other than those protected under *Planning Code* Section 295. Section 295 restricts new shadow, cast by structures exceeding a height of 40 feet, upon property under the jurisdiction of the Recreation and Park Commission. As described below, the Shadow Analysis conducted for the project indicates that the proposed project would not cast shadow upon Public, Publicly Accessible or Publicly Financed or Subsidized Open Space.

Parking: *Planning Code* Section 151.1 does not require any parking for projects in the RH-DTR Zoning District. However, up to 0.50 parking spaces may be provided per dwelling unit by right, and up to one space per dwelling unit is allowed with a Conditional Use Authorization. The proposed building at 525 Harrison Street includes the principally permitted amount of off-street parking with 103 parking spaces .

Bicycle Parking: *Planning Code* Section 155.2 requires projects with more than 100 dwelling units, to provide at least one Class I bicycle parking space for each dwelling unit and an additional Class I space for every four units over 100 units, and one Class II

bicycle parking space for every 20 dwelling units. The residential portion of the project would require 127 Class I spaces and ten Class II spaces. For the café, a minimum of two Class II spaces is required. The Project provides 127 Class I bicycle parking spaces and 12 Class II bicycle parking space.

Car Share: *Planning Code* Section 166 requires newly constructed buildings containing over 200 dwelling units to provide two car share spaces, plus 1 for every 200 dwelling units over 200, at no cost, to a certified car-share organization for purposes of providing car-share services for its car-share service subscribers. Since the proposed project includes 205 dwelling units, two car share parking spaces would be required. The Project provides two car share parking spaces.

Rincon Hill Impact Fees/SOMA Community Stabilization Fee. *Planning Code* Section 418 and 418.3(d) are applicable to any development project within the Rincon Hill Area Plan that results in the addition of at least one net new residential unit. The Project will pay the appropriate development impact fees.

Inclusionary Affordable Housing Program: Pursuant to San Francisco *Planning Code* Section 415, 12% of the units are required to be affordable units if provided on-site (11 two-bedroom units, 9 one-bedroom units and 5 studio units). If the project becomes ineligible to meet its Inclusionary Affordable Housing Program obligation through the On-site Affordable Housing Alternative, it must pay the Affordable Housing Fee with interest, if applicable.

Visual Quality

Subsequent to the publication of the *Rincon Hill Plan FEIR*, on September 27, 2013 the California Legislature passed and Governor Brown signed into law Senate Bill 743 (SB 743) (Steinberg, 2013). 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 in a transit priority area;
- b) The project is on an infill site; and
- c) The project is residential, mixed-use residential, or an employment center.

The proposed project meets each of the above three criteria and thus, this Addendum does not consider aesthetics in determining the significance of project impacts under

CEQA.⁹ The Planning Department acknowledges that aesthetic effects may be of interest to the public and the decision makers. Therefore, the following discussion of visual effects is provided for informational purposes.

The *Rincon Hill Plan FEIR* did not identify any significant visual quality impacts. The structure, massing (including height), and location of the proposed 525 Harrison Street project were included in the program EIR analysis, including the visual simulations. As discussed in the *Rincon Hill Plan FEIR*, development under the Rincon Hill Plan would result in substantial changes to the San Francisco skyline. The visual effects of this new development would be most noticeable in distant views of downtown San Francisco.

However, the *Rincon Hill Plan FEIR* analyzed an 82.5 Foot Tower Separation option, which included a 400 foot residential tower on the project site, and ultimately found that although the cumulative effects of development under the Rincon Hill Area Plan would result in an overall change to the area, this would not be considered a significant adverse effect.

Transportation

The proposed 525 Harrison Street project is consistent with the level of development analyzed for the site in the *Rincon Hill Plan FEIR*. The program EIR studied 17 intersections for existing, 2020 baseline, 2020 plus project and cumulative (2020) conditions. The FEIR found that, in 2020 with the addition of Rincon Hill Plan developments and cumulative traffic, 10 of the 17 intersections would operate at level of service (LOS) F, two intersections would operate at LOS E, and the remaining five intersections would operate at LOS D or better which is considered acceptable. In general, the poor operating conditions that would occur are along the primary access routes to the Bay Bridge, including 2nd, 1st and Harrison Streets.

Of the 12 intersections that would operate at LOS E or F, development under the Rincon Hill Plan would cumulatively result in a significant unavoidable impact at several intersections, including: 1st/Folsom Streets, 1st/Market Streets, Fremont/Harrison Streets, and The Embarcadero/Folsom Street. A project-specific transportation study was prepared for 525 Harrison Street.^{10,11,12} The study analyzed existing, existing plus project

⁹ San Francisco Planning Department, *Transit-Oriented Infill Project Eligibility Checklist* for 525 Harrison Street, June 4, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0159E.

¹⁰ A transportation study was prepared for an earlier version of the proposed project which included 179 residential units. When the unit count was increased to 205 units a subsequent memo was prepared to document the changes in the findings based on larger project. Both documents are cited here, and the remainder of the transportation impact discussion is based on these two studies.

¹¹ Stantec Consulting Services, *525 Harrison Street Transportation Study (Case No. 2013.0159E)*, February 3, 2015. Available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case No. 2013.0159E.

and cumulative (2020) conditions at eight intersections. The following six study intersections were also analyzed in the FEIR: Harrison/1st Streets, Harrison/Fremont Streets, Folsom/1st Streets, Folsom/Fremont Streets, Harrison/Essex Streets, Harrison Street/The Embarcadero. The project-specific analysis evaluated two additional intersections at 2nd Street: Harrison/2nd Streets and Bryant/2nd Streets.

Implementation of the proposed project would result in the construction of a 250-foot-tall residential tower containing up to 205 dwelling units. The residential unit mix consists of 94 two-bedroom units and 99 one-bedroom units and studios. Trip generation rates for the proposed project were calculated based on the methodology in the *San Francisco Transportation Impact Analysis Guidelines for Environmental Review*, dated October 2002.

The proposed project would result in 2,373 net new person trips, per day. Of these person trips, 388 trips would be made during the PM peak hour. The proposed project would have an auto mode share of about 16 percent. As a result, the proposed project would generate about 876 daily auto-person trips, of which 143 auto-person trips would occur during the PM peak hour.¹³

The project-specific study did not identify any significant impacts that were not identified in the program EIR. At the intersection of Folsom/Fremont Streets, intersection operations would drop from LOS C in the existing and existing plus project conditions to LOS D in the cumulative condition. Thus, the intersection would continue to operate at an acceptable level of service.

At the intersections of Harrison Street/The Embarcadero, Essex/Harrison Streets, Harrison Streets/1st, Folsom/1st Streets and Harrison/Fremont Streets, where operations would be at LOS F under cumulative conditions, the project would not contribute considerably to critical turning movements. The critical turning movement at an intersection is the movement that causes the greatest delay to drivers (measured in seconds). The critical turning movement is the turning movement that sets the LOS for the entire intersection.

At these five intersections, the proposed project would either add vehicles to movements that would continue to operate satisfactorily, or if they would add traffic to the critical movement, the number of vehicles added would be relatively small. Therefore, for these five intersections, project traffic would not represent a considerable contribution to the cumulative conditions, and the proposed project would not have a significant impact at these intersections.

¹² Stantec Consulting Services, *525 Harrison Street Transportation Study (Case No. 2013.0159E); Memorandum for 525 Harrison Street Transportation Impact Study*, July 31, 2015. Available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case No. 2013.0159E.

¹³ The PM peak hour is the single hour within the PM peak period, between 3 pm and 7pm with the highest volume of vehicle trips, as determined by traffic counts conducted during the peak period.

The Harrison/2nd Street intersection would also operate at LOS F under cumulative conditions, and the Bryant/2nd Street intersection would operate at LOS E. However, as with the *Rincon Hill Plan FEIR* study intersections described above, although the proposed project would add vehicles to critical turning movements the number of vehicles added would be relatively small and would not be considered a

significant contribution to the cumulative condition, therefore the proposed project would not have a significant traffic impact at these intersections.

The proposed project would generate only small percentages of the transit, pedestrian, and bicycle trips that the FEIR attributed to the Rincon Hill Plan, and the project contribution to these volumes, as a share of the total that would be generated by development under the Plan, would generally be proportional with the project's share of new residential units in the Plan area. Because the impacts of the Plan-generated increases were not considered significant, the proposed project's impacts would similarly be less than significant.

As mentioned under "Visual Quality" subsequent to the publication of the *Rincon Hill Plan FEIR* Senate Bill 743 (SB 743) (Steinberg, 2013) was passed. Now, Public Resources Code Section 21099(d), effective January 1, 2014, provides that for projects meeting certain criteria, parking impacts are not to be considered within the CEQA review. The proposed project meets the SB 743 criteria and, thus, this Addendum does not consider parking in determining the significance of project impacts under CEQA.¹⁴ However, the Planning Department acknowledges that parking effects may be of interest to the public and the decision makers. Therefore, the following discussion of parking effects is provided for informational purposes.

Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel. 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

¹⁴ San Francisco Planning Department, *Transit-Oriented Infill Project Eligibility Checklist* for 525 Harrison Street, June 4, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0159E.

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* policies, including those in the Transportation Element. The City's Transit First Policy, established in the City's 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.

Pursuant to Planning Code Section 151.1, off-street parking spaces are not required, but may be provided, for residential uses in the RH-DTR District. The proposed project would provide 103 spaces for the residential uses,¹⁵ and it would generate a parking demand of 272 spaces (264 long-term/8 short-term), resulting in a parking shortfall of 169 spaces. The long-term residential parking demand generally occurs during the overnight hours. Residents would be able to park their vehicles on nearby streets as there is some availability of on-street parking in the project vicinity during the overnight hours. Although there are fewer on-street parking spaces available during the daytime, the project vicinity is well served by public transit and other modes of transportation, providing residents of and visitors to the project site with alternatives to driving.

Given the residential nature of the proposed project and the limited number of parking spaces in the garage, minimal queuing for the garage is expected. Any queuing would likely be contained within the project site and is not likely to affect the travel lanes on Harrison Street. For these reasons, the proposed project's parking shortfall would not create hazardous conditions or significant delays affecting traffic, transit, bicycles, or pedestrians.

Likewise, parking impacts were identified as less than significant in the program EIR, and such is the case for the proposed project.

¹⁵ The proposed project would provide a total of 41 parking spaces (40 residential spaces and 1 car-share space).

The proposed project would generate approximately 111 daily service vehicle trips, resulting in the demand for less than one loading space during both the average and peak hours for loading activities. The project sponsor has not proposed any off-street loading and two spaces are required under Planning Code Section 152.2. Instead the project sponsor is proposing to convert two standard curb parking/loading spaces on the south side of Harrison Street to a 40-foot-long commercial loading space for commercial delivery vehicles. The proposed loading spaces would be subject to review and approval through SFMTA's Color Curb Program.

In summary, the project-specific transportation study demonstrates that the program EIR adequately addressed the transportation impacts of the proposed 525 Harrison Street project; that the 525 Harrison Street would not have any additional effects that were not examined in the program EIR; and that no new or additional information has come to light that would alter the conclusions of the program EIR.

Air Quality

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

Rincon Hill Plan FEIR Mitigation Measure E.1 requires individual projects that include construction activities to include dust control measures and maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. Subsequent to the certification of the *Rincon Hill Plan FEIR*, the Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance No. 176-08, effective July 30, 2008). The intent of the Construction Dust Control Ordinance is to reduce the quantity of dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by DBI.

Also subsequent to the certification of the *Rincon Hill Plan FEIR*, the Bay Area Air Quality Management District (BAAQMD), the regional agency with jurisdiction over the nine-county San Francisco Bay Area Air Basin (SFBAAB), provided updated 2011 BAAQMD CEQA Air Quality Guidelines (Air Quality Guidelines),¹⁶ which provided new methodologies for analyzing air quality impacts, including construction activities. The Air Quality Guidelines provide screening criteria for determining whether a project's

¹⁶ Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, updated May 2011.

criteria air pollutant emissions may 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. If a project meets the screening criteria, then the lead agency or applicant would not need to perform a detailed air quality assessment of their proposed project's air pollutant emissions and construction or operation of the proposed project would result in a less-than-significant air quality impact.

For determining potential health risk impacts, San Francisco has partnered with the BAAQMD to inventory and assess air pollution and exposures from mobile, stationary, and area sources within San Francisco and identify portions of the City that result in additional health risks for affected populations ("Air Pollutant Exposure Zones"). Air Pollutant Exposure Zones were identified based on two health-based criteria:

- (1) Excess cancer risk from all sources > 100; and
- (2) PM_{2.5} concentrations from all sources including ambient >10µg/m³.

Sensitive receptors¹⁷ within these Air Pollutant Exposure Zones are more at risk for adverse health effects from exposure to substantial air pollutant concentrations than sensitive receptors located outside these Air Pollutant Exposure Zones. These locations (i.e., within Air Pollutant Exposure Zones) require additional consideration when projects or activities have the potential to emit toxic air contaminants (TACs), including diesel particulate matter (DPM) emissions from temporary and variable construction activities.

In an effort to identify areas of San Francisco most adversely affected by sources of TACs, San Francisco partnered with the BAAQMD to conduct a citywide health risk assessment based on an inventory and assessment of air pollution and exposures from mobile, stationary, and area sources within San Francisco. Areas with poor air quality, termed the "Air Pollutant Exposure Zone," were identified based on health-protective criteria that considers estimated cancer risk, exposures to fine particulate matter, proximity to freeways, and locations with particularly vulnerable populations. The proposed project would include new sensitive receptors in the form of residential uses, and the project site is within an identified Air Pollutant Exposure Zone. Each of the Air Pollutant Exposure Zone criteria is discussed below.

The above 100 per one million persons (100 excess cancer risk) criteria is based on United States Environmental Protection Agency (USEPA) guidance for conducting air toxic analyses and making risk management decisions at the facility and community-scale

¹⁷ The 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. Bay Area Air Quality Management District (BAAQMD), *Recommended Methods for Screening and Modeling Local Risks and Hazards*, May 2011, p. 12.

level.¹⁸ As described by the BAAQMD, the USEPA considers a cancer risk of 100 per million to be within the “acceptable” range of cancer risk.

Furthermore, in the 1989 preamble to the benzene National Emissions Standards for Hazardous Air Pollutants (NESHAP) rulemaking,¹⁹ the USEPA states that it “...strives to provide maximum feasible protection against risks to health from hazardous air pollutants by (1) protecting the greatest number of persons possible to an individual lifetime risk level no higher than approximately one in one million and (2) limiting to no higher than approximately one in ten thousand [100 in one million] the estimated risk that a person living near a plant would have if he or she were exposed to the maximum pollutant concentrations for 70 years.” The 100 per one million excess cancer cases is also consistent with the ambient cancer risk in the most pristine portions of the Bay Area based on BAAQMD regional modeling.²⁰

Fine Particulate Matter. In April 2011, the USEPA published Policy Assessment for the Particulate Matter Review of the National Ambient Air Quality Standards, “Particulate Matter Policy Assessment.” In this document, USEPA staff concludes that the then current federal annual PM_{2.5} standard of 15 µg/m³ should be revised to a level within the range of 13 to 11 µg/m³, with evidence strongly supporting a standard within the range of 12 to 11 µg/m³. The Air Pollutant Exposure Zone for San Francisco is based on the health protective PM_{2.5} standard of 11 µg/m³, as supported by the USEPA’s Particulate Matter Policy Assessment, although lowered to 10 µg/m³ to account for uncertainty in accurately predicting air pollutant concentrations using emissions modeling programs.

Proximity to Freeways. According to the California Air Resources Board, studies have shown an association between the proximity of sensitive land uses to freeways and a variety of respiratory symptoms, asthma exacerbations, and decreases in lung function in children. Siting sensitive uses in close proximity to freeways increases both exposure to air pollution and the potential for adverse health effects. As evidence shows that sensitive uses in an area within a 500-foot buffer of any freeway are at an increased health risk from air pollution,²¹ lots that are within 500 feet of freeways are included in the Air Pollutant Exposure Zone.

Health Vulnerable Locations. Based on the BAAQMD’s evaluation of health vulnerability in the Bay Area, those zip codes (94102, 94103, 94105, 94124, and 94130) in the worst quintile of Bay Area Health vulnerability scores as a result of air pollution-related causes were afforded additional protection by lowering the standards for identifying lots in the Air Pollutant Exposure Zone to: (1) an excess cancer risk greater

¹⁸ BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, page 67.

¹⁹ 54 Federal Register 38044, September 14, 1989.

²⁰ BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, page 67.

²¹ California Air Resources Board, *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005. Available online at: <http://www.arb.ca.gov/ch/landuse.htm>.

than 90 per one million persons exposed, and/or (2) PM_{2.5} concentrations in excess of 9 µg/m³.²²

The above citywide health risk modeling was also used as the basis in approving a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or Health Code, Article 38 (Ordinance 224-14, effective December 8, 2014) (Article 38). The purpose of Article 38 is to protect the public health and welfare by establishing an Air Pollutant Exposure Zone and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the Air Pollutant Exposure Zone. In addition, projects within the Air Pollutant Exposure Zone require special consideration to determine whether the project's activities would add a substantial amount of emissions to areas already adversely affected by poor air quality.

The proposed project is located within an Air Pollutant Exposure Zone. Therefore, the proposed project would: (1) require an enhanced ventilation system to comply with the Article 38 of the San Francisco Health Code, (2) require that all stationary sources (i.e. backup diesel generators) meet Tier 4 requirements, and (3) that construction emissions be quantified and minimized, as described below.

The proposed project is a residential development and is considered a sensitive land use for purposes of air quality evaluation. For sensitive use projects within the Air Pollutant Exposure Zone as defined by Article 38, such as the proposed project, Article 38 requires that the project sponsor submit an Enhanced Ventilation Proposal for approval by the Department of Public Health (DPH) that achieves protection from PM_{2.5} (fine particulate matter) equivalent to that associated with a Minimum Efficiency Reporting Value 13 MERV filtration.

DBI will not issue a building permit without written notification from the Director of Public Health that the applicant has an approved Enhanced Ventilation Proposal.

In compliance Article 38, the project sponsor has submitted an initial application to DPH.²³ The regulations and procedures set forth by Article 38 would ensure that exposure to sensitive receptors would not be significant. Therefore impacts related to siting new sensitive land uses would be less than significant through compliance with Article 38. As discussed in the project description, construction of the proposed project would be completed in five partially overlapping phases, including: demolition (one

²² San Francisco Planning Department and San Francisco Department of Public Health, *2014 Air Pollutant Exposure Zone Map (Memo and Map)*, April 9, 2014. These documents are part of San Francisco Board of Supervisors File No. 14806, Ordinance No. 224-14 Amendment to Health Code Article 38

²³ San Francisco Department of Public Health. *Application for Article 38 Compliance Assessment*. June 2, 2015 [Revised August 5, 2015]. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No 2013.0159.

month), excavation and shoring (4 months), grading activities (1 week), foundation construction (1.5 months), and building construction (13 months). Overall, construction would take approximately 21 months and is expected to begin in August July 2016.

Construction activities from the proposed project may result in dust, primarily from ground-disturbing activities, such as excavation. The proposed project would be subject to and would comply with the Construction Dust Control Ordinance. Therefore, the first part of the *Rincon Hill Plan EIR* Mitigation Measure E.1 is not applicable to the proposed project. Construction activities from the proposed project would also result in the emission of criteria air pollutants and DPM from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips; therefore, the second part of Mitigation Measure E.1 is applicable. Project Mitigation Measure 1, Construction Air Quality is consistent with the second part of Mitigation Measure E.1. With implementation of project Mitigation Measure 1, the proposed project would not result in any new or more severe significant impacts than were identified in the *Rincon Hill FEIR* related to construction air quality. Diesel-fueled construction equipment would be used on site and for delivering building supplies throughout the construction duration.

The proposed project's construction activities would be temporary and variable in nature. Furthermore, the proposed project would be subject to California regulations limiting idling times to five minutes, which would further reduce sensitive receptors' exposure to temporary and variable DPM emissions.²⁴ The excavation and removal of approximately 26,000 cubic yards of soil would exceed the BAAQMD's Air Quality Guidelines construction screening criterion of 10,000 cubic yards. Thus, quantification of construction-related criteria air pollutant emissions is required for the proposed project. As shown in Table 1: Estimated Average Daily Construction Emissions of the Proposed Project, the average daily emissions from the proposed project's construction activities would be below the BAAQMD thresholds of significance for criteria air pollutants.²⁵²⁶²⁷

²⁴ California Code of Regulations, Title 13, Division 3, Chapter 10, Section 2485.

²⁵ Rachel Schuett, Air Quality Technical Memo to File, *525 Harrison Street Project*, June 24, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0159E.

²⁶ Subsequent to the preparation of the June 24, 2015 Air Quality Technical Memo, the proposed project increased in size from 179 units to 205 units. A subsequent CalEEMod model run was prepared on August 4, 2015 to update the emissions calculations; the remainder of this section is based on the August 4, 2015 model run.

²⁷ Karl F. Heiser, Environmental Science Associates, Memorandum regarding 2013.0159E: 525 Harrison Street-Construction Emissions for 205-Unit, 250-foot-tall project. August 4, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0159E.

Table 1: Estimated Average Daily Construction Emissions of the Proposed Project

	Projected Emissions (Pounds per Day) ¹			
	ROG	NO _x	PM ₁₀	PM _{2.5}
Average Daily Emissions	4.65	18.23	0.98	0.88
BAAQMD Threshold	54	54	82	54

Note:

¹ Emission factors were generated by CalEEMod model for San Francisco County.

Source: San Francisco Planning Department, June 2015

The proposed project would not be a major source of TACs that pose a significant health impact, because it would not be served by at least 100 trucks per day or 40 refrigerated trucks per day, and it would not generate more than 10,000 vehicle trips per day or 1,000 truck trips per day.

The proposed project would include a new stationary source (one backup diesel generator) that would emit TACs during its infrequent and intermittent periods of operation. As discussed in the project description, the backup generator would be diesel-fueled, with a 300 kilowatt (KW) standby (270 KW prime) rating. The backup generator would be located in the northwest corner of the building on garage level B2 (see Figure 8).

New stationary diesel engines are required to comply with BAAQMD Regulation 2, Rule 5: New Source Review for Toxic Air Contaminants. Regulation 2, Rule 5 requires new sources that result in an excess cancer risk greater than one in one million and/or a chronic hazard index greater than 0.20 to implement the best available control technology to reduce emissions. Here, the backup generator would be equipped with either a Tier 4 certified engine, or a Tier 2 or Tier 3 certified engine that is equipped with a California Air Resources Board (ARB) Level 3 Verified Diesel Emissions Control Strategy (VDECS). For these reasons, the ambient health risk to sensitive receptors from air pollutants, including DPM and TACs, is not considered substantial.

The proposed project would result in an increase in operational-related criteria air pollutants including from the generation of daily vehicle trips and energy demand. However, the proposed project meets the screening criteria provided in the BAAQMD's Air Quality Guidelines for operational-related criteria air pollutants.

For the above reasons, the proposed project would not result in significant impacts related to air quality and would not contribute to the significant impacts identified in the *Rincon Hill Plan FEIR*. Therefore, no additional mitigation measures are necessary. The first part of Mitigation Measure E.1, identified in the *Rincon Hill Plan FEIR* and discussed above, has been superseded by the Construction Dust Control Ordinance and is not applicable to the proposed project. Mitigation Measure 1, Construction Air Quality, is consistent with the second part of Mitigation Measure E.1. With implementation of project Mitigation Measure 1, the proposed project would not result in any new or more

severe significant impacts than were identified in the *Rincon Hill FEIR* related to construction air quality.

Greenhouse Gas Emissions

The State CEQA Guidelines were amended in 2010 to require an analysis of a project's greenhouse gas (GHG) emissions on the environment. The *Rincon Hill Plan FEIR* was certified in 2005 and, therefore, did not analyze the effects of GHG emissions. In addition, the BAAQMD, the regional agency with jurisdiction over the nine-county San Francisco Bay Area Air Basin (Air Basin), has prepared guidelines that provide methodologies for analyzing air quality impacts under CEQA, including the impact of GHG emissions. The following analysis is based on BAAQMD's guidelines for analyzing GHG emissions and incorporates amendments to the CEQA guidelines relating to GHGs. As discussed below, the proposed project would not result in any new significant environmental impacts related to GHG emissions.

The proposed project would contribute to the cumulative effects of climate change by emitting GHGs during its construction and operational phases. Construction of the proposed project is estimated at approximately 21 months. Project operations would generate both direct and indirect GHG emissions. Direct operational emissions include GHG emissions from vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers, energy required to pump, treat, and convey water, and emissions associated with landfill operations.

The proposed project would be subject to and required to comply with several San Francisco policies adopted to reduce GHG emissions as outlined in the GHG Checklist.²⁸ The GHG Checklist policies that are applicable to the proposed project include the Emergency Ride Home Program, bicycle parking requirements, car sharing requirements, Street Tree Planting Requirements for New Construction, Mandatory Recycling and Composting Ordinance, SF Green Building Requirements for Energy Efficiency, and Stormwater Management.

These policies, as outlined in San Francisco's *Strategies to Address Greenhouse Gas Emissions*, meet the CEQA qualitative analysis (CEQA Guidelines Section 15064(a)(2)) and BAAQMD requirements for a GHG Reduction Strategy. The proposed project was determined to be consistent with San Francisco's GHG Reduction Strategy.²⁹ 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.

²⁸ Greenhouse Gas Analysis: Compliance Checklist (hereinafter "GHG Checklist"), June 12, 2015.

This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0159E.

²⁹ GHG Checklist.

Shadow

Planning Code Section 295 generally prohibits new buildings that would cast new shadow 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. The program EIR found that, while development within the plan area would not shade any open spaces subject to Section 295, there are other publicly accessible open spaces that would be subject to additional shading at certain times of the day and year.

In addition, plan area towers would also add new shadow to a proposed new public open space in the plan area, at Fremont and Harrison Streets. However, because of the limited shading of existing open spaces and because the planned open space did not exist, at that time, and would receive substantial morning sun even with plan area development, and based on the assertion that individual projects would receive a program-level shadow analysis, the program EIR found shadow effects to be less than significant.

Under the 82.5-Foot Tower Separation Option, an up to 400 foot residential tower over an 85 foot podium base was identified on the project site and the adjacent parcel. The structure and massing of the proposed 525 Harrison Street project is different than what was analyzed in the *Rincon Hill Plan FEIR*, given that it includes only one of the two adjacent parcels and is proposed at 250 feet in height; hence shadow impacts of the proposed project would likely be reduced compared to the massing that was evaluated under the program EIR. However, shadow impacts are largely determined not only by the size of one building, but by how shadow cast by one building interacts and/or is obscured by shadow cast by other buildings and infrastructure.

Therefore, a project-level shadow analysis (original shadow analysis) was conducted for the 525 Harrison Street project³⁰. The original shadow analysis evaluated a 174-foot tower (modeled at 193 feet to include all rooftop parapets, mechanical penthouses, etc.). When the proposed building height was increased to 250 feet (265 feet at the top of the parapet) a revision to the original shadow analysis was prepared (revised shadow analysis).³¹

The original shadow analysis was initiated with the preparation of a preliminary shadow fan on November 20, 2013. Seven open spaces were identified as falling within the

³⁰ Environmental Science Associates. *Potential New Shadow on Seven Open Spaces - Proposed 525 Harrison Street Residential High-Rise, San Francisco, California*. July 18, 2014 [Revised September 15, 2014]. Available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File 2013.0159E.

³¹ Environmental Science Associates. *Potential New Shadow on Seven Open Spaces Proposed 525 Harrison Street Residential High-Rise, San Francisco, California*. July 28, 2015. Available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File 2013.0159E.

bounds of the shadow fan including five privately owned public open spaces (POPOS) and two Port properties. The POPOS include: 201 2nd Street, 299 2nd Street – Marriott Courtyard, 303 2nd Street Plaza, 235 2nd Street Plaza, and 611 Folsom Street Plaza. The two Port properties are both named Herb Caen Way, but are located on two different sites. The same seven open spaces were identified in the revised shadow analysis.

However, given that the preliminary shadow fan does not take into account intervening buildings, a full set of shadow graphics was prepared for the original shadow analysis.³² These shadow graphics were prepared for the summer solstice (June 21st), the winter solstice (December 20th), and for the fall equinox (September 20) which is also a proxy for the spring equinox. These shadow graphics are created based on a three-dimensional model that not only takes into consideration the intervening buildings, but also the natural topography of the site and surrounding area.

The original shadow analysis includes 35 shadow graphics which depict the shadow cast by the proposed project and the surrounding buildings on the summer and winter solstice and the fall equinox, every two hours, starting from one hour after sunrise, and ending at one hour before sunset.³³

The shadow graphics in the original shadow analysis illustrate that, while project shadows would be long enough to reach five privately owned public open spaces (POPOS) in the morning hours, the shadow cast by the 193-foot project would be too short to reach over the existing buildings at 235 2nd Street, 299 2nd Street, and 303 2nd Street, and that the shadow cast by the 193-foot project would be interceded by the shadow from these and other buildings.³⁴ The revised shadow analysis includes six shadow graphics that focused on the morning hours during which new shadow from the proposed project could potentially reach the same five POPOS. The graphics indicate that, although the shadow from the proposed project would be long enough to reach over some of the existing buildings at 235 2nd Street, 299 2nd Street, and 303 2nd Street, during the early hours of the morning, the open spaces are already shaded at that time by the interceding buildings.³⁵

Further, although the shadow cast by the proposed project could potentially reach the two Port properties, this shadow would be interceded by existing buildings. As a result the proposed project would not cast any net new shadow on any of the parks or open spaces identified within the preliminary shadow fan. Thus, the project-specific shadow

³² Environmental Science Associates. *Potential New Shadow on Seven Open Spaces Proposed 525 Harrison Street Residential High-Rise, San Francisco, California*. July 18, 2014 [Revised September 15, 2014]. Available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File 2013.0159E..

³³ Ibid.

³⁴ Ibid.

³⁵ Environmental Science Associates. *Potential New Shadow on Seven Open Spaces Proposed 525 Harrison Street Residential High-Rise, San Francisco, California*. July 28, 2015. Available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File 2013.0159E.

analysis concludes that the *Rincon Hill Plan FEIR* adequately addressed the shadow impacts of the proposed 525 Harrison Street project; that the 525 Harrison Street project would not have any additional effects that were not examined in the program EIR; and that no new or additional information has come to light that would alter the conclusions of the program EIR.

Wind

The *Rincon Hill Plan FEIR* found, based on a series of three tests³⁶ in connection with the 425 1st Street project, that cumulative Plan area development could result in between one and three hazard exceedances in the area between Essex and Beale Streets, absent project-specific mitigation, with no scenario resulting in more than a total of five hours per year that would exceed the 36-miles per hour (mph) wind hazard criterion (the wind comfort criterion is 11 mph). Since compliance with Planning Code Section 825(d) would preclude these hazard exceedances on a project-specific basis, the program EIR concluded that the Plan would have no significant effects. In terms of average wind speeds, there was also little difference between test scenarios for the *Rincon Hill Plan FEIR*. Average wind speeds ranged from about 11.9 to 12.3 mph, about 1 mph greater than existing conditions; a difference that is unlikely to be perceptible.

A project-specific wind-tunnel study was conducted to evaluate the proposed 525 Harrison Street project.³⁷ The project-specific test was based on the current project design, which includes a 23-story, 250-foot-tall residential tower with a four foot parapet wall and a 15 foot penthouse, reaching 265 feet at the highest point over a six-story, 60.5-foot-tall podium base, built to the lot line and generally shaped by the project site's irregular boundaries.

The project-specific wind-tunnel study tested three scenarios: the existing scenario, the project scenario, and the cumulative development scenario. The existing scenario included all of the existing buildings in the vicinity as well as several 300-to 400-foot-tall high-rise buildings that were under construction at the time of the wind tunnel test at: 45 Lansing Street, 340-350 Fremont Street, 399 Fremont Street, and Transbay Blocks 6/7.

The project scenario simply adds the proposed project at 525 Harrison Street to the existing scenario. The cumulative development scenario includes the proposed project as well as the following high-rise developments that were approved or proposed as of November 21, 2014: Transbay Block 9, 390 1st Street, 325 Fremont Street, and Transbay Block 8.

³⁶ The structure, massing and location of the proposed project were included in each of three cumulative scenarios studied in the *Rincon Hill Plan* analysis.

³⁷ Environmental Science Associates. *Potential Section 825(d) Wind Impacts, Proposed 525 Harrison Street Project, San Francisco California, Case No. 2013.0159E*. August 4, 2015. Available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File 2013.0159E.

The wind-tunnel testing resulted in the following findings:

- **Existing Scenario.** The hazard criterion is exceeded at one test point location on the north side of Harrison Street adjacent to the 45 Lansing Street building, for a total of 1 hour per year. The comfort criterion is exceeded 18% of the time, with the average wind speed being 12.9 mph.
- **Project Scenario.** The hazard criterion is exceeded at one test point location (the same location as the Existing setting), for a total of 2 hours per year, 1 hour per year more than the Existing Scenario. The comfort criterion is exceeded 17% of the time, a reduction of 1% compared to the Existing Scenario, with the average wind speed being 12.9 mph, the same as the Existing Scenario.
- **Cumulative Development Scenario.** The hazard criterion is not exceeded at any test point location. The comfort criterion is exceeded 20% of the time, with the average wind speed being 13.4 mph, which is 0.5 mph higher than the average for the Existing Plus Project Scenario.

Table 2: Wind Impact Related to the Proposed Project

		Hazard Criterion		Comfort Criterion	
		Exceedance locations (# of test opints)	Exceedance time (hours/year)	Comfort Exceedance s (% of time)	Comfort Exceedance s (Average Wind Speed)
Existing Scenario		1	1	18%	12.9 mph
Project Scenario		1	2	17%	12.9 mph
Cumulative Scenario	Development	0	0	20%	13.6mph

Source: Environmental Science Associates, 2015.

The proposed project would not change the one location where the wind hazard criterion is currently exceeded one hour per year, but would increase the exceedance to two hours per year.

The hazard exceedance site is located on the sidewalk of Harrison Street near the site for the 45 Lansing Street high-rise, which will have its primary pedestrian entrance on Lansing Street and a garage entrance on Harrison Street. Therefore, the exceedance site is not located an area with high pedestrian volumes. Moreover, the existing building to the west, at 81 Lansing Street, also has its pedestrian entrance on Lansing Street, not on Harrison Street, and the proposed project at 390 First Street (considered in the cumulative analysis for this 525 Harrison Street project) is likely to have its pedestrian entrance on First Street, not Harrison Street. Finally, the Bay Bridge approach is located south of Harrison Street, generally precluding pedestrian travel to the south. Thus there would likely be less pedestrian access from Harrison Street, as is also the case for the

adjacent 81 Lansing Street residential building to the west. Accordingly, even with future development of the gas station site at 390 First Street, minimal pedestrian use of this north sidewalk along Harrison Street is expected.

Further, landscape trees will be planted at this exceedance location along the north side of Harrison Street as a part of the approved conditions for the 45 Lansing Street project, in conformance with the Rincon Hill Streetscape Plan. Street trees are known to insulate pedestrian walkways from gusty winds; thus the planting of these trees is likely to reduce or eliminate the wind on Harrison Street in the interim between the completion of the 525 Harrison Street project and the buildout of the cumulative development scenario, at which time all hazard exceedances would be eliminated.

In addition, the percentage of the time that the comfort criterion is exceeded goes from 18 percent under the existing condition to 17 percent under the project scenario; and the average wind speed when the comfort criterion is exceeded would remain 12.9 mph.

The cumulative development scenario would result in the elimination of all of the locations where the wind hazard criterion is exceeded. As such, the number of hours during which the wind hazard criterion is exceeded go from one (under the project condition) to zero. The percentage of the time that the comfort criterion is exceeded goes from 17 percent (under the project condition) to 20%; and the average wind speed when the comfort criterion is exceeded goes from 12.9 mph (under the project condition) to 13.4 mph. In summary, no new hazard exceedance locations would result from the construction of the proposed project. Although one additional hour of hazard exceedance would be added at the existing exceedance site once the proposed project is constructed, pedestrian volumes are low in this location, and the trees planted at this location, as part of the 45 Lansing Street project would offer protection to pedestrians from wind gusts. Further, once the cumulative development scenario is built out, all hazard exceedances would be eliminated. Thus, the project wind test demonstrates that the program EIR adequately addressed the wind impacts of the proposed 525 Harrison Street project; that the 525 Harrison Street project would not have any additional effects that were not examined in the program EIR; and that no new or additional information has come to light that would alter the conclusions of the program EIR.

Hazardous Materials

As noted in the *Rincon Hill Plan FEIR*, compliance with applicable federal, state, and local laws, regulations, and standards regarding underground storage tanks, buried debris, unidentified contamination; and compliance with asbestos abatement and polychlorinated biphenyls (PCBs) disposal regulations would ensure that potential impacts associated with hazardous materials would be less than significant. Project-specific analysis of the proposed project is presented below.

The project site falls within the boundary of the City and County of San Francisco Ordinance 253-86 (Maher Ordinance)³⁸ and is subject to Article 22A of the Health Code, also known as the Maher Ordinance, which is administered and overseen by the Department of Public Health (DPH). 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. The Phase I would determine the potential for site contamination and level of exposure risk associated with the project.

A Phase I ESA for the project site was conducted on December 28, 2012.³⁹ Based on historical Sanborn maps, the original structure on the site was residential. The site has been used as a nightclub from late 1992 to present. The Phase I ESA did not identify any Recognized Environmental Conditions (RECs) on the site or off-site.

The project applicant submitted a Maher Application to DPH along with the Phase I ESA on May 9, 2014, initiating the process of compliance with the Maher Ordinance. If soil and/or groundwater contamination conditions are discovered, the project sponsor could be required to remediate in accordance with Article 22A of the Health Code.

Based on the above project-specific analysis, the program EIR adequately addressed the hazards-related impacts of the proposed 525 Harrison Street project; and the 525 Harrison Street project would not have any additional effects that were not examined in the program EIR; and no new or additional information has come to light that would alter the conclusions of the program EIR.

Cultural Resources

Archaeological Resources

The *Rincon Hill Plan FEIR* found that excavation that would be required for subgrade parking and building foundations could adversely affect subsurface cultural resources, although the impact could be mitigated to a less-than-significant level through one of three mitigation measures, depending on the location of subsequent development. The mitigation measures corresponds to geographic zones. The 525 Harrison Street project site was identified as being within Archeological Mitigation Zone 1 (AMZ-1).

Parcels located within AMZ-1 include properties for which a final archeological research design and treatment plan (ARD/TP) is on file at the Northwest Information Center and the Planning Department. The 525 Harrison Street project site was previously analyzed

³⁸ The Maher Area encompasses the area of the City bayward of the original high tide line, where past industrial uses and fill associated with the 1906 earthquake and bay reclamation often left hazardous waste residue in soils and groundwater. The Ordinance requires that soils must be analyzed for hazardous wastes if more than 50 cubic yards of soils are to be disturbed.

³⁹ ENVIRON International Corporation, Phase I Environmental Site Assessment, 525 Harrison Street, San Francisco, California, December 28, 2012. Available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File 2013.0159E.

in an areawide archeological study. Mitigation identified in the *Rincon Hill Plan FEIR* called for a site-specific addendum to the previous study, or a Preliminary Archeological Review (PAR) performed by the staff archaeologist.

The Planning Department Staff Archeologist completed Preliminary Archeological Review for the 525 Harrison Street project on August 14, 2014, and determined that the excavation related to development of the proposed project would have no effect on undiscovered archeological resources. Therefore, no impact would occur and no mitigation is required.

Therefore, the program EIR adequately addressed the archaeological impacts of the proposed 525 Harrison Street project; the 525 Harrison Street project would not have any additional effects that were not examined in the program EIR; and no new or additional information has come to light that would alter the conclusions of the program EIR.

Historic Architectural Resources

The *Rincon Hill Plan FEIR* identified significant and unavoidable impacts to historic architectural resources within the Plan area, resulting from the anticipated demolition of three known historic resources (the buildings at 347 Fremont Street and 375 Fremont Street, and the former Union Oil Company building at 1st and Harrison Streets) under CEQA, as well as to other potential historical resources, including buildings at 340 and 350 Fremont Street. The FEIR further states that future specific development proposals in the Plan area could affect potential historical resources not yet identified as such.

The existing 16,000 square foot commercial building at 525 Harrison Street was constructed in 1982, and is not considered to be a historic resource. As a result, demolition of the building would not be a significant adverse impact on an historical resource. Therefore, the program EIR adequately addressed impacts to historical resources of the proposed 525 Harrison Street project; the 525 Harrison Street project would not have any additional effects that were not examined in the program EIR; and no new or additional information has come to light that would alter the conclusions of the program EIR.

Geology

Geology was discussed in the Rincon Hill Plan Initial Study (Appendix A of the program EIR) and was determined to result in less-than-significant impacts. In addition DBI is the agency responsible for ensuring project compliance with the seismic safety standards of the Building Code and for assessing potential risks from geologic hazards. Each development project proposed under the *Rincon Hill Plan* is required to comply with the seismic safety standards of the Building Code. In addition, a geotechnical report is required for each development project that is in an area of liquefaction potential or an area susceptible to landslides. The purpose of the geotechnical report is to assess the geologic hazards of a particular site and provide recommendations for reducing potential

damage from those hazards. DBI will review each building permit application and geotechnical report. Based on these requirements, the *Rincon Hill Plan FEIR* concluded that implementation of the *Rincon Hill Plan* would not result in significant impacts related to geology and soils, and no mitigation measures were identified.

A subsequent 525 Harrison Street project-specific geotechnical study was completed, which confirmed the findings of the *Rincon Hill Plan EIR Initial Study*.

The site-specific geotechnical investigation, prepared by an independent consultant, determined that the project could be constructed as planned, on a mat slab foundation with footings.⁴⁰ As part of the geotechnical investigation, two borings were drilled in the parking lane fronting the site. Beneath the asphalt, concrete, and baserock roadway section, the project site is underlain by bedrock and meta-sandstone of the Franciscan Complex. Project excavation would remove overlying soil and the bottom of the excavation would be within bedrock. Based on the geotechnical investigation, the bedrock has high competency and low compressibility and a mat slab foundation with footings is recommended, as currently proposed by the project sponsor. (Figures 3 through 6, and Figure 10 through 14). The proposed project would require excavation to a depth of approximately 64 feet; 26,000 cubic yards of soil would need to be removed from the site.

No groundwater was encountered during the borings. Based on the site-specific geotechnical investigation, the *Rincon Hill Plan EIR Initial Study* adequately addressed geology impacts of the proposed 525 Harrison Street project; the 525 Harrison Street project would not have any additional effects that were not examined in the program EIR; and no new or additional information has come to light that would alter the conclusions of the program EIR.

Noise

Noise was discussed in the *Rincon Hill Plan EIR Initial Study* (Appendix A of the program EIR) and was determined to result in less-than-significant impacts, with the inclusion of one mitigation measure related to pile driving. For all potential development that could occur under the *Rincon Hill Plan*, Mitigation Measure 1 Construction Noise, identified in the *Rincon Hill Plan FEIR*, requires piles to be pre-drilled whenever feasible and sonic or vibratory pile drivers to be used instead of impact pile drivers, unless impact pile drivers are absolutely necessary.⁴¹ However, given that no pile driving is proposed as part of the construction of the proposed project, this mitigation measure is not applicable.

⁴⁰ Treadwell & Rollo. *Geotechnical Investigation, 525 Harrison Street, San Francisco, California*. April 9, 2014. Available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File 2013.0159E.

⁴¹ San Francisco Planning Department, *Rincon Hill Plan FEIR*, certified May 5, 2005, p. 222, and Appendix A, p. 32.

As discussed in the *Rincon Hill Plan Initial Study*, background noise levels in the Rincon Hill neighborhood are typical of most urban areas and are dominated by vehicular traffic noise as well as activities associated with the high density of uses. Traffic noise generated on the Bay Bridge is the most pervasive noise source, with noise levels near the Bay Bridge and Interstate 80 exceeding established land use compatibility standards for housing. Some land uses, and their associated users, are considered more sensitive to ambient noise levels than others due to the types of activities typically involved with the land use and the amount of noise exposure (in terms of both exposure duration and insulation from noise). In general, occupants of residences, schools, daycare centers, hospitals, places of worship, and nursing homes are considered to be sensitive receptors (i.e., persons who are sensitive to noise based on their specific activities, age, health, etc.). The closest sensitive receptors to the project site are existing residential buildings at 45 and 75 Lansing Street.

The Environmental Protection Element of the *General Plan* contains Land Use Compatibility Guidelines for Community Noise.⁴² These guidelines, which are similar to state guidelines promulgated by the Governor's Office of Planning and Research, indicate maximum acceptable ambient noise levels for various newly developed land uses. For residential uses, the maximum satisfactory noise level without incorporating noise insulation into a project is 60 dBA L_{dn} ,^{43,44} while the guidelines indicate that residential development should be discouraged at noise levels above 70 dBA L_{dn} .⁴⁵

Where ambient noise levels exceed 65 dBA, a detailed analysis of noise reduction requirements is typically necessary before final review and approval, and new residences must include noise insulation features. In addition, Title 24 of the California Code of Regulations establishes uniform noise insulation standards for multi-unit residential projects. This state regulation requires meeting an interior standard of 45 dBA in any habitable room. DBI would review the final building plans to ensure that the building wall and floor/ceiling assemblies for the residential development comply with San Francisco Building Code (Building Code) requirements and Title 24 standards regarding sound transmission for residences.

⁴² *San Francisco General Plan*. Environmental Protection Element, Policy 11.1, Land Use Compatibility Chart for Community Noise, http://www.sf-planning.org/ftp/general_plan/I6_Environmental_Protection.htm. Accessed January 7, 2014.

⁴³ Sound pressure is measured in decibels (dB), with zero dB corresponding roughly to the threshold of human hearing, and 120 dB to 140 dB corresponding to the threshold of pain. Because sound pressure can vary by over one trillion times within the range of human hearing, a logarithmic loudness scale allows reporting the sound intensity numbers within a convenient range. Owing to the variation in sensitivity of the human ear to various frequencies, sound is "weighted" to emphasize frequencies to which the ear is more sensitive, in a method known as A-weighting, and is expressed in units of A-weighted decibels (dBA).

⁴⁴ L_{dn} is the average equivalent sound level during a 24-hour day, obtained after the addition of 10 dB to sound levels during nighttime hours (10:00 p.m. to 7:00 a.m.).

⁴⁵ The guidelines are based on maintaining an interior noise level of 45 dBA, L_{dn} , as required by the California Noise Insulation Standards in Title 24, Part 2 of the California Code of Regulations.

Site-specific background noise levels were measured and analyzed in detail for the proposed project, and an Environmental Noise Assessment documents the existing noise sources that contribute to the measured background ambient noise levels.⁴⁶⁴⁷⁴⁸ The noise monitoring survey at the project site occurred over several days from December 26, 2013 to December 31, 2013. Continuous 24-hour noise measurements were taken on each of these days at a height of 12 feet above grade. The noise monitoring survey included a short-term “spot” measurement at 15 feet above the roof to determine how noise levels vary at different elevations.

Noise levels measured at the site were primarily influenced by nearby construction activity and vehicular traffic on Harrison Street and the I-80 on- and off-ramps. Based on the results, the noise measurements recorded a day-night noise average of up to 81 dBA L_{dn} on the 1st Street façade, 82 dBA L_{dn} on the I-80 (Bay Bridge) façade, 85 dBA L_{dn} on the façade that faces the I-80 on- and off-ramps, 81 dBA L_{dn} at the edge of the I-80) ramps at Harrison Street, and 76 dBA L_{dn} on the Harrison Street façade.

To meet Title 24 noise insulation standards, the project sponsor would incorporate the following recommendations from the Noise Study into the project’s design. The Noise Study recommends that the project sponsor use materials of construction, window assemblies and glazing, and architectural details having a minimum laboratory-tested Sound Transmission Class (STC) ratings to ensure an interior noise environment of 45 dBA in habitable rooms as required by Title 24 and the Building Code. During the review of the building permit application, DBI will review the project plans for compliance with Title 24 standards and Building Code requirements.

The proposed project would increase traffic on the local roadway network. Typically, traffic must double in volume to produce a noticeable increase in average noise levels. Based on the transportation analysis prepared for the project, traffic volumes would not double on area streets as a result of the proposed project⁴⁹. Therefore, operation of the proposed project would not cause a noticeable increase in traffic-related ambient noise levels in the project vicinity.

⁴⁶ Charles Salter Associates, *525 Harrison Residences – Updated Environmental Noise Study* 525 Street Project, San Francisco, California, June 9, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0159E.

⁴⁷ Subsequent to the preparation of the June 9, 2014 acoustical analysis, the project description was changed resulting in an increase building height and number of units. Charles Salter Associates were consulted and confirmed that the project description changes would not affect the acoustical analysis.

⁴⁸ Eric Broadhurst, PE, Charles Salter Associates, personal communication with Rachel Schuett, San Francisco Planning Department, via e-mail, August 4, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0159E.

⁴⁹ Stantec Consulting Services, *525 Harrison Street Transportation Study* (Case No. 2013.0159E), February 3, 2015; Available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case No. 2013.0159E.

Section 2909 of the Noise Ordinance establishes a noise limit from mechanical sources, such as building equipment, specified as a certain noise level in excess of the ambient noise level at the property line: for noise generated by residential uses, the source must not cause a noise level more than 5 dBA in excess of ambient noise levels; for noise generated by commercial and industrial uses, the limit is 8 dBA in excess of ambient noise levels; for noise on public property, including streets, the limit is 10 dBA in excess of ambient noise levels. In addition, the Noise Ordinance provides for a separate fixed-source noise limit for residential interiors of 45 dBA at night and 55 dBA during the day and evening hours (until 10:00 p.m.).

Noise from construction activities and from the operation of building equipment is regulated by the San Francisco Noise Ordinance (Noise Ordinance). Section 2907 of the Noise Ordinance requires that noise levels from any individual piece of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source. Impact tools (e.g., jackhammers, impact wrenches) must have both intake and exhaust muffled to the satisfaction of the San Francisco Department of Public Works (DPW) or DBI. Section 2908 of the Noise Ordinance prohibits construction between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by 5 dBA at the project site's property line, unless a special permit is authorized by DPW or DBI.

Construction of the proposed project and related street and sidewalk improvements would temporarily increase noise in the vicinity. Construction equipment would generate noise and possibly some groundborne vibration that could be considered an annoyance by occupants of nearby properties, although no pile driving is proposed. Construction noise and vibration would fluctuate depending on the construction phase, equipment type, duration of use, and distance between the source and the listener.

However, compliance with Sections 2907 and 2908 of the Noise Ordinance would minimize noise and vibration from construction activities and reduce noise impacts to nearby residential uses to a less-than-significant level.

The proposed project would include mechanical equipment, such as heating and ventilation systems, that could produce operational noise. The operation of this mechanical equipment is subject to the requirements of Section 2909 of the Noise Ordinance, which are discussed above. The proposed project would comply with the requirements of Section 2909 by including acoustical construction improvements to limit operational sources of noise and achieve an interior day-night equivalent sound level of 45 dBA. Compliance with Section 2909 would minimize noise from building operations. Therefore, noise effects related to building operations would be less than significant.

As discussed above, the proposed project would not result in exposure of persons to or generation of noise levels in excess of standards established in the *General Plan*, Noise Ordinance, or applicable standards of other agencies, would not result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels, and would not result in a substantial permanent, temporary, or periodic increase in the ambient noise levels in the project vicinity. Further, 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, so the proposed project would not expose people residing or working in the area to excessive noise levels from these sources.

In addition, the residents of the proposed project would not be substantially affected by existing noise levels due to the implementation of Title 24 noise insulation standards.

For these reasons, implementation of the proposed project would not result in significant noise impacts consistent with the findings in the *Rincon Hill Plan FEIR*. Further, since construction of the proposed project would not involve pile driving, the construction noise impact identified in the *Rincon Hill Plan FEIR* would not be required. Therefore, no impact would occur and no mitigation is necessary.

Mitigation Measures

The following mitigation measure has been agreed to by the project sponsor to avoid potentially significant effects of the proposed project, and would implement the mitigation measures identified in the program EIR.

Project Mitigation Measure 1 – Construction Air Quality

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

The project sponsor or the project sponsor's Contractor shall comply with the following

- A. *Engine Requirements.*
 1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards, and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement.
 2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited.
 3. Diesel engines, whether for off-road or on-road equipment, shall not

be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two minute idling limit.

4. The Contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications.

B. *Waivers.*

1. The Planning Department's Environmental Review Officer or designee (ERO) may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation that the equipment used for onsite power generation meets the requirements of Subsection (A)(1).
2. The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS. If the ERO grants the waiver, the Contractor must use the next cleanest piece of off-road equipment, according to Table 3, below.

Table 3 – Off-Road Equipment Compliance Step-down Schedule

Compliance Alternative	Engine Emission Standard	Emissions Control
1	Tier 2	ARB Level 2 VDECS
2	Tier 2	ARB Level 1 VDECS
3	Tier 2	Alternative Fuel*

** Alternative fuels are not a VDECS.

- C. *Construction Emissions Minimization Plan.* Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval.

The Plan shall state, in reasonable detail, how the Contractor will meet the requirements of Section A.

1. 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. The description 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, the description may include: 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, the description shall also specify the type of alternative fuel being used.
 2. The ERO shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the Contractor agrees to comply fully with the Plan.
 3. The Contractor shall make the Plan available to the public for review on-site during working hours. The Contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way.
- D. *Monitoring.* After start of Construction Activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.

Conclusion

In conclusion, the reduction in building height from 400 feet, as evaluated in the *Rincon Hill Plan EIR*, to 250 feet, as currently proposed does not result in impacts that were not identified in the program EIR. Further, the more fine-grained, project-level evaluation included in this Addendum did not reveal impacts that were not identified in the program EIR.

Thus, the proposed 525 Harrison Street project would not have any additional significant adverse effects nor would any environmental impacts be substantially greater than described in the program EIR. Further, no new or additional information has come to light that would alter the conclusions of the program EIR. Lastly, no mitigation measures previously found infeasible have been determined to be feasible, nor have any new mitigation measures or alternatives been identified but rejected by the project sponsor. Thus the *Rincon Hill Plan EIR* adequately addressed all of the impacts of the proposed 525 Harrison Street project.

Changes to the proposed project made subsequent to certification of the *Rincon Hill Plan EIR* have not been determined to be substantial; similarly, there have been no substantial changes in circumstances necessitating revisions to the program EIR; and no new information of substantial importance has come to light that raises one or more of the above issues. Therefore, in accordance with San Francisco Administrative Code Section 31.20(f), CEQA Section 21166, and State CEQA Guidelines Sections 15064, 15065, 15162, and 15168, no further environmental review is necessary, and no Supplemental or Subsequent EIR or Negative Declaration is required.

ATTACHMENT A: PROJECT FIGURES

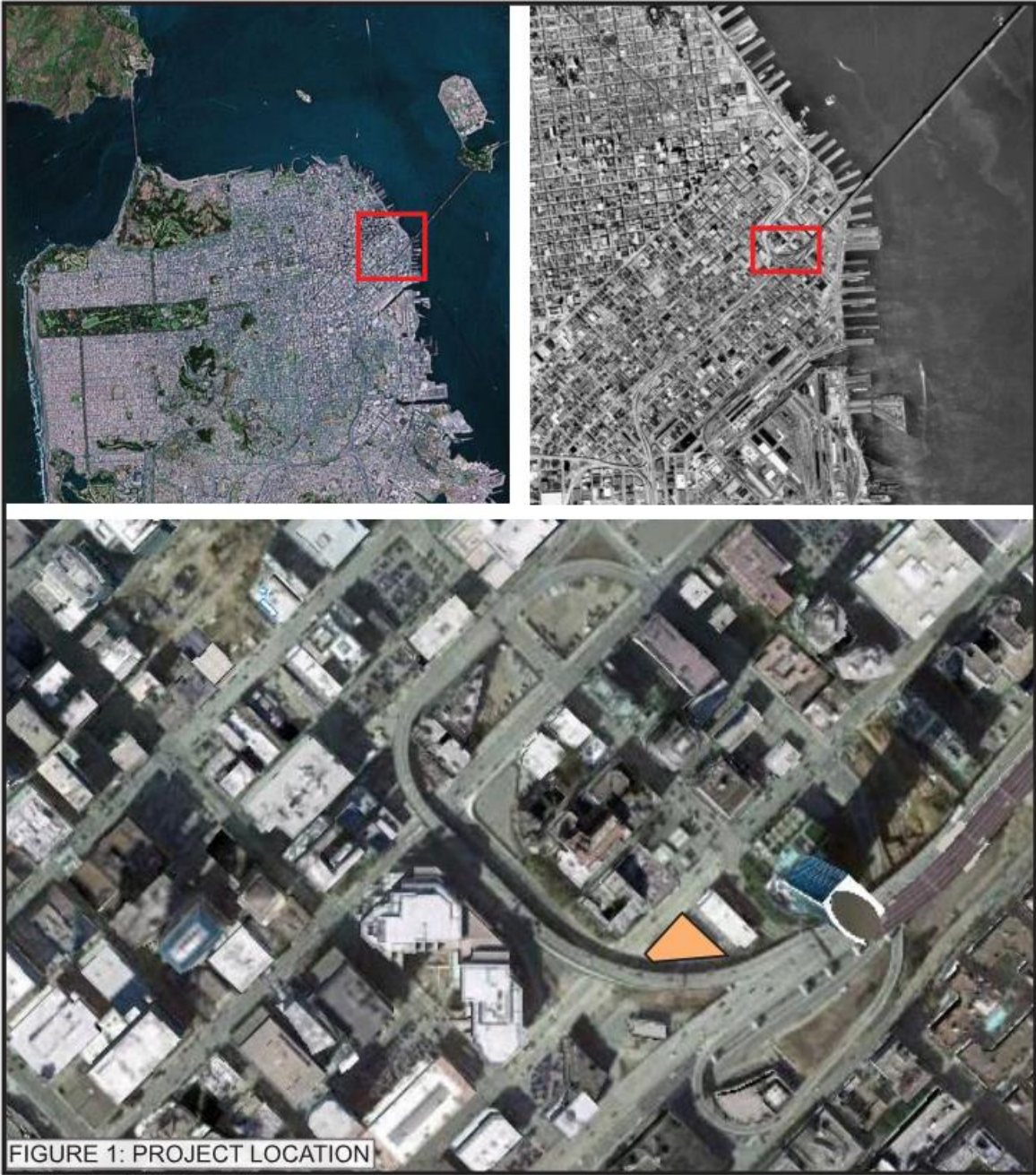


FIGURE 1: PROJECT LOCATION

SOURCE: HINES, 2015

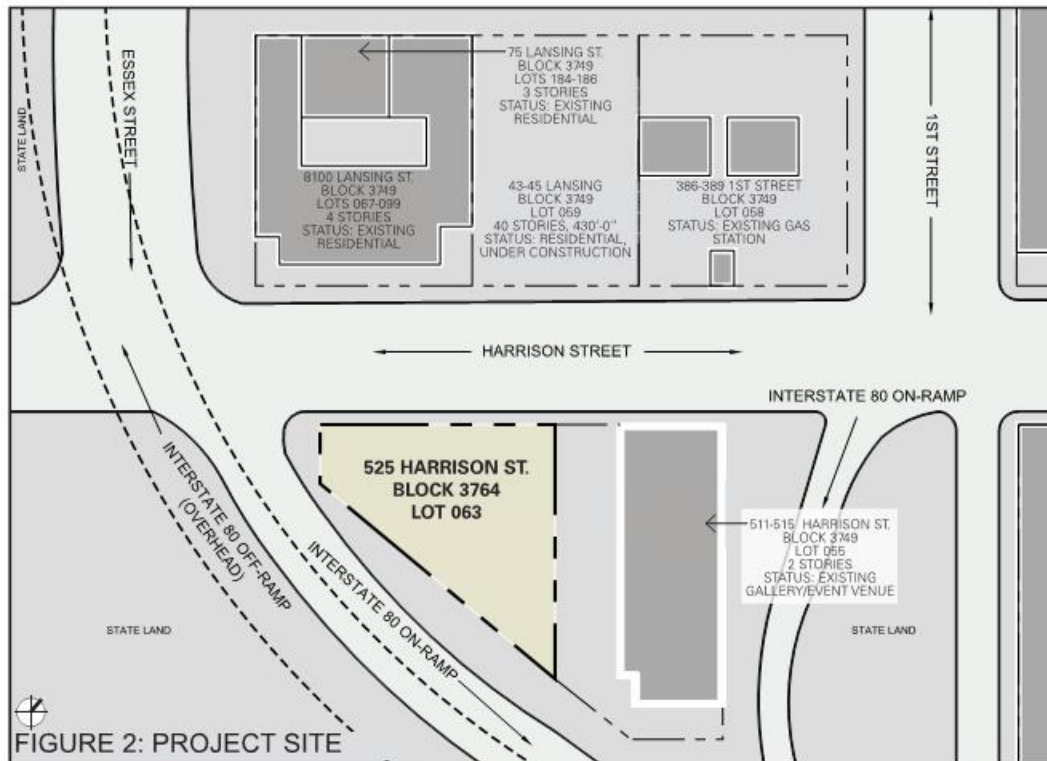


FIGURE 2: PROJECT SITE
SOURCE: HINES, 2015

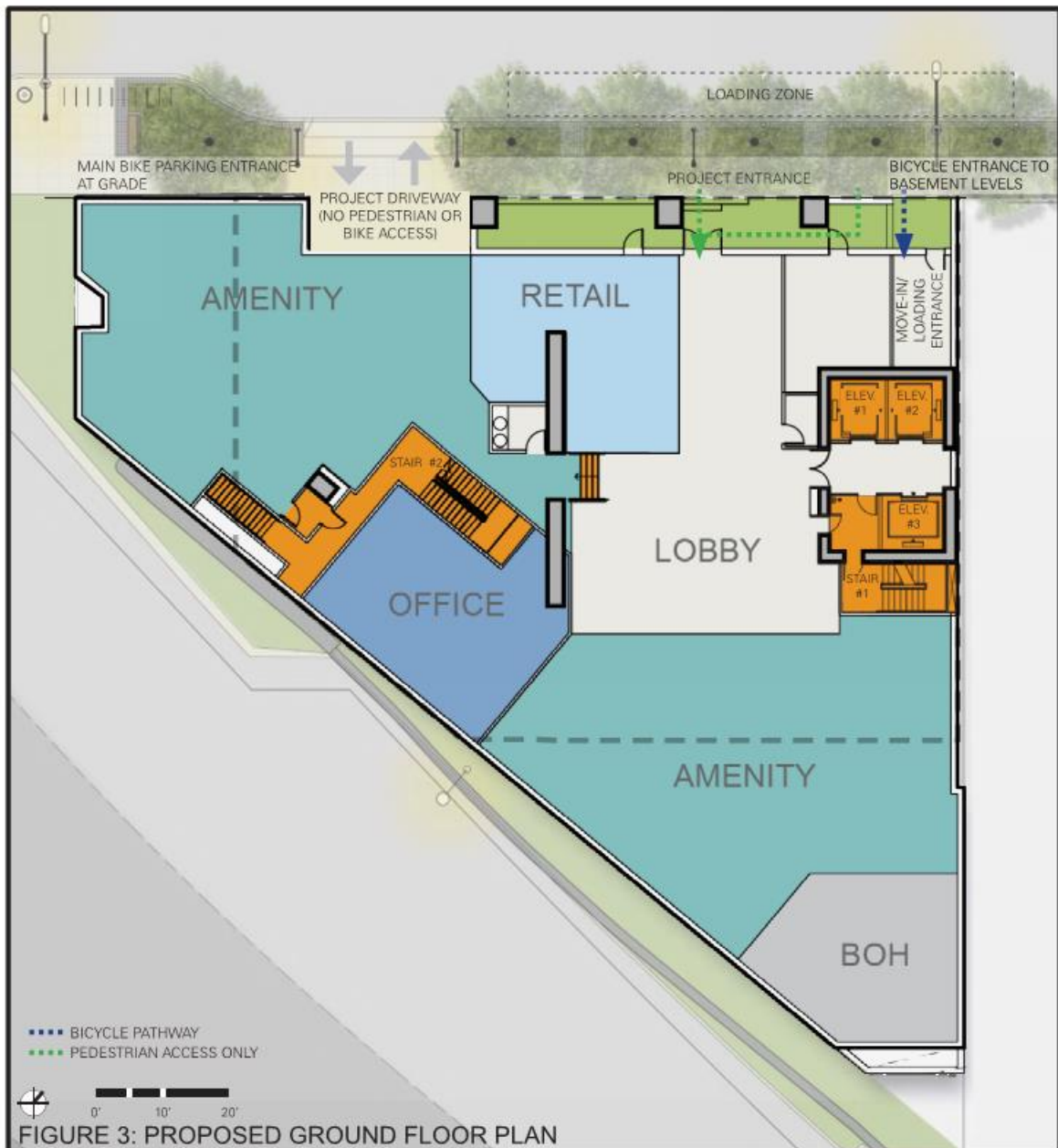
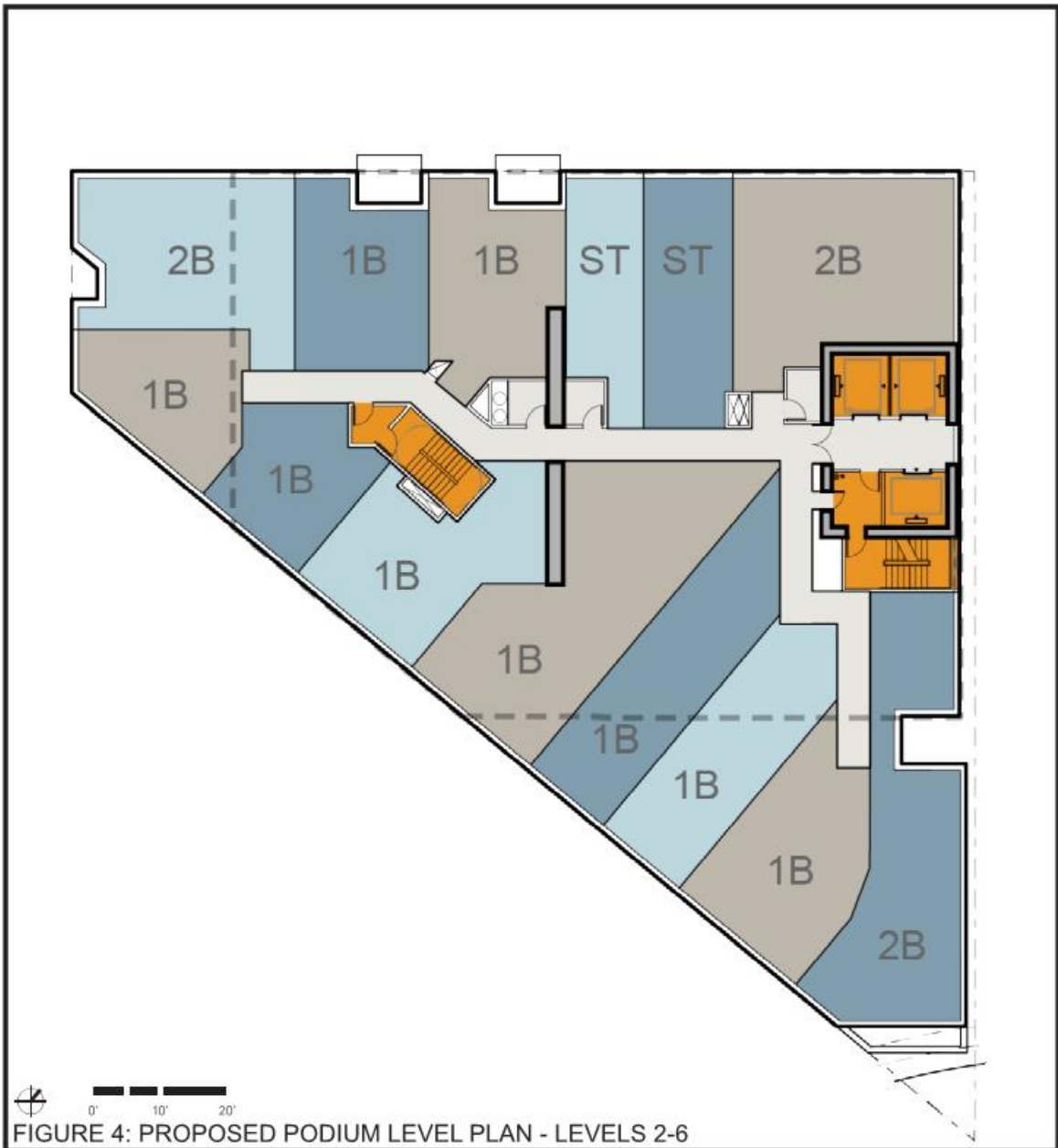
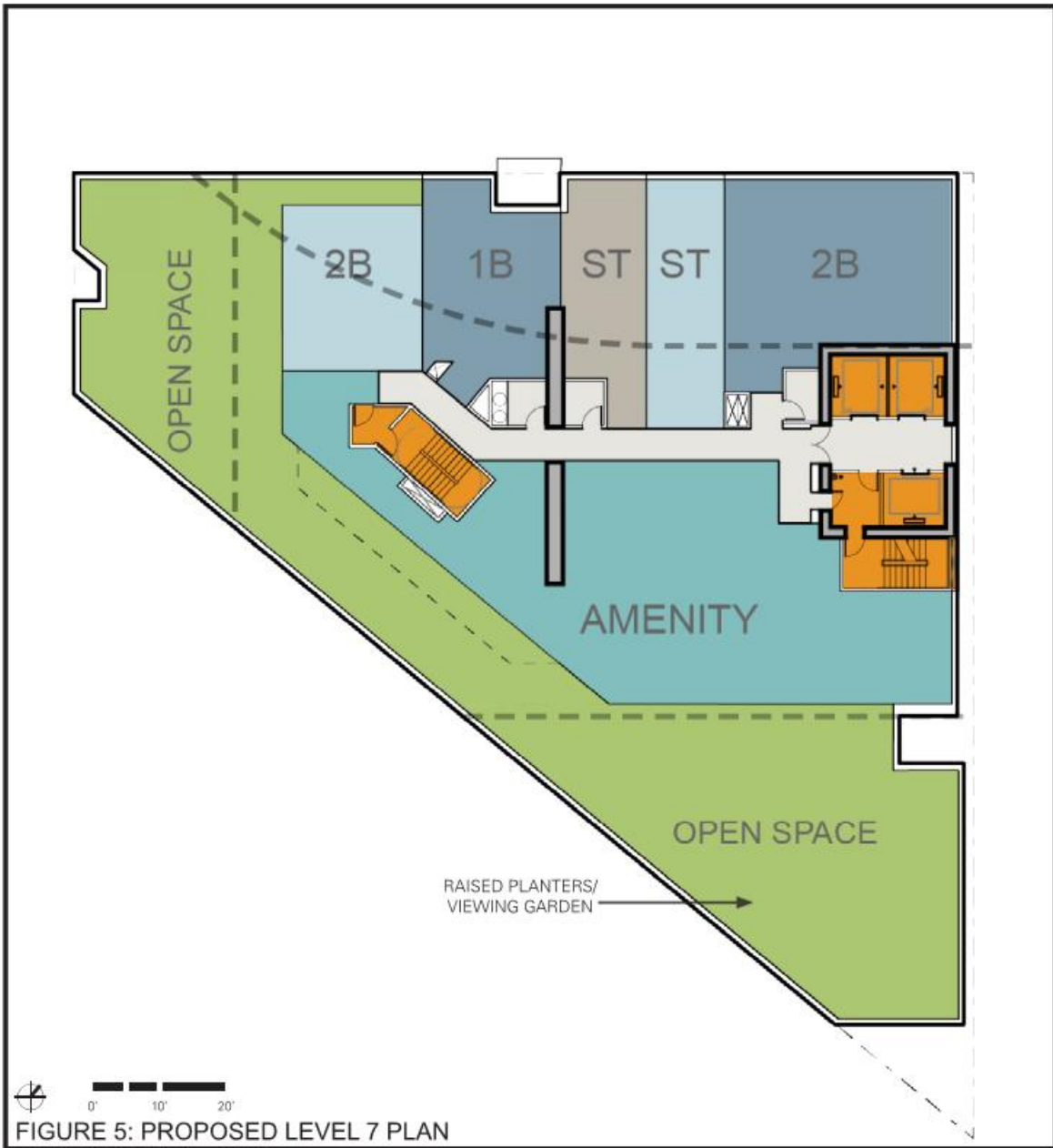
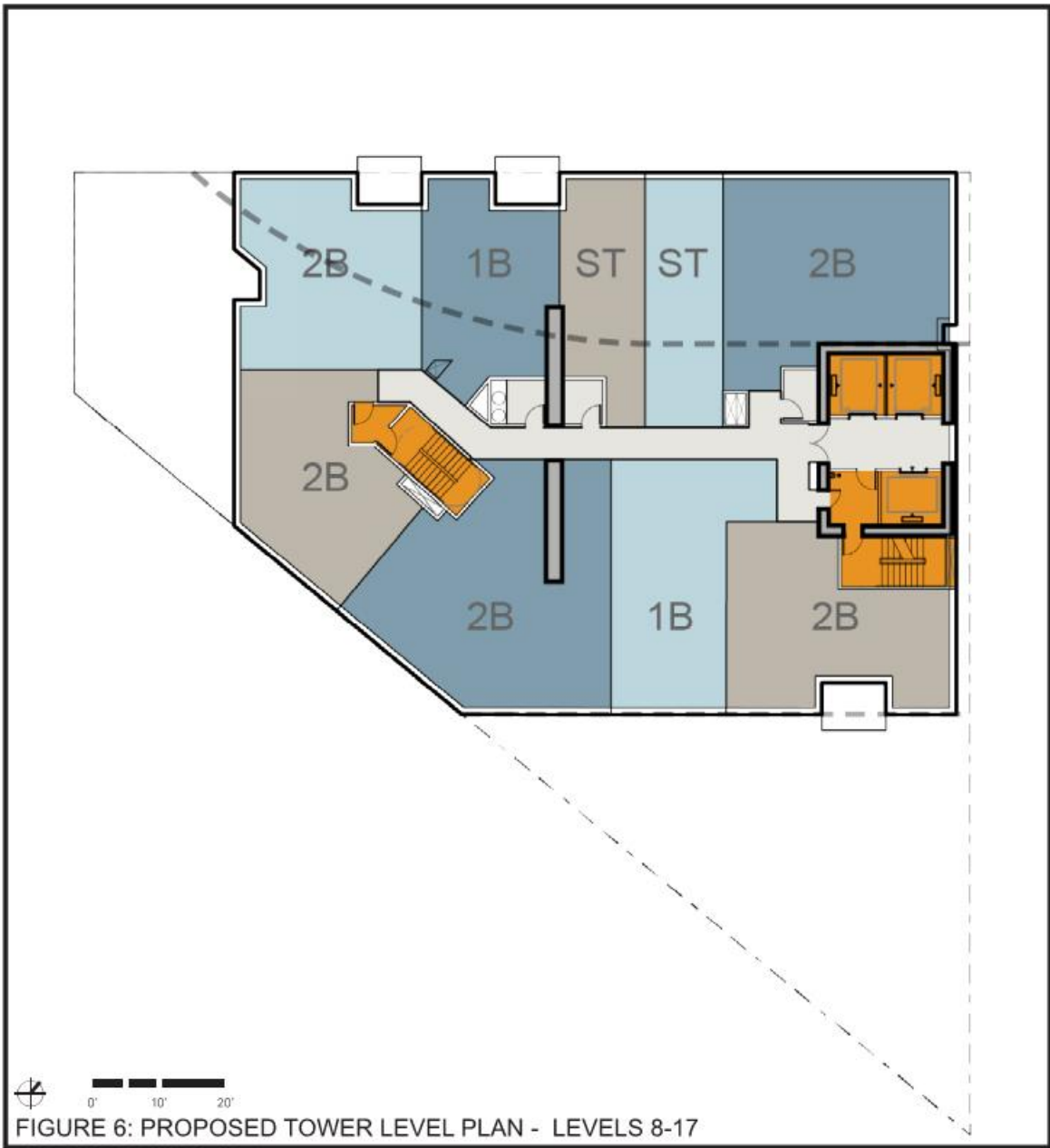


FIGURE 3: PROPOSED GROUND FLOOR PLAN

SOURCE: HINES, 2015







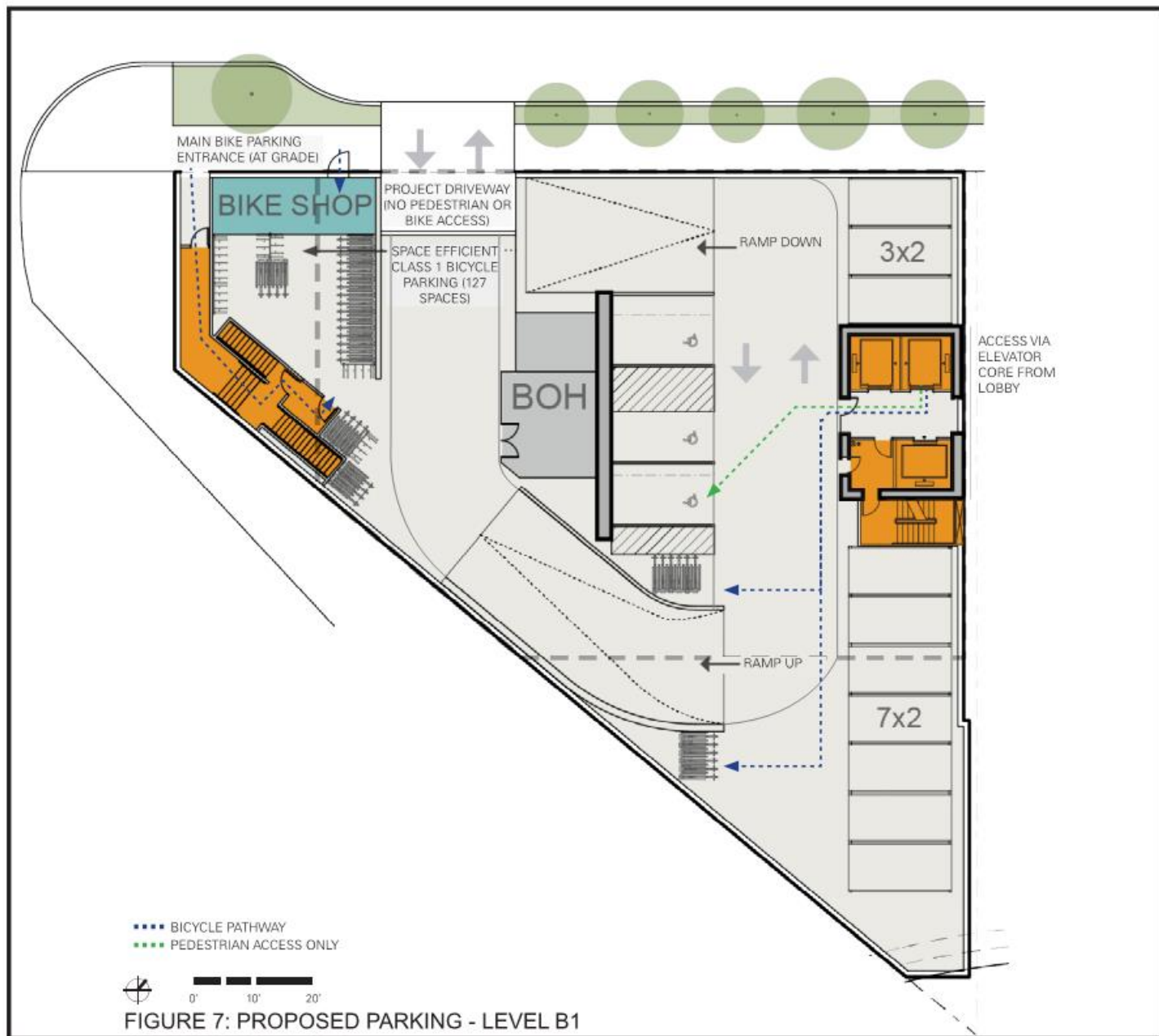


FIGURE 7: PROPOSED PARKING - LEVEL B1

SOURCE: HINES, 2015

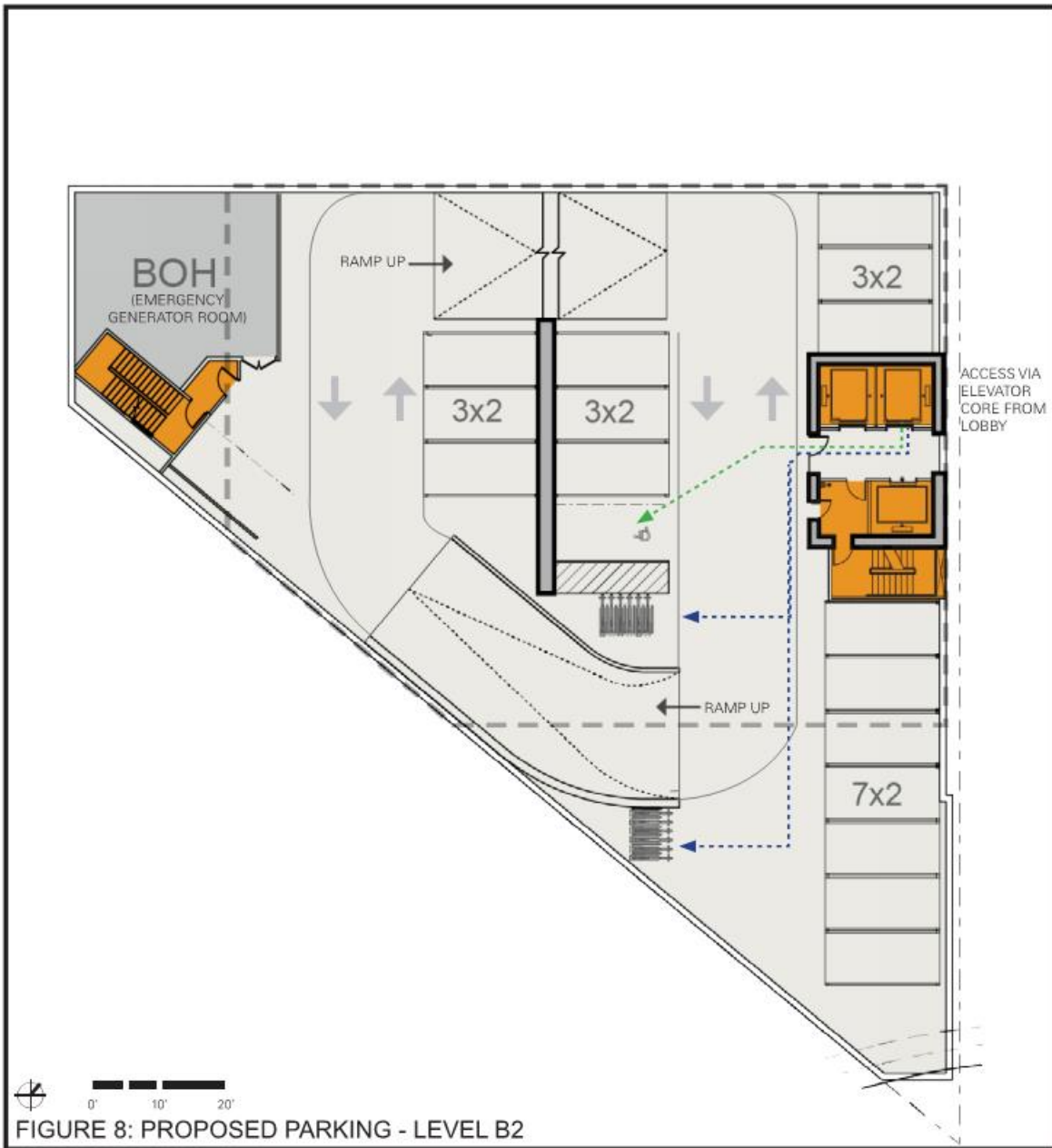


FIGURE 8: PROPOSED PARKING - LEVEL B2
SOURCE: HINES, 2015

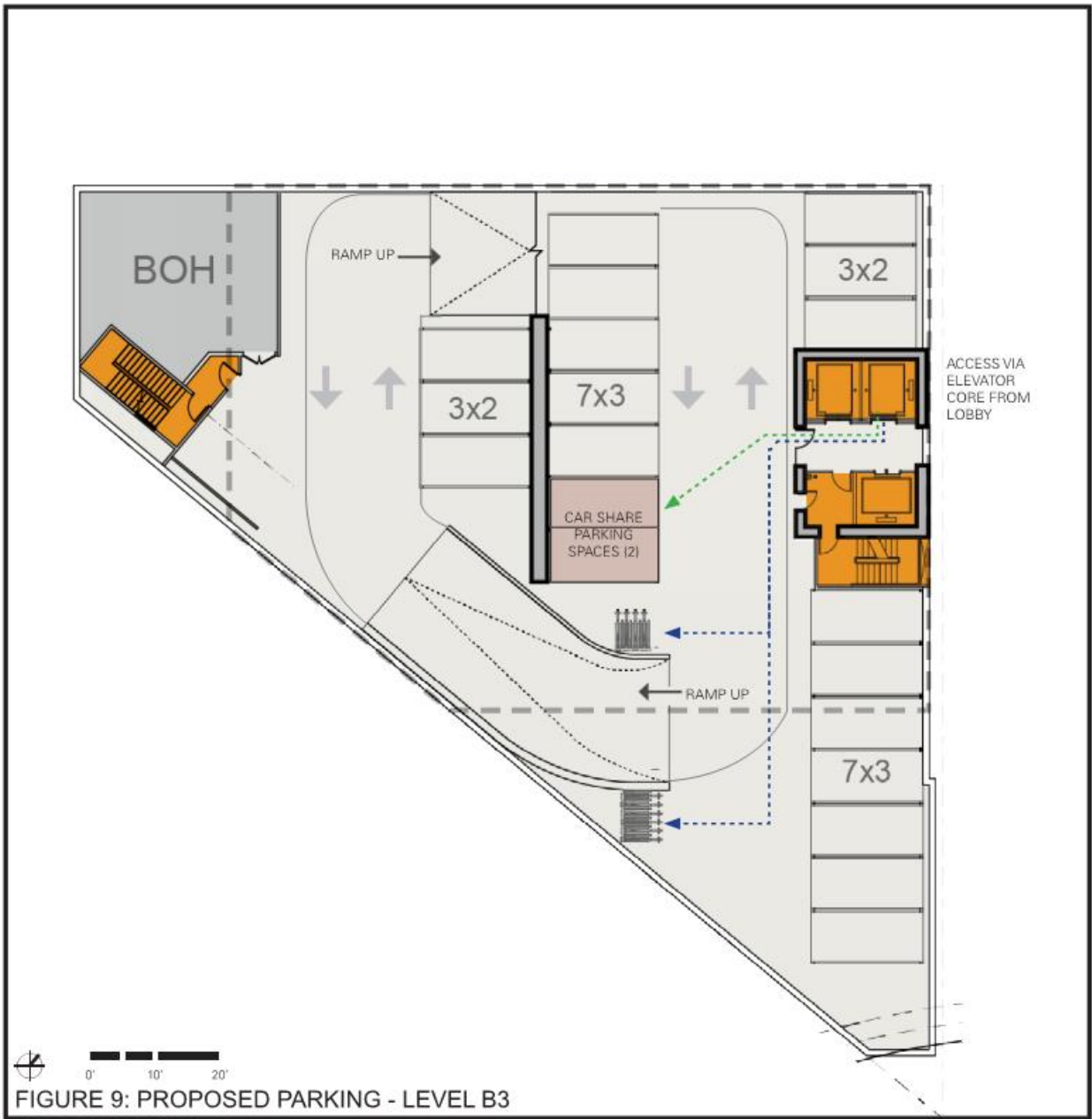
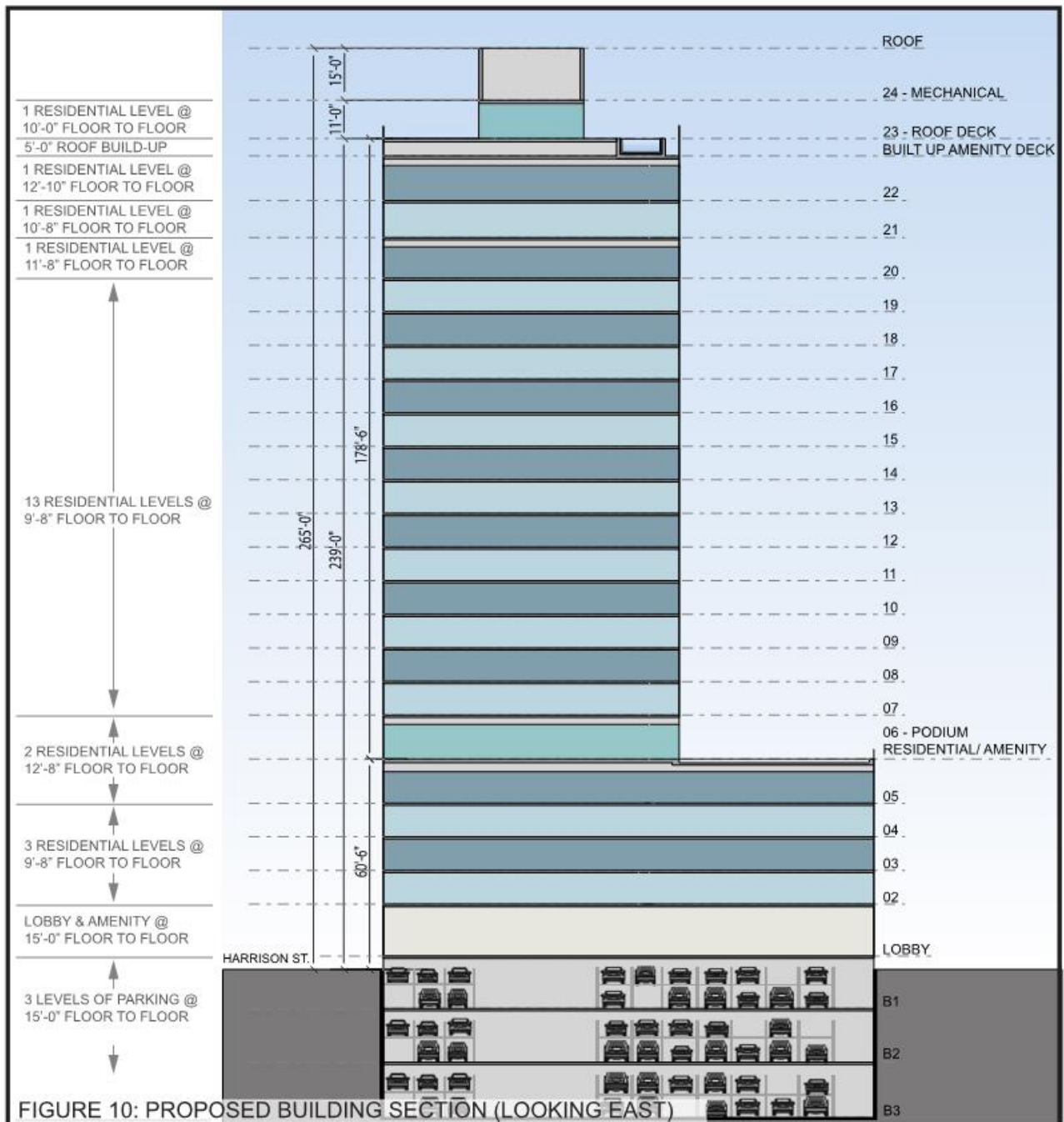


FIGURE 9: PROPOSED PARKING - LEVEL B3
SOURCE: HINES, 2015



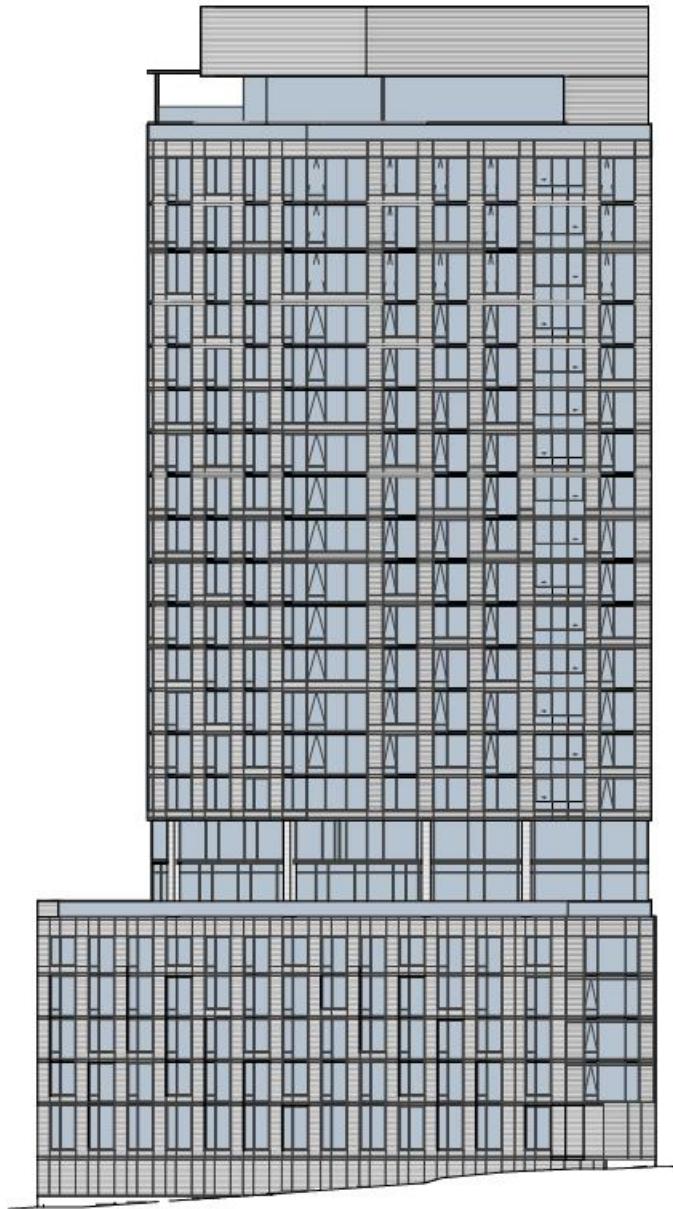


FIGURE 11: PROPOSED ELEVATION, SOUTH
SOURCE: HINES, 2015

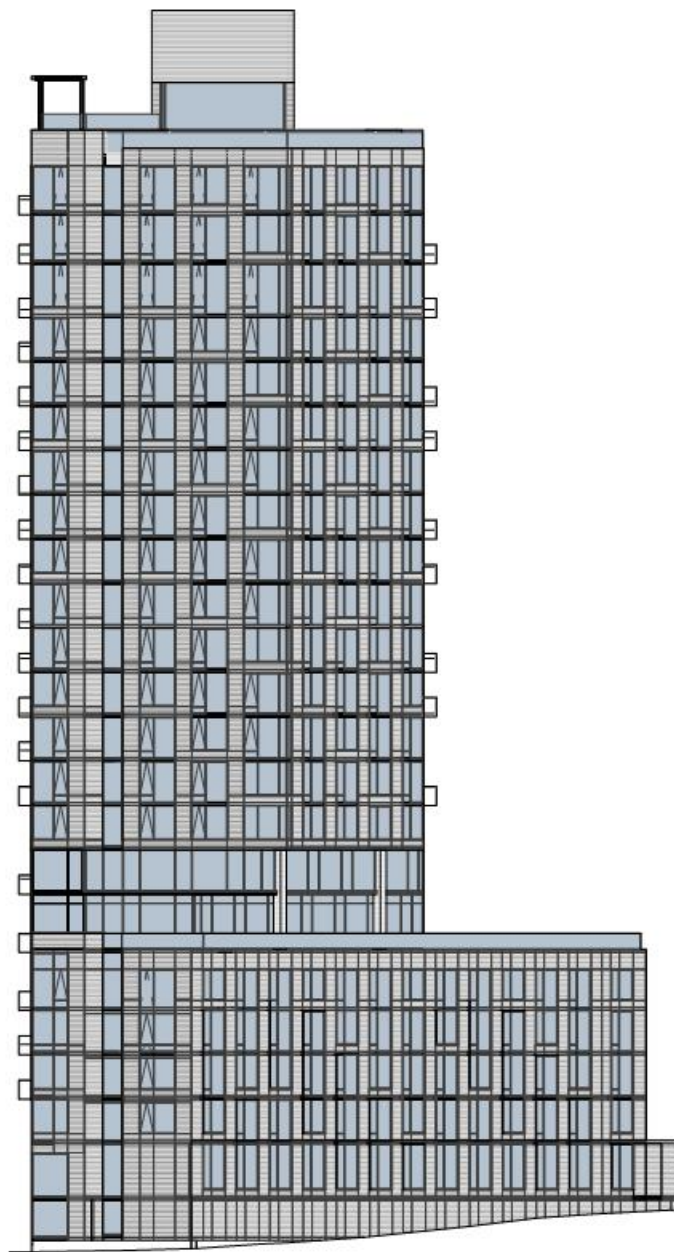


FIGURE 12: PROPOSED ELEVATION, WEST
SOURCE: HINES, 2015

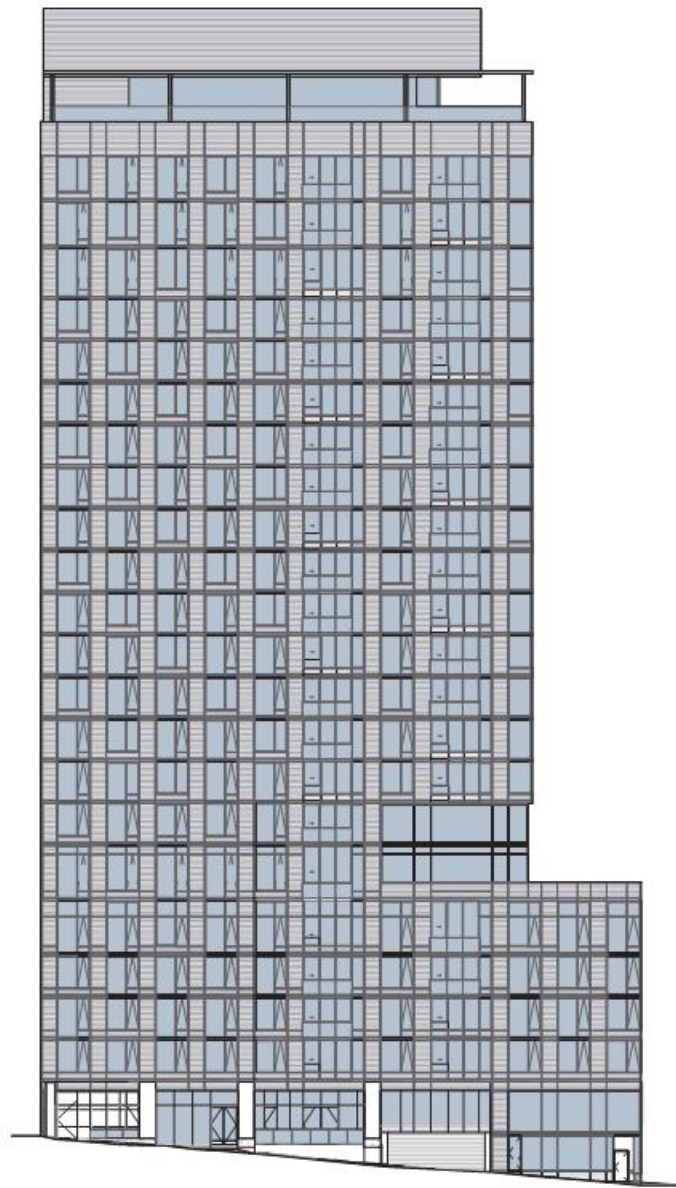


FIGURE 13: PROPOSED ELEVATION, NORTH
SOURCE: HINES, 2015

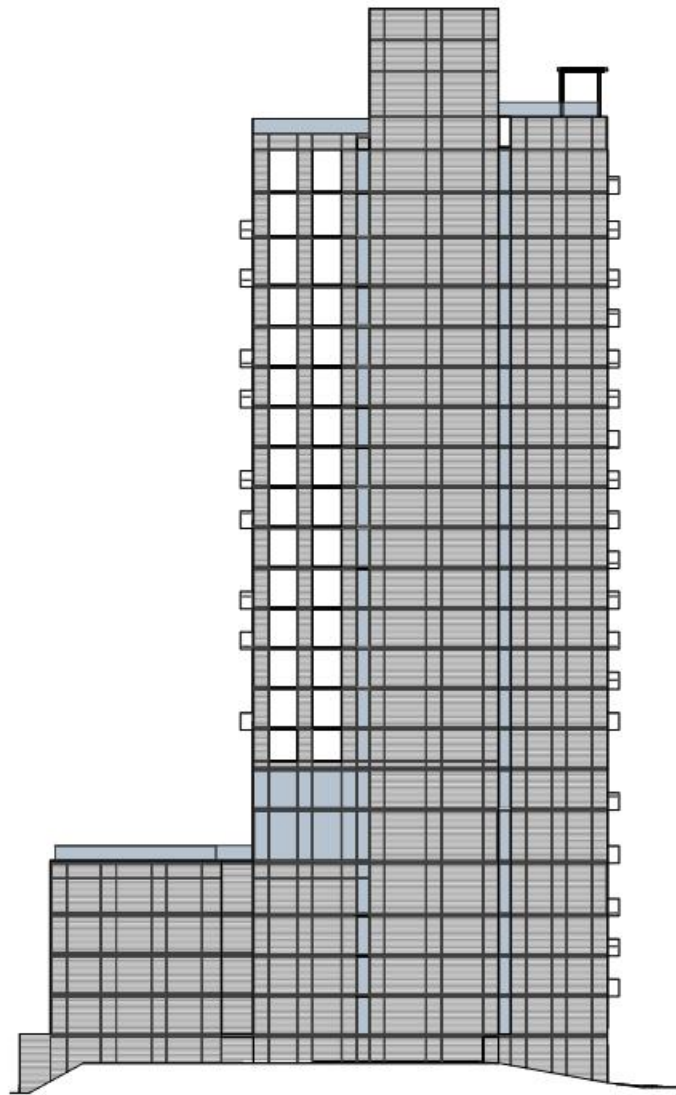


FIGURE 14: PROPOSED ELEVATION, EAST
SOURCE: HINES, 2015

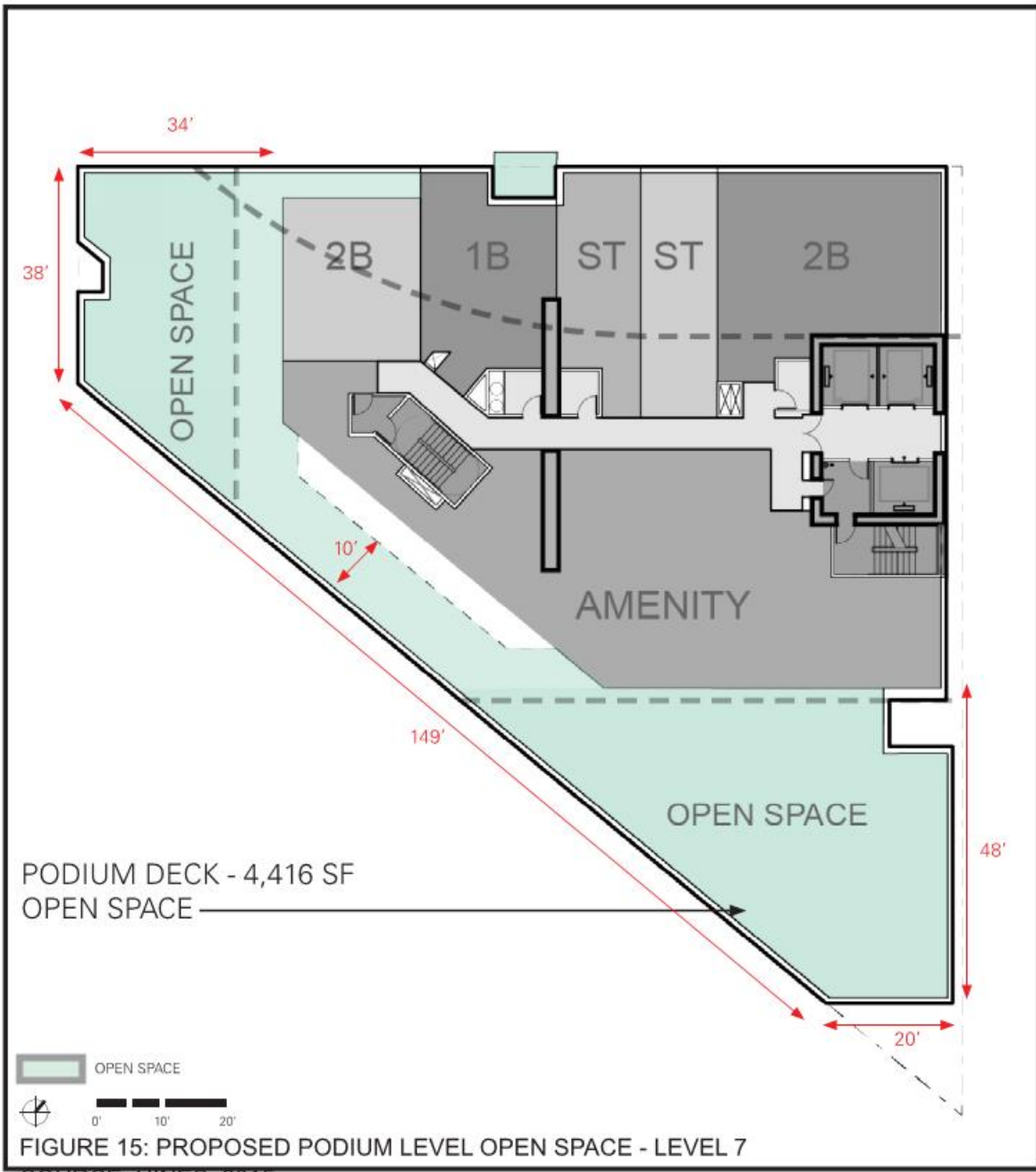
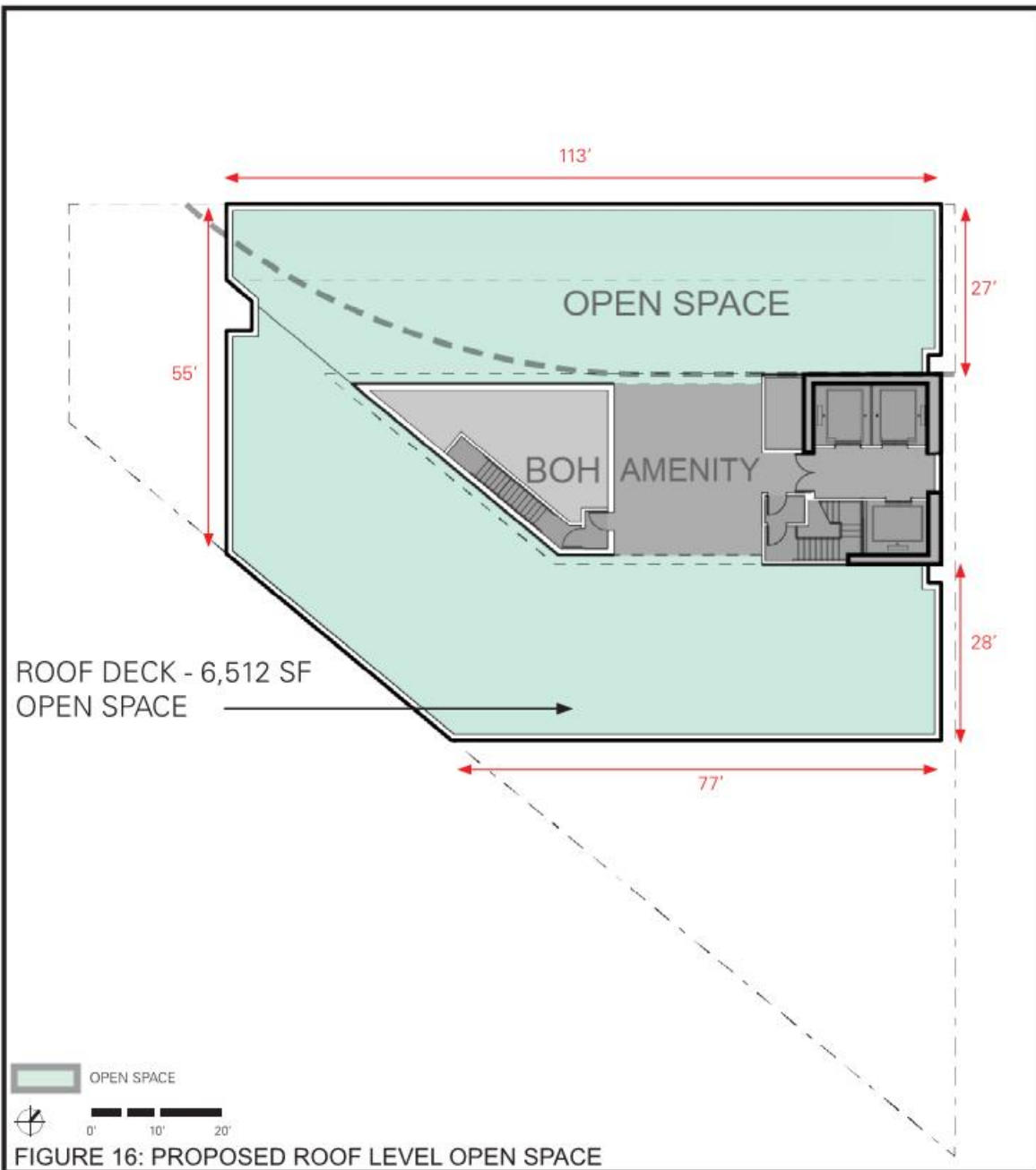
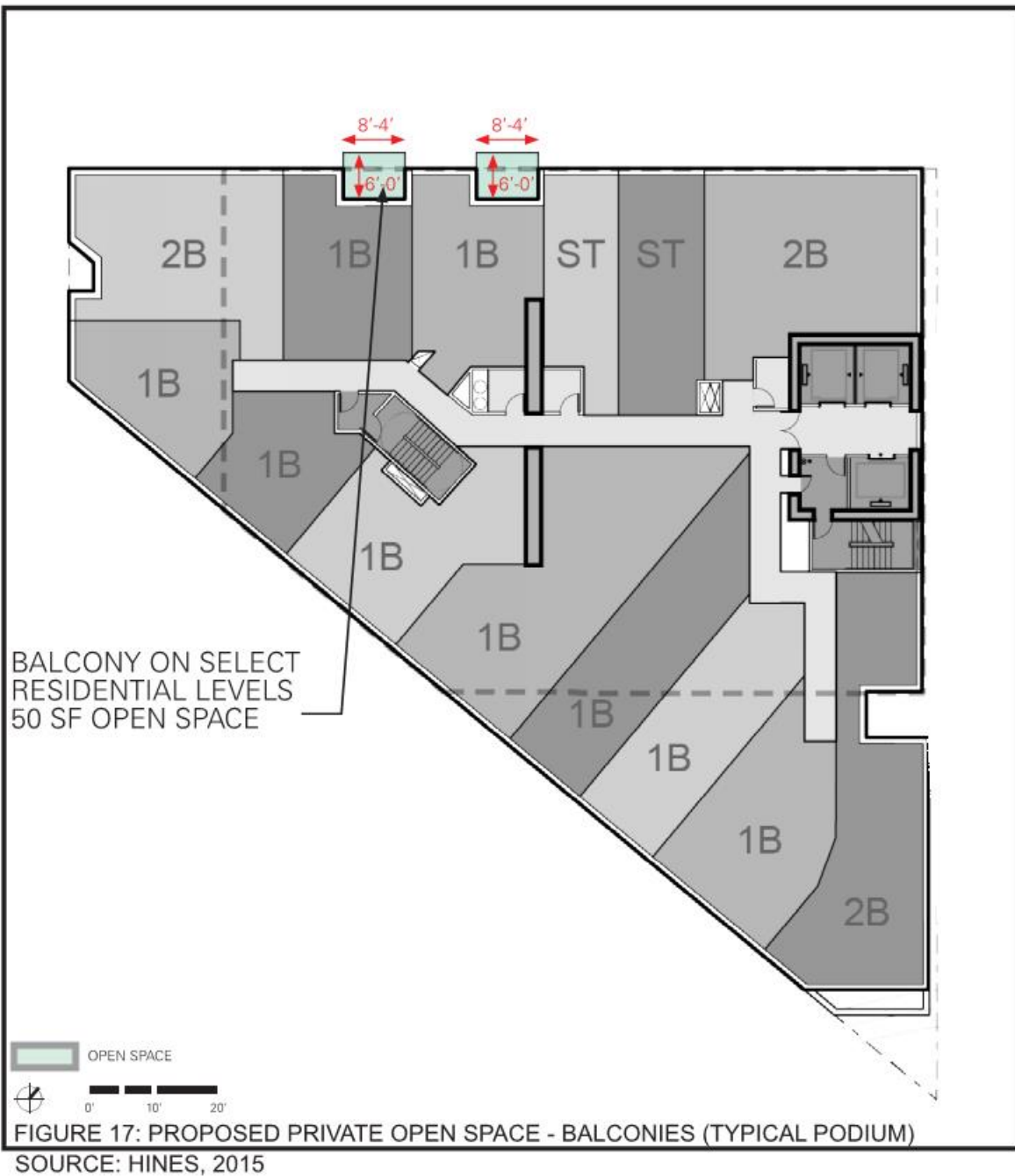
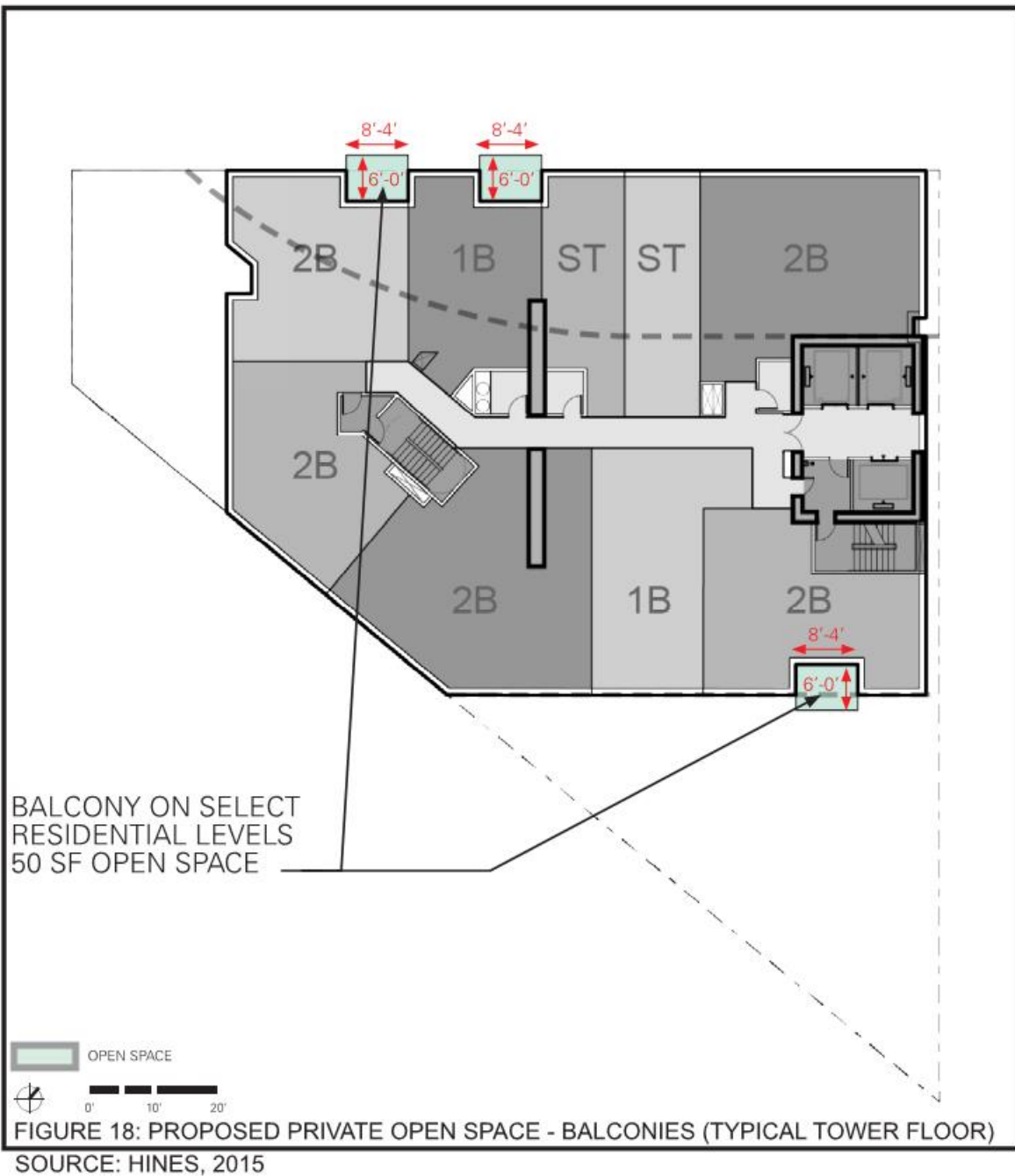
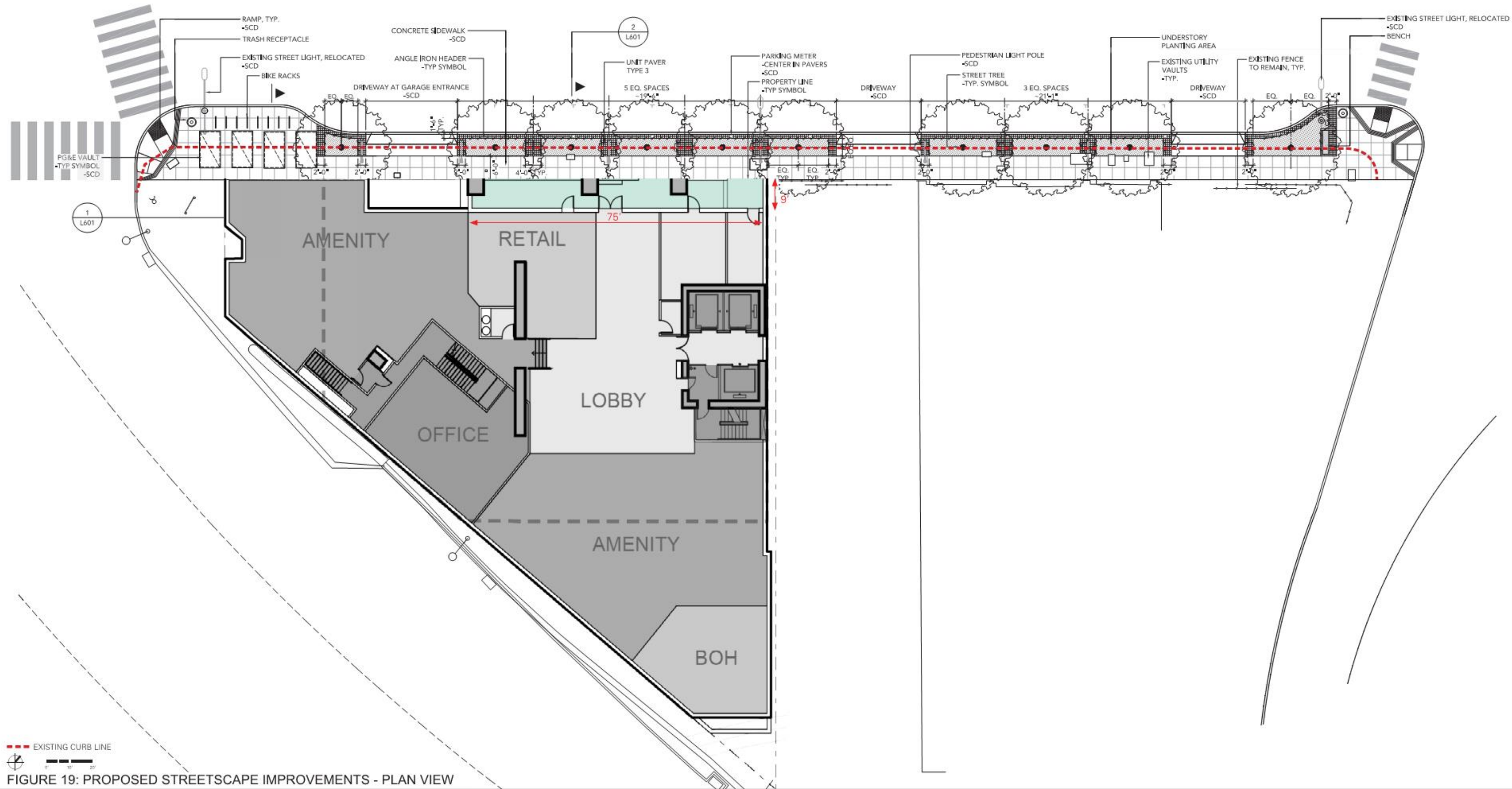


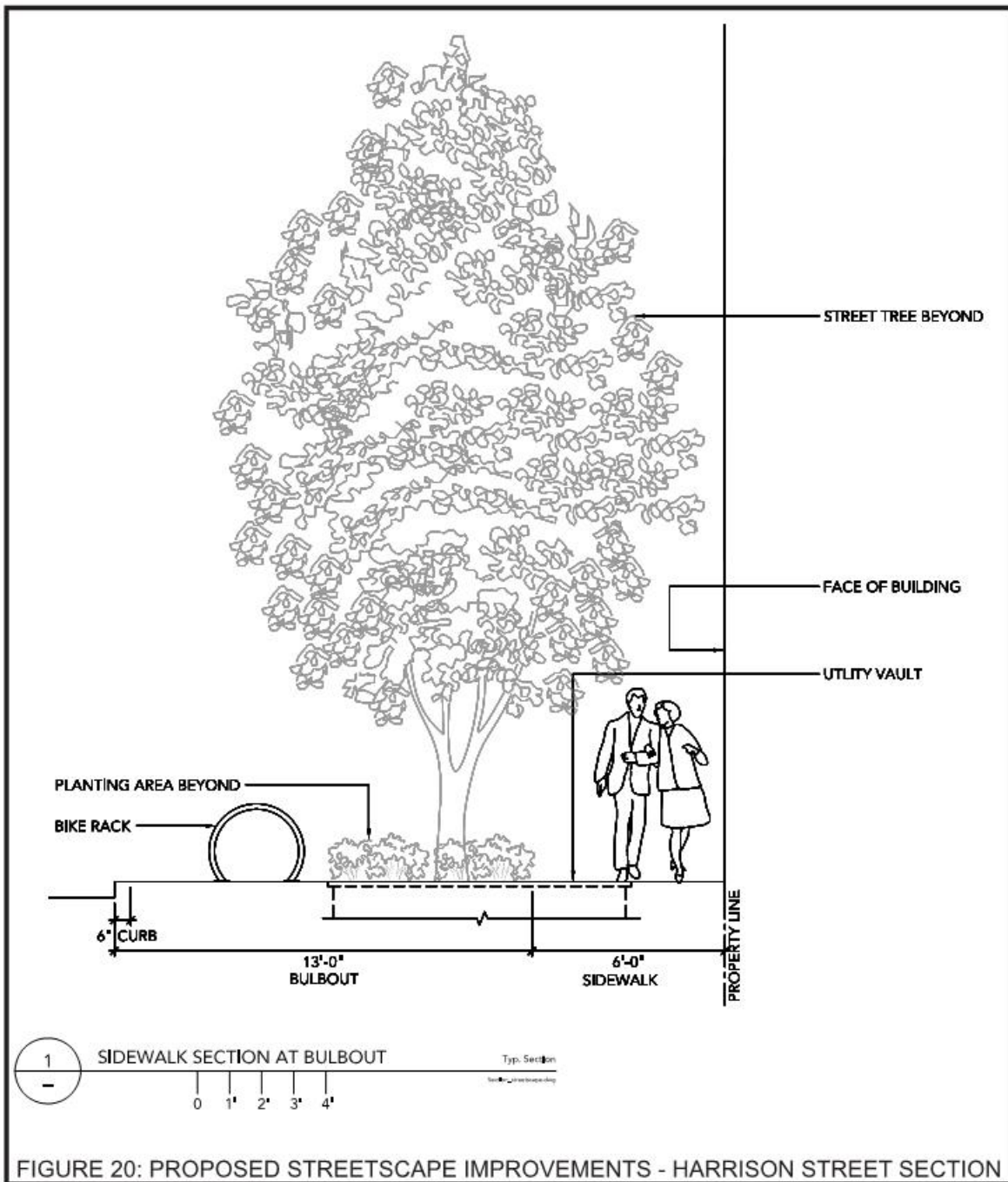
FIGURE 15: PROPOSED PODIUM LEVEL OPEN SPACE - LEVEL 7
SOURCE: HINES, 2015











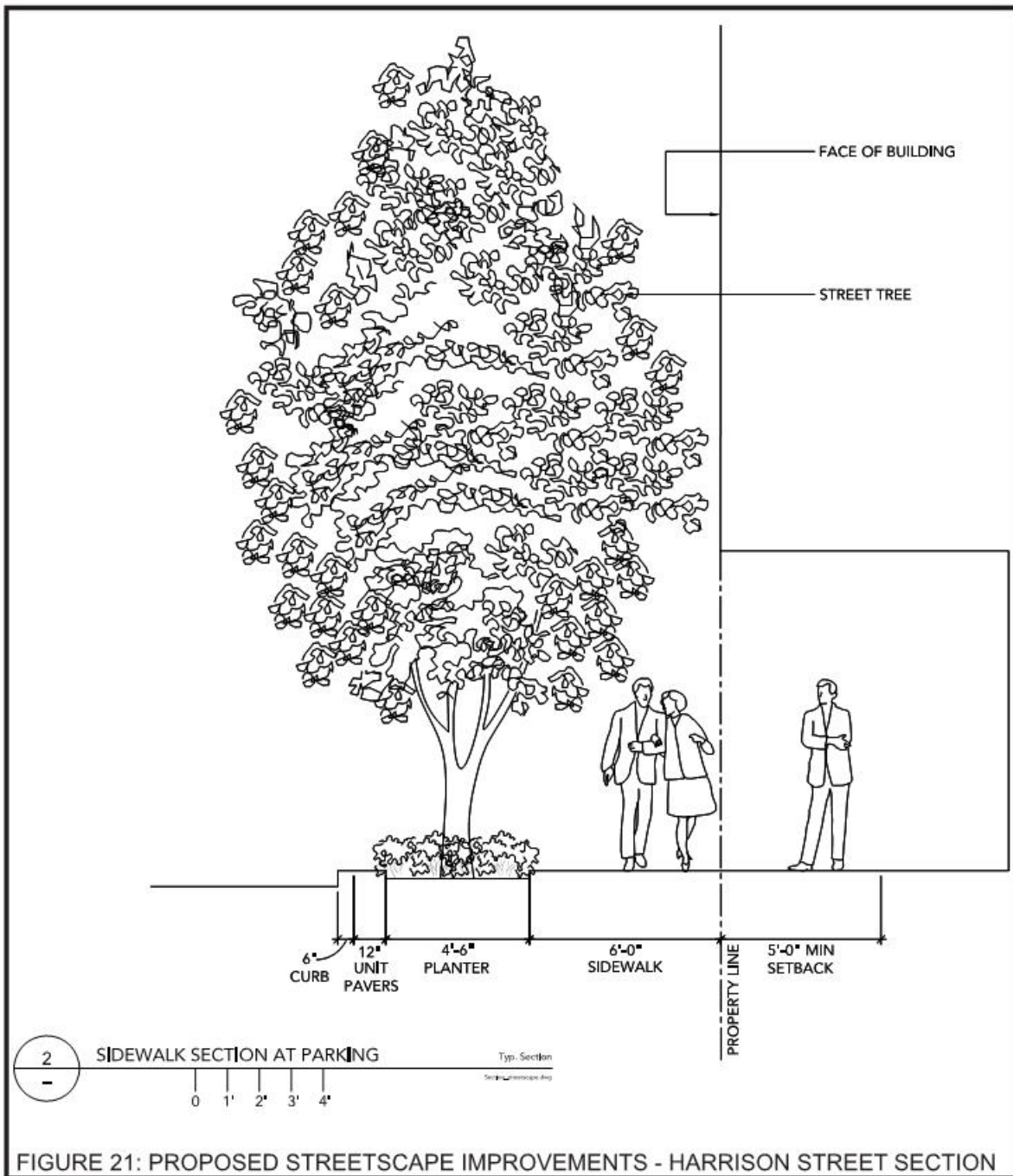


FIGURE 21: PROPOSED STREETScape IMPROVEMENTS - HARRISON STREET SECTION
 SOURCE: HINES, 2015